

From: Dina E. Micheletti [REDACTED]
Sent: Thursday, July 31, 2014 3:40 PM
To: MTC Info
Cc: [REDACTED] horan
Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

Dear MTC Personnel,

Robert Horan and I are residents of Pacifica and we submit the following comments to the Draft 2015 TIP and Draft Air Quality Conformity Analysis. I apologize for the formatting issues, but I am drafting this letter on the road, without secretarial assistance.

Mr. Horan and I are specifically concerned with the proposed Calera Parkway Widening Project, County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204 (hereinafter referred to as either the "Calera Parkway Widening Project" or "Project"). The Calera Parkway Widening Project description listed on the 2015 TIP Projects by County, page 11 of 59, states: "In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

We have heard "improved commute times" and "safety" cited as the bases for the Calera Parkway Widening Project, neither of which are supported by credible evidence nor withstand scrutiny.

The Project will not Significantly Improve Commute Time. According to best estimates (as set forth in the July 2013 "Project Report" (hereinafter, "Project Report") -- a copy of which can be found at http://www.dot.ca.gov/dist4/documents/route_1_calera_parkway/Highway-1-Calera-Parkway-Final-Project-Report-Complete-Signed.pdf), the Calera Parkway Widening Project will, **at most**, save **some** Pacifica commuters **between 1.6 minutes and 5.1 minutes of drive time** during peak hours only, and only while school is in session. As Mr. Horan and I -- along with all Pacifica residents -- can attest, there is NO traffic issue during the summer months. And as I can attest based on my driving 50+ miles each way to and from my home in the Southern-most tip of Pacifica (Pedro Point) and my San Ramon office, the drive through Pacifica during commute hours is not even remotely comparable to the truly congested traffic conditions I encounter on a daily basis on virtually every other roadway between Pacifica and San Ramon.

It is impossible for us to understand how MTC can justify spending \$50 million+ of taxpayer funds on a project that would -- at its very best -- shave a **maximum** of five minutes off the commute time of only some of Pacifica's residents -- particularly when (1) so many of us oppose the Calera Parkway Widening Project, and (2) that money could be used to fund projects that are actually needed to improve highway traffic and safety conditions on other California roadways.

To save you some time, I am excerpting relevant portions of the Project Report herein (again, apologies for the formatting issues).

Specifically, the Project Report says this at page 5:

"For existing conditions **in the AM peak period** [defined at page 5 as 7:00-9:00 a.m. in the Northbound ("NB") direction], the preferred alternative offers substantial traffic improvements compared to the No-Build alternative. Both the Fassler Avenue and Reina Del Mar Avenue intersections would experience a Level of Service (LOS) improvement of at least one letter grade, operating within the LOS D threshold maintained by the City. One hundred percent of traffic would be served, compared to 93 percent currently served under the No-Build Alternative. In addition, maximum vehicle queues at Fassler Avenue intersection would decrease by approximately 80 percent compared to the No-Build alternative. **Overall travel time would improve by 31 percent, or 1.6 minutes.** The overall average network-wide delay would be **42 seconds of delay per vehicle** in the AM peak hour, **approximately one-third of the 127 seconds of delay** under the current No-Build conditions, resulting in significant savings in road user delay costs."

"For existing conditions **in the PM peak period** [defined at page 5 as 4:00-6:00 in the Southbound ("SB") direction], the preferred alternative would also provide significant improvements compared to the No-Build alternative. Queues at the Reina del Mar Avenue intersection would clear within each signal cycle, meaning that 100 percent of traffic would be served, compared to approximately 90 percent currently under No-Build conditions. **Travel times through the corridor would be reduced by 61 percent, or 5.1 minutes.** The vehicle delay at the Reina del Mar Avenue intersection would be reduced by 77 percent, an improvement from LOS F to LOS C. The vehicle delay at the Fassler Avenue intersection would be reduced by 68 percent, an improvement from LOS F to LOS D. The overall average network-wide delay **would be 35 seconds of delay per vehicle in the PM peak hour, compared to 128 seconds** under the current No-Build conditions, a reduction of 73 percent."

To the Extent there are Actual Safety Concerns on this Stretch of Hwy 1, the Project does not Address them. While Mr. Horan and I understand the Pacifica Fire Department would like to have wider lanes, there has been no credible scientific or statistical evidence presented to support the notion that the current width of this stretch of HWY 1 presents any real-world safety issues. For example, there are no statistics/reports/accounts demonstrating that emergency vehicles have ever been actually been stopped/slowed/impeded by the current highway configuration.

Moreover, according to the Project Report, the accident rate in this area is actually **lower** than average (with an outlier fatality throwing off the fatal accident statistics), and there are no scientifically or statistically valid reports/surveys/data in the Report (or anywhere else) to support the speculation that widening the highway will lead to even fewer accidents. To the contrary, the evidence shows that the majority of accidents recorded in this area took place in the **non-commute direction** by people driving too

fast and plowing into the drivers in front of them. It should go without saying that the solution to these real-world accident statistics is **NOT** to widen the highway so that folks can drive even faster!

Specifically, the Project Report notes at pages 12-14 that:

“Along Highway 1 within project limits, . . . the total and the F+I (fatal + injury) actual accident rates **were lower than the average statewide accident rates for similar facilities**, but the fatal actual accident rate was higher due to a fatal accident at San Marlo Way. **The majority of the accidents (60.5%) occurred in the SB direction, but the hour of day for accident rates were scattered, with the majority occurring around 7 a.m. (13.2%) and 8 a.m. (13.2%).** The **primary collision factor was speeding (50.0%), and the predominant type of collision was rear end (57.9%).** Most of the collisions were located in left (42.1%) versus right (28.9%) lanes, with proceeding straight (81.6%) and/or stopped (50%) as the main movements preceding collision. Since the proposed project would provide geometric and operational improvements along Highway 1, the overall number of accidents within this roadway segment is expected to be reduced. Additional lanes combined with wider shoulders for the preferred alternative as compared to the No-Build (existing conditions) are expected to increase safety by allowing additional room for emergency maneuvering to reduce rear end collisions, and would provide more room for emergency vehicles to bypass stop and go traffic.”

Again, while the Project Report correctly observes that morning traffic occurs in the northbound direction (see p. 5), **the majority of the recorded accidents were rear-end collisions that occurred between 7:00 - 8:00 a.m in the Southbound direction.** Also apropos to this discussion, the major cause of those accidents is listed as *speeding*, which, by definition, can't take place if people are sitting in the bumper-to-bumper traffic that supposedly causes the “safety concerns.” Also note, there is zero evidence cited to support the hopeful notion that increasing the speed in this area by widening the road will reduce accidents because people will be better able to maneuver around them. Before spending \$50 million on this project, we tax payers deserve – at minimum – something more than unsupported hopeful guesses and expectations as support for it.

Finally, even if the proposed Calera Parkway Widening Project were needed (and it is not), the proposal expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Accordingly, the proposed Project appears to add much more than what is needed to support an additional lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica, destroying the coastal feel of our city and wiping out local businesses in the process.

Mr. Horan and I join other concerned Pacifica residents in urging the MTC to take a close look at this project and to demand that Pacifica and Caltrans examine all available options and alternatives (which, to-date, has not been done) before committing tens of millions of dollars to a project that will permanently destroy the natural beauty that is

Pacifica's only real asset, without providing any remotely commensurate benefits to the residents of this town.

Thank you for your consideration,

Dina Micheletti and Robert Horan 