



AGENDA NO: A-2

MEETING DATE: May 17, 2023

**AGENDA CORRESPONDENCE RECEIVED BY
THE PUBLIC WORKS ADVISORY BOARD FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

From: Rodger Anderson <[REDACTED]>
Sent: Tuesday, May 16, 2023 9:49 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Highway 41 roundabout

I live in north Morro bay and need to regularly use this intersection. I STRONGLY favor the roundabout option, given the additional grant money that seems to be available for this choice, even though it is initially more expensive than signalization. As a member of the city council, I was skeptical about the Morro Bay Blvd. roundabout. After much deliberation I voted in favor of it and it has proved successful. The best example of a similar intersection with a roundabout that I have used a number of times, would be the roundabout at Milpas Street and US 101 in Santa Barbara. It has a freeway underpass, an off ramp, an on ramp, and another street all converging. It has far more traffic and works efficiently. It also accommodates pedestrians getting from one side of the freeway to the other as well as crossing Milpas. Please do the roundabout.

Respectfully,
Rodger Anderson

[REDACTED]

From: Lorie Noble [REDACTED]
Sent: Tuesday, May 16, 2023 10:16 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Comments Regarding 5/17 Agenda Item A-2

Dear Advisory Board,

I use this intersection of Hwy 41/Hwy 1/ and Main Street often and daily. I think it would be safer for pedestrians if a signal were installed.

Lorie Noble
Greenwood Ave
Morro Bay

From: Jeff Anderson [REDACTED]
Sent: Tuesday, May 16, 2023 10:53 AM
To: PWAB <PWAB@morrobayca.gov>
Cc: Loosewood@gmail.com; 'Shellie Anderson' <imassage7@gmail.com>
Subject: Hwy 41 Roundabout WE SUPPORT

My wife and I live very close to the Hwy 41 / Main St. intersection and strongly support the proposed roundabout.

It is at times a very busy intersection and we are grateful that this proposed change might take place.

We are:

Jefferson Anderson

[REDACTED]

[REDACTED]

And

Rachelle Rene Anderson

[REDACTED]

[REDACTED]

[REDACTED]

From: Carole Truesdale [REDACTED]
Sent: Tuesday, May 16, 2023 11:36 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Highway 41/Main Street & Hwy 1

Dear Members of PWAB,

My husband and I attended the meeting on May 10th regarding the discussion about roundabout, signals at this intersection.

We all understand the issues surrounding the safety of pedestrians trying to cross this intersection, folks rolling through stop signs etc. The fact of building a roundabout is horrid because it does not really address the safety factor of individuals/bicyclist trying to navigate the onflow of traffic to cross safely.

According to the Staff Report, there are 3 options on the table: no action, roundabout, signalization. At the public workshop held last week, tunneling and overhead walkway were dismissed as alternatives to keep pedestrians safe due to flooding and cost.

The Staff Report does not mention the cost estimates stated during last week's workshop: \$4 million for signalization and \$12 million for roundabout. It also does not state that signalization would require less time to build than a roundabout.

We feel that the area suggested for the roundabout to too dicey, and a signal would be a better way to control the traffic flow in that area, especially with the anticipated additional traffic from the new affordable housing units and new hotel on 41 and continued flow of individuals coming into our town from various parts of the state.

I have been a resident of Morro Bay since 1995 and a homeowner. Thank you for reading my comments.

Kind regards,

Carole Truesdale

"Food without wine is a corpse; wine without food a ghost. United and well matched, they are as body and soul; living partners!" chef...Andre Simon (1877-1970)

-----Original Message-----

From: Greg McDonald [REDACTED]
Sent: Tuesday, May 16, 2023 2:44 PM
To: PWAB <PWAB@morrobayca.gov>
Subject: Re: Highway 41 / Main St intersection

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

I am unable to attend the upcoming meeting on 5/17, but would like to make my humble opinion and recommendation. I think a 4 way signal controlled intersection would best serve the location and public. The walk signal during signal phases would control pedestrian traffic. The signal phases for vehicle traffic would be able to control all directions of vehicles, including the Highway 1 off-ramps. It may take a little longer to get off Highway 1, but the control of the Highway 41 and Main St intersection would flow properly when you take out the human error of drivers who may not know when it is their turn, as is the current situation and could be the case with a roundabout. It is unfortunate that drivers do not know how to use roundabouts, but that is a fact. The current roundabout at Quintana and Morro Bay Blvd is a hazard for many reasons, with driver error being a major issue. With a large senior citizen and tourist base of drivers, simple stop signs or signals are easily recognized and maneuvered by all types of drivers, without any additional training.

Thank you for allowing my input and hopefully it can be used as citizen input for the upcoming meeting.

Sincerely,
Greg McDonald
(retired deputy sheriff - San Diego County Sheriff's Dept.)

Sent from my iPad

From: GARY KURIS [REDACTED]
Sent: Tuesday, May 16, 2023 11:13 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: 41 and Main

I don't know if I'll be able to make tomorrow's meeting of the PWAB, so I'm sending you this copy of a note I sent to the Mayor and Council. I write as someone who's been going through the intersection of 41 and Main multiple times a day for fourteen years, by car, foot, and bicycle.

Thanks for your attention.

Gary Kuris

TO: Mayor Wixom; City Council

RE: Intersection of 41 and Main

Morro Bay is emerging from the construction of a \$160-million sewage plant. We need to cast a cold eye on new infrastructure projects that don't have clear and overwhelming importance. It's irresponsible to spend millions on a single intersection when we can't afford to keep the streets paved. The situation at 41 and Main may be less than ideal, but it's hardly a catastrophe justifying major expenditure. Either of the proposed improvements—stoplights or a roundabout—raises questions, as staff and consultants admitted at the May 10 workshop; no solution will be perfect. The visitors pouring down Route 41 on summer weekends may never have seen a roundabout before, and the result will not be pretty. Construction will involve an extended period of

traffic chaos. We've already had to endure years of disruption. How much more do we have to take? (And then there's the effect on traffic of the proposed battery plant nearby, a boondoggle that went unmentioned at the workshop.)

Major infrastructure expenditures—projects that affect the very nature of the community—should be put to a vote of the community. As we saw with the sewage plant, workshops and online surveys are no way to make decisions.

The May 10 workshop set out a solution in search of a problem.

Gary Kuris

From: [REDACTED]
To: [PWAB](#)
Subject: 41, 1 and Main
Date: Tuesday, May 16, 2023 2:00:27 PM

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

To Whom it may concern;

I use the morro bay high school pool 5 days a week.

Tuesday and Thursday mornings for the early swim are insanely busy with the traffic flow of pool patrons, commuters and students trying to cross these intersections.

Leaving the pool between students lunch hours is another dangerous time as well at later in the day when school lets out.

An expensive roundabout is not the answer. Signage and sensor lights is an idea; if one direction is void of cars, another direction may open up the flow.

Courteous drivers are few and far between when personal deadlines seem more important. Running stop signs is a regular occurrence. Am surprised there are not more accidents.

Good luck with this.

Please don't spend more money that we don;t have.

For what it's worth,

Mary Forbes

-----Original Message-----

From: Tom Cantwell [REDACTED]

Sent: Tuesday, May 16, 2023 3:57 PM

To: PWAB <PWAB@morrobayca.gov>

Subject: Highway 41 and Highway one interchange with Main Street

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Hi, my name is Tom Cantwell. I use this intersection frequently. It's horrible especially when kids are getting out of school. You have to wait for everybody to walk across and it backs up and it backs up at other times. It's just not set up properly as it was first probably intended something needs to be done and I appreciate your doing something about it but while you're also doing something with the intersection, you need to have access to Highway 41 for people who go to Atascadero for work, doctors, etc. thank you very much. My name is Thomas Cantwell. My email address is cantwell@olympen.com.

Sent from my Perspective

From: Lori Toft [REDACTED]
Sent: Tuesday, May 16, 2023 8:03 PM
To: PWAB <PWAB@morrobayca.gov>
Subject: Round about or traffic light?

Hi there, I am a Morro Bay resident living very close to the intersection of Hwy 41/Main Street/Hwy 1. I understand that you are seeking community input on the decision of how to help this difficult intersection. I see the traffic is drastically different from hour to hour, day to day due to tourists heading up or down the coast and high school students. As much as I dread the time and cost for a round about, this seems to me the much better choice. There is a similar intersection in Paso Robles where Hwy 46/Spring Street/Hwy 101 meet and those stop lights are super frustrating to navigate and there are NO pedestrians and no nearby school. It's simply too complicated for a series of stoplights to keep up with. I think a round about is the much better choice for this location.

I'm sorry I can't be at Wednesdays meeting but I appreciate your taking the time to consider my input. Thank you so much,

Lori Toft
Morro Bay home owner.

Sent from my iPhone

-----Original Message-----

From: Pat Reed [REDACTED]
Sent: Tuesday, May 16, 2023 9:05 PM
To: PWAB <PWAB@morrobayca.gov>
Subject: Roundabout at 41 and N Main

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It has been brought to my attention that the previous city council decided to approve the round about at the intersection of 41 and N Main. We have lived in MB for 22 years and are constantly using the round about on MB Blvd which has made that intersection smoother and faster to negotiate. Roundabouts effectively move traffic all over the world and many areas in the US. This is a complicated intersection but no system of traffic signals will be as safe and efficient as a well planned and designed roundabout. Safe crossing for pedestrians can and must be addressed, but traffic signals aren't the solution. A round about will be the best way to improve this intersection once and for all. Jim and Pat Reed

Sent from my iPad

From: Anne Limon [REDACTED]
Sent: Wednesday, May 17, 2023 6:30 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Hey 41 and Main intersection

I'm a resident on Hwy 41 and use that intersection at least twice a day over the last 25 years. The general problem is people don't understand/follow the proper rules of driving. The people turning left turn before the people going straight or the people going straight try to be polite and wave the "lefties" to go and it slows and confuses the whole process. I'm not sure you can fix that with just signs. You will have to add turn lanes.

I am all for the Roundabout. I know the cost is greater and it will take time to build but in the long run, it should fix the issues.

An overhead crossing would be ideal for kid safety. Perhaps the school district has some \$\$ to add towards that.

Good luck with whatever you decide. Not everyone will be happy, no matter what. People can learn to use the roundabouts. They are becoming more common and are a good solution to a busy intersection.

Kind regards,

Anne Limon

From: [REDACTED]
To: [PWAB](#)
Subject: Fwd: Delivery Status Notification (Failure)
Date: Tuesday, May 16, 2023 9:13:21 PM
Attachments: [icon.png](#)

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----- Forwarded message -----

From: Mail Delivery Subsystem <mailer-daemon@googlemail.com>
Date: Tue, May 16, 2023 at 9:11 PM
Subject: Delivery Status Notification (Failure)
To: [REDACTED] >



Address not found

Your message wasn't delivered to **PWAB@morrobsyca.gov** because the domain [morrobsyca.gov](#) couldn't be found. Check for typos or unnecessary spaces and try again.

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The response was:

DNS Error: DNS type 'mx' lookup of [morrobsyca.gov](#) responded with code NXDOMAIN
Domain name not found: [morrobsyca.gov](#) Learn more at
<https://support.google.com/mail/?p=BadRcptDomain>

----- Forwarded message -----

From: M Carlson [REDACTED]

To: PWAB@morrobsyca.gov

Cc:

Bcc:

Date: Tue, 16 May 2023 21:10:55 -0700

Subject: Hwy1/Hwy41 intersection

I'm unable to attend the meeting on Wednesday.

I'm wanting to convey my interest in a roundabout to solve this congestion. I'm sure a high school student would be intelligent enough to be able to safely walk any new crosswalk configuration that is added.

The new construction of a hotel and apartment complex will only magnify the problem area.

Thank you

Mrs Carlson

From: Linda Winters [REDACTED]
Sent: Wednesday, May 17, 2023 8:47 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Alternative traffic solutions

Hello,
My name is Linda Winters.
I live on [REDACTED]
[REDACTED]

Our Park and my little home is literally 30' from Main Street and 90' from the Hwy 1N off ramp, 300 paces from the intersection of Main and SR41.

Everyone that lives in our Park are acutely aware of this intersection as we MUST deal with it and it's possible dangers every single time we leave our homes , in our cars, as pedestrians, or on bikes or scooters.

There is no safe way to exit the Park during school hours, starting classes, during lunch hours, and as school sessions ends.

Then we also have heavy traffic times as the commuters are coming and going to work.

These are all facts of life for those of us that live close by this intersection.

That's speaking for folks on the Southside of Main/SR41.

There are hundreds more that live very close by in Mobilehome Parks and apartments, on the Northside and eastbound.

We all know the intersection needs attention, and we need our pedestrians to be safe, that is a "given".

As I have read through your traffic surveys and assessed the different options each alternative presents to the humans and our environment, I saw a possible and immediate fix to the traffic flow.

Place speed humps or traffic bumps, those white bumps placed in patterns on the roadways, from ALL directions, N, S, E and W, for at least 450' before entering the intersection.

Those automatically slow drivers down.

After those are applied, drivers become accustomed to the conditions BEFORE they enter the intersection.

We all know that just lowering the speed limit doesn't slow drivers down.

Then the City and State can proceed to whichever option is decided upon.

I have a personal preference , the Roundabout, but I will be happy to see something nay anything done to this traffic nightmare.

I will always be concerned about the students and seniors using the crosswalk, they both have different motives, but they all would like to get to the other side of the road alive!

I will see you all at the meeting this evening.

Respectfully submitted by
Linda Winters

[REDACTED]
[REDACTED]
[REDACTED]

From: Dennis Houlsby [REDACTED]
Sent: Wednesday, May 17, 2023 8:54 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Highway 41 Intersection at Main Street

I fully support the option to build a new roundabout at this intersection. Roundabouts keep traffic moving, reducing the frustration of motorists stuck at a traffic light when there is no traffic in the other direction. They work well and are easy to maneuver. Having travelled in England, roundabouts are everywhere, from small two-way streets to multiple lane intersections. As a tourist I adapted quickly to their use; if I missed an exit the first time, I merely drove around again until I found the right one. SLO has embraced these interchanges with the highway 46, Vineyard drive being the last one. Morro Bay should continue with this trend which is relatively new to the US but common place elsewhere.

RD Houlsby
Cayucos, CA

From: Zust -Doerr [REDACTED]
Sent: Tuesday, May 16, 2023 5:01 PM
To: Dana Swanson <dswanson@morrobayca.gov>; Greg Kwolek <gkwolek@morrobayca.gov>
Subject: Comments for A-2, Improvements at State Route 41, State Route 1, and Main Street

DATE: May 16, 2023
TO: Morro Bay PWAB
FROM: Bob & Barbara Doerr
SUBJECT: Agenda **No. A-2** - May 17, 2023 - Design Alternatives to Caltrans for Intersection
Improvements at State Route 41, State Route 1, and Main Street

We have issues with the proposed roundabout at Route 41 at Main. However, our greatest concern is for pedestrian safety: for students going to and from school and the many young people heading to the beach, Flippos, the Boys/Girls Club, or high school for recreation and events.

We do not believe the high cost of a roundabout is the only or a full traffic solution. It may move traffic faster with less pollution, but as a prior weekday family school drop-off and pick-up service, we still see problems.

1.) Unaffordable high cost of roundabout project.

Who pays for the roundabout project? The City acknowledges it can't afford to maintain the existing streets so how can we afford a \$12++ Million roundabout?

Double signalized intersection	\$4 to 6 Million	
Roundabout	\$8 to 12 Million	Construction Costs *
		* Plus, Right-of-way

acquisition and studies.

QUESTION: In an effort to provide full transparency to residents at tonight's meeting, please present actual costs to City taxpayers for roundabout and the double signal project alternatives.

Give us a breakdown of costs to be paid by the City versus costs to be paid for by CALTRANS or grants.

2.) Postpone project and consider eliminating access points to State Route 1 (SR-1), thereby, making the less costly double signal alternative a more viable solution with better LOS.

As an example, before moving forward please consider eliminating access to State Route 1 (SR-1)

northbound entrance from SR-41, and instead direct northbound SR-1 traffic north on Main Street.

This could be done on a temporary basis by just blocking SR-1 North entrance at SR-41 as a test.

Then redirect traffic north along Main Street to San Jacinto entrance to SR-1 northbound,

and/or similarly direct traffic South along Main to SR-1 northbound entrance near Bicycle Park.

Morro Bay offers many options for access to and from SR-1.

We do like roundabouts, but Morro Bay doesn't seem to have the space/land to build an effective,

large enough roundabout or the money to purchase more land. This seems to be a problem

with the proposed roundabout – it should be larger. The many young pedestrians must still

depend on drivers to allow them to cross the streets. Adult/mature drivers do not seem

to give proper right-of-way and respect to kids!

Thank you for considering our comments and questions.

Bob & Barbara Doerr

From: [REDACTED]
To: [PWAB](#)
Subject: Roundabout!!!
Date: Wednesday, May 17, 2023 1:03:34 PM

Hello!

Please put a traffic circle / roundabout at Hwy 41 and Main St! It is the best option! the one at Quintana is great! Please don't believe that residents want a signal - I think that is people who don't realize how much better a roundabout would be for all involved. A traffic circle is a safe option for everyone, including pedestrians and bikes. Also, I think the MBHS safety officer should conduct pedestrian traffic at that intersection during lunch time and after school, regardless of what option is chosen.

Thanks for listening to input!

Beth Appel

North Morro Bay resident and parent of 2.

From: [Heather Goodwin](#)
To: [Janeen Burlingame](#); [Greg Kwolek](#)
Cc: [Dana Swanson](#)
Subject: FW: Agenda Item A-3 for May 17, 2023 Meeting
Date: Wednesday, May 17, 2023 1:09:34 PM

Fyi....

From: Bart Beckman [REDACTED]
Sent: Tuesday, May 16, 2023 6:17 PM
To: Council <council@morrobayca.gov>
Cc: Karen Beckman [REDACTED]
Subject: Agenda Item A-3 for May 17, 2023 Meeting

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I have been trying to send this to PWAB

May 16, 2023

PWAB Members

Subject: Agenda Item A-3 for May 17, 2023 Meeting

We have reviewed the information provided in the Agenda for this item and have some questions/concerns about the study.

1. The Study goes into detail about the **emissions**; can we assume that these calculations were constructed using the most recent car emission regulations being imposed on California – namely a move to all-electric by the end of this decade (or reasonably the same time frame as to when this Project might be completed or certainly soon thereafter). If not, this line of argument should be stricken from any future consideration.
2. The big concern about this intersection is **pedestrian traffic**. I did not see that addressed. We live in North Morro Bay and know to avoid this intersection before and

after school and at lunch.

A comparison was made relative to accidents for this intersection and the round-about on Morro Bay Boulevard. There are very rarely ANY pedestrians at Quintana and MB Blvd, whereas it is rare to not have pedestrians at 41/1/Main, much less during the aforementioned school hours.

The roundabouts at 46/Vineyard and those on Tank Farm are very efficient – none of these have any significant pedestrian traffic – in fact we have never encountered any, not that we frequent these places, but often enough.

We suggest you observe the high school students using this intersection at the peak times – a roundabout is asking for trouble. These are normal teenagers with a lot on their mind other than dodging traffic in a roundabout.

3. We did not find where the **funding** would come for either alternative. The previous City Council asked the electorate to pass Measure E, I believe, making NO mention of this Project. And then promptly used something like \$600,000 of these funds to continue the Intersection Study. The funding source identification should be specific and not - “we will use general funds for the Morro Bay portion”. If this Council is going to use E funds, then say so up front versus how the previous Council operated.
4. We attempted to find the qualifications of **John Rogers**. All we could find was a LinkedIn reference. And he is identified as a Marketing person.

Is Mr. Rogers a Traffic Consultant or someone the City hired to “Market” their preference? And will he be the ongoing PM? - If so, he would have an incentive to have this Project be as expensive as possible as his fees would be based on this (similar to Carollo for the WRF).

5. **We strongly support “a smart light” intersection.** Possibly having flashing red signals during “normal” hours.

Sincerely,

Bart and Karen Beckman
Residents of North Morro Bay

Sorry if you received many copies - I was having trouble sending.

And relative to the WRF discussion, the Quarterly Report is basically an obfuscation of the issue at hand - when will we know if the Recycled Water component is viable - Carollo and the City keep kicking this can down the road. Is there A PERSON who will actually put their name on this Project to say they are fully confident we will be able to replace up to 80% of our water supply? If so, who is THAT PERSON? Not company, not City Staff, but a real person?

From: Tracy Stratton [REDACTED]
Sent: Wednesday, May 17, 2023 2:05 PM
To: PWAB <PWAB@morrobayca.gov>
Subject: Intersection Improvements at Hwy 41 @ Route 1

Attn: PWAB,

I am a resident of Morro Bay and believe that the Roundabout Alternative would make the most sense for that intersection.

Roundabouts are often considered a better option than traffic signals at intersections for several reasons:

1. **Improved Traffic Flow:** Roundabouts facilitate a smoother flow of traffic compared to traditional signal-controlled intersections. The continuous circular movement eliminates the need for vehicles to stop and wait for a signal to change. This results in a reduction in delays, fewer instances of congestion, and improved overall traffic efficiency.
2. **Enhanced Safety:** Roundabouts have proven to be safer than signalized intersections. Studies have consistently shown a significant reduction in the number and severity of accidents at roundabouts. The design forces drivers to slow down while entering, encourages a more cautious approach, and reduces the occurrence of high-speed collisions or T-bone accidents that are common at signal-controlled intersections.
3. **Decreased Fuel Consumption and Emissions:** As roundabouts improve traffic flow and reduce delays, vehicles spend less time idling and braking. This leads to reduced fuel consumption and lower emissions, resulting in a more environmentally friendly transportation system.
4. **Lower Construction and Maintenance Costs:** Roundabouts typically have lower long-term costs compared to signalized intersections. While the initial construction of a roundabout may require more space and investment, ongoing maintenance costs tend to be lower due to the absence of signal equipment, electricity usage, and the need for regular signal timing adjustments.
5. **Pedestrian and Cyclist Safety:** Roundabouts offer better pedestrian and cyclist safety features compared to traditional intersections. Crosswalks and refuge islands within the roundabout allow pedestrians to safely navigate the intersection in smaller stages, while cyclists can use dedicated bike lanes or easily merge with traffic at lower speeds.
6. **Aesthetic and Community Benefits:** Roundabouts can enhance the aesthetic appeal of an area through landscaping, artwork, and decorative elements at the center. Additionally, roundabouts can create a sense of place and identity for a

community, contributing to a more visually appealing and welcoming environment.

Thank you for considering my input.

Tracy Stratton
Morro Avenue, Morro Bay



May 17, 2023

Rocky and Judy Setting

Dear Members of PWAB,

My husband and I live in the Cloisters and experience the high school pedestrian activity almost daily. This activity involves 50-75 students accessing the crosswalks between 11:30 am and 12:30 pm. These awesome students are running against the clock with three things on their minds...FOOD, SOCIALIZING and GETTING BACK TO CLASS ON TIME.

These students take priority. Regarding a roundabout, having a safe tunnel or overhead for them is a must. There are way too many crosswalks to navigate and they make the route longer. There goes GETTING BACK TO CLASS ON TIME right out the window.

Regarding signalizing, it appears two, possibly three signals are needed. Signals will slow our awesome students down just a bit, but they will also provide much needed safety and traffic will run smoothly.

It appears the safe tunnel or overpass have been tabled. Too bad...

In an effort to keep our high school kids safe and save \$8 million dollars, Rocky and I petition for solving the eleven points of entry "pain in the street" dilemma by installing three signals.

Paso Robles installed similar (minus the awesome students) signalizing at HWY 46 and HWY 1.

Respectively Submitted,

Rocky and Judy Setting

[REDACTED]
[REDACTED]

-----Original Message-----

From: Seychelle Cannes [REDACTED]
Sent: Wednesday, May 17, 2023 8:14 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Hwy 41 & main

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

I believe a traffic circle is the best alternative if an overhead bridge is out of budget.

From a north morro bay resident.

-----Original Message-----

From: Janet [REDACTED]
Sent: Wednesday, May 17, 2023 11:43 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Hwy 41 at Main

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

I would like to give my input via email, because I'm not able to attend tonight's meeting. After reviewing the three options, I will support the recommendation for a roundabout. Thank you for all the time and information regarding this busy intersection.

Sincerely,
Janet Carnegie

From: Marie Smith [REDACTED]
Sent: Wednesday, May 17, 2023 4:17 PM
To: PWAB <PWAB@morrobayca.gov>
Subject: Users of Hwy 41 and Main Street,

Hello!

I just found out about tonight's meeting and feel that a signal would make more sense. The timing of the signal could be set according to the traffic approaching it.

A roundabout at that intersection may cause more confusion and is also more expensive and the time to construct a round-a-bout will cause major disruption.

An important freeway intersection to look at is the on-ramp south of this as people are coming off of the freeway to go to main street just as students and others are entering the freeway heading south. This is a dangerous on ramp (maybe installing caution signs are warranted for students and other!)

Marie Smith

From: Tim Walters [REDACTED]
Sent: Wednesday, May 17, 2023 4:38 PM
To: PWAB <PWAB@morrobayca.gov>
Subject: Hwy 41/Hwy 1/Main Street intersection improvements - comments

I appreciate the work that has been done to analyze and evaluate the options for the Highway 1 / Main Street intersection and as a Morro Bay resident since 2003 would like to take the opportunity to provide comments on what I believe should be the preferred option:

1. **Not worth it:** The signalization is expensive and does very little to improve the intersection LOS and leaves the current lane configurations in place... they are not working today and will not work with a signal, queuing into the off ramp while waiting for the signal will be very frustrating and lead to potential conflicts trying to exit on the ramp, with cars from the high school or beach, and will not be safe for pedestrians.
2. **Preferred:** The roundabout (RAB) is extremely efficient can provide safe passage for peds, bikes and cars, slows the speeds of the vehicles, allows refuge points for pedestrians, provides excellent bike access through a very constrained intersection and is a one time – long time fix for decades to come.

Respectfully,
Tim Walters
Morro bay CA

-----Original Message-----

From: Sarah Smith [REDACTED]
Sent: Wednesday, May 17, 2023 5:13 PM
To: PWAB <PWAB@morrobayca.gov>
Subject: 41 project

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Good evening. My husband and I live north of 41 and would like to see either nothing done at that intersection or we would like to see signaling there. We are not for the roundabout with so many kid's walking back and forth. Thank you for your time.

Kindly, Sarah

-----Original Message-----

From: Jan Paulson [REDACTED]
Sent: Wednesday, May 17, 2023 5:37 PM
To: PWAB <PWAB@morrobayca.gov>
Subject: Highway 41 Interchange

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

I am unable to attend the meeting tonight but did attend the meeting last week. Apparently the signal solution would only be effective for 10-15 years per the experience of similar intersections in Paso and Arroyo Grande who are both now requesting funding for roundabouts since the increase of traffic which is also projected here in Morro Bay. Due to this and safety issues I urge you to approve the roundabout solution.

Jan Paulson
[REDACTED]
[REDACTED]

From: Kelly Lewis [REDACTED]
Sent: Thursday, May 18, 2023 7:10 AM
To: PWAB <PWAB@morrobayca.gov>
Subject: Hwy 41 and Main MB

Please give us a roundabout to keep traffic moving and ease the congestion at this intersection. Give the pedestrians a crosswalk away from the intersection, by Wee Shack or past Lucky Gas. Easy solution.

Kind regards,

Kelly Lewis PT

[REDACTED]

[REDACTED]

[REDACTED]

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AGENDA NO: A-3

MEETING DATE: May 17, 2023

**AGENDA CORRESPONDENCE
RECEIVED BY THE PUBLIC WORKS ADVISORY BOARD
FOR PUBLIC REVIEW PRIOR TO THE MEETING**

From: [Heather Goodwin](#)
To: [Janeen Burlingame](#); [Greg Kwolek](#)
Cc: [Dana Swanson](#)
Subject: FW: Agenda Item A-3 for May 17, 2023 Meeting
Date: Wednesday, May 17, 2023 1:09:34 PM

Fyi....

From: Bart Beckman [REDACTED]
Sent: Tuesday, May 16, 2023 6:17 PM
To: Council <council@morrobayca.gov>
Cc: Karen Beckman [REDACTED]
Subject: Agenda Item A-3 for May 17, 2023 Meeting

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

I have been trying to send this to PWAB

May 16, 2023

PWAB Members

Subject: Agenda Item A-3 for May 17, 2023 Meeting

We have reviewed the information provided in the Agenda for this item and have some questions/concerns about the study.

1. The Study goes into detail about the **emissions**; can we assume that these calculations were constructed using the most recent car emission regulations being imposed on California – namely a move to all-electric by the end of this decade (or reasonably the same time frame as to when this Project might be completed or certainly soon thereafter). If not, this line of argument should be stricken from any future consideration.
2. The big concern about this intersection is **pedestrian traffic**. I did not see that addressed. We live in North Morro Bay and know to avoid this intersection before and

after school and at lunch.

A comparison was made relative to accidents for this intersection and the round-about on Morro Bay Boulevard. There are very rarely ANY pedestrians at Quintana and MB Blvd, whereas it is rare to not have pedestrians at 41/1/Main, much less during the aforementioned school hours.

The roundabouts at 46/Vineyard and those on Tank Farm are very efficient – none of these have any significant pedestrian traffic – in fact we have never encountered any, not that we frequent these places, but often enough.

We suggest you observe the high school students using this intersection at the peak times – a roundabout is asking for trouble. These are normal teenagers with a lot on their mind other than dodging traffic in a roundabout.

3. We did not find where the **funding** would come for either alternative. The previous City Council asked the electorate to pass Measure E, I believe, making NO mention of this Project. And then promptly used something like \$600,000 of these funds to continue the Intersection Study. The funding source identification should be specific and not - “we will use general funds for the Morro Bay portion”. If this Council is going to use E funds, then say so up front versus how the previous Council operated.
4. We attempted to find the qualifications of **John Rogers**. All we could find was a LinkedIn reference. And he is identified as a Marketing person.

Is Mr. Rogers a Traffic Consultant or someone the City hired to “Market” their preference? And will he be the ongoing PM? - If so, he would have an incentive to have this Project be as expensive as possible as his fees would be based on this (similar to Carollo for the WRF).

5. **We strongly support “a smart light” intersection.** Possibly having flashing red signals during “normal” hours.

Sincerely,

Bart and Karen Beckman
Residents of North Morro Bay

Sorry if you received many copies - I was having trouble sending.

And relative to the WRF discussion, the Quarterly Report is basically an obfuscation of the issue at hand - when will we know if the Recycled Water component is viable - Carollo and the City keep kicking this can down the road. Is there A PERSON who will actually put their name on this Project to say they are fully confident we will be able to replace up to 80% of our water supply? If so, who is THAT PERSON? Not company, not City Staff, but a real person?

From: Jeffrey Heller <jeffheller3@gmail.com>
Sent: Wednesday, May 17, 2023 4:07 PM
To: PWAB <PWAB@morrobayca.gov>
Cc: Dana Swanson <dswanson@morrobayca.gov>
Subject: Item A-3 on agenda for mtg on 5/17/23

To all

Thank you so much for serving on this important advisory board! I truly appreciate the time and effort you all invest to discuss the challenging issues that come before you.

I apologize for failing to get this "agenda correspondence" to Dana Swanson and you in time for the meeting. However, I think it may be of some use for the next Quarterly Report if not the meeting tonight.

Be well.....and thank you all again for your service to the City of Morro Bay!

Jeff Heller
jeffheller3@gmail.com
805-286-8822

Jeff Heller's questions

Item A-3 – WRF/WRC Quarterly Program Report by Carollo Engineering

1. Do we have sufficient funding (WIFIA, SRF, grants, etc.) in place today to complete the entire WRF program?
2. Is any of the funding coming from the savings generated by the low interest rate of the loans? If so, what % of the total program cost is being provided by this source? If we don't use these savings on the WRF program can we use them for other capital needs (e.g. replacing/repairing existing underground infrastructure identified in the OneWater document)?
3. Do we know what the final cost of the Program is going to be. Will the Program manager provide "estimate at completion"?
4. As I understand it, ANVIL'S work is not done. Piping to the IPR wells must still be installed. Has the final location of all wells been determined? If not—will ANVIL have grounds for a delay claim? Will the \$1.4Mm in their budget be sufficient to complete the Recycled Water Piping?
5. Managing ANVIL's work has been a challenge. Various delays, damages to city property, etc. have occurred. Can the management team provide a single document which lists all credits to the city as of these events? Has the city received the credits they are due? Who is negotiating these "credit issues?"
6. The Recycled Water Project is years behind schedule. The "Project Progress Summary" is on pages 42-43 (of Staff Report). Pg 42 notes that "GSI utilized the findings from the injection test (1/4/23) and other hydrogeologic investigations to begin preparation of the Basis of Design report". Since it has been more than 4 months since the "extended injection test" was performed by GSI---why is the "Basis of Design" report not been issued? The project schedule on Pg 43 indicates it will be completed no later than 4/1/23.

Continuing on page 42—"the program management team evaluated different IPR piping alignment alternatives to identify a preferred alignment". Again.....has the location of all wells been determined? What are the "preferred piping alignments"? Are all easements in place to construct the piping?
7. Pg 43 of the staff report is the Recycled Water Project Schedule. The critical path for the project is shown as the "Pilot Injection Test" which was originally scheduled for completion 7/1/2020. Also on the schedule—the "engineering design" was to start on 1/1/23 and be finished no later than 1/1/24. Has the engineering design begun? Why will it take 12 months to complete?
8. Pg 27 of the staff report notes that the permitting costs (Cogstone, Far Western, & KMA) are \$2.3Mm. What is the estimated cost of all permitting for this project when completed?
9. Based on the schedule – final completion of the Recycled Water Project will be is shown 4/1/25. What can be done to expedite the final completion of this phase which is so far behind schedule? Since the city has hired a consultant to manage this part of the program, what will Carollo's role be?