



AGENDA NO: B-1

MEETING DATE: January 17, 2024

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

From: [Eric Riddiough](#)
To: [Janeen Burlingame](#)
Subject: Fw: local roadway safety plan, agenda item b-1
Date: Wednesday, January 17, 2024 4:29:17 PM

Eric Riddiough, P.E.

From: betty winholtz [REDACTED]
Sent: Wednesday, January 17, 2024 2:56 PM
To: Laurie Beale <lbeale@morrobayca.gov>; John Erwin <jerwin@morrobayca.gov>; Ian Gaffney <igaffney@morrobayca.gov>; Doug Hill <dhill@morrobayca.gov>; Robert Nava <rnav@morrobayca.gov>; jgoldman@morrobay.gov <jgoldman@morrobay.gov>; Joseph Ingraffia <jingraffia@morrobayca.gov>
Cc: Eric Riddiough <eriddiough@morrobayca.gov>
Subject: local roadway safety plan, agenda item b-1

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Dear Board Members:

"I have addressed my feedback per page number for your convenience.

Sincerely,
Betty Winholtz

0. Page 1. Please justify this figure with documentation: "Morro Bay's economic losses due to traffic injuries amounted to approximately \$53 million from 2013 to 2022."
1. Page 12. Attendance at the first public workshop was accurately given, but attendance at the second and third meetings were omitted; because there were only 8 people in the audience?
2. Page 16. City Park bus stop is not a hub. A transit hub "offers access to multiple modes of public transit at a single location." The only transportation mode at City Park is bus.
3. Page 17. Future projects are listed. Where are these projects: "CDBG Sidewalk Gap Closures" and "Striping Improvements Citywide"? What is a "bike box"? Who proposed this: "ADA compliant ramp up bluff from Embarcadero to Olive Street"? To cut into this bluff is expensive and ludicrous; what is the purpose when Marina Street is the least steep and accessible between the Embarcadero and the top of the bluff? This item

use to be in both the City's and State Park's general plans: "Ped path along Lower State Park Road." State Parks has resisted.

4. Page 23. With single digit crashes over a 10-year period, it is misleading to use percentages.

5. Page 26. If pedestrians are not clever now, what will they be in a roundabout at Hwy 41/Main?

6. Page 28. Comparing Morro Bay single digit crashes to Statewide in the thousands crashes in percentage is quite misleading.

7. Page 36. "Does the City have an Active Transportation Coordinator?" Nor do we need one. The City is not structurally built for this: "Does the City have a Complete Streets Plan".

8. Page 37. I thought we did have one or pieces of one: "Does the City have a Safe Routes to School program". Is this the Circulation Element in our General Plan: "Does the City have an Active Transportation"? What is this: "Does the City have CAMUTCD-compliant Pedestrian Signal Timing?"

9. Page 38. Does this mean initiate only or also maintain, i.e. restripe every year: "Does the City implement Crosswalks at high pedestrian locations?" Under "What types of transit does the City have?" how is it stated we have taxi service?

10. On Morro Bay Blvd: "Curb Extensions (Bulb-Outs) at intersections." Absolutely not. Not here not anywhere. Why all the attention to Morro Bay Blvd?

11. Page 52. At Main and Radcliffe why not start with a 4-way stop instead of "Signal warrant analysis"? Why close off Alder in San Jacinto? Are you suggesting a double signal at Yerba Buena/Main right next to Hwy 1/Yerba Buena current signal: "install traffic signal (review warrants)? Why install a "mini-roundabout" at Main/Yerba Buena, right next to Hwy 1?!

12. Page 54. There is no room to do this: "Realign intersection to reduce speeding

From: [REDACTED]
To: [Public Works Advisory Board](#)
Cc: [Greg Kwolek](#); [Eric Riddiough](#)
Subject: 1/17/24 PWAB Agenda Item B-1: Local Road Safety Plan
Date: Wednesday, January 17, 2024 8:54:15 AM
Attachments: [Main and Dunes 4-Way Stop.png](#)

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PWAB, consultants, and staff,

I want to thank you all for your efforts, community engagement, and transparency throughout the LRSP process. The interactive map you've created serves as an excellent model of public recordkeeping and passive management that may inform decision-makers perpetually, assuming it stays up and active, which I hope it will.

I want to also thank your research team for the attention paid to the Main/Dunes intersection where five recent crashes have occurred. Given the three options presented objectively, it seems crystal clear that \$12,400 in 20-year estimated costs for a 4-way stop installation in order to gain a 50% crash reduction delivers a low cost, high return solution that Council can get behind.

MORRO BAY <i>Local Roadway Safety Plan</i> 								
Location	Improvements	HSIP/LRSM ID	Crash Reduction Factor	20-year Costs	Benefit-Cost Ratio	Potential Funding Source	Eligible for HSIP Set Aside	Implementation Priority
Main St & Yerba Buena St	Install high-visibility crosswalks	NS21PB	35%	\$50,000	6.18	HSIP, ATP, SS4A	X	
Main St & Yerba Buena St	Install bicycle facilities		5%	\$10,000	4.41	HSIP, ATP		
Main St & Dunes St	Install high-visibility crosswalks and curb-bulb outs	NS21PB	35%	\$100,000	2.21	HSIP, SS4A, ATP	X	
Main St & Dunes St	Install all-way stop (review warrants)	NS02	50%	\$12,400	1.28	HSIP		
Main St & Dunes St	Install 'cross traffic does not stop signage' on minor approaches		5%	\$1,500	10.54	City-funded		
Main St & Piney Wy	Install protected crosswalk (RRFB) across Main St (including curb ramps and bulb-outs)	NS22PB	35%	\$50,000	n/a (there were no pedestrian crashes observed here)	HSIP	X	

And lastly, although more of a pedestrian issue than road/vehicle, I'm disappointed that the

Surf Street Stairs pedestrian access route from Surf Street/Veteran's Hall to the Triangle Lot and Embarcadero below earns no mention in the draft LRSP. Not only does the temporarily closed throughway at the west end of Surf provide required coastal ccess from additional blufftop parking to Embarcadero, but those stairs, for decades, also offered safe passage for longtime residents and senior citizens of the Beach Street District who couldn't (and still can't) manage the steep slope of nearby Beach Street, a street that has seen several vehicular accidents in recent years, one of them fatal. Crashes aside, it's an absolute shame on a personal level to see my older neighbors literally selling their houses and moving away in the months and years since the catastrophic, misguided closure of this staircase under the management of former regimes. As I've said to PWAB members and Mr. Kwolek, the City's failure at Surf Street predates current decision-makers; all we can do is look forward. Perhaps by adding mentions of this important access point to the LRSP, wherever appropriate, including historical, functional, and legal language surrounding its decades-long existence, temporary closure, and impact on parking and vehicular traffic, Public Works can begin to right a wrong sometime in the not-so-distant future.

Thanks again to all involved in this lengthy but worthwhile process,

Sean Green
Morro Bay, CA

From: [REDACTED]
To: [Public Works Advisory Board](#); [Greg Kwolek](#)
Subject: Local Roadway Safety Plan
Date: Saturday, January 13, 2024 7:30:22 AM

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Dear Chair and Board members and Director Kwolek,

I have tried to read this report but found it overwhelming. I trust you all have read it and will voice your opinion (I watch all the City Meetings) so I will tune in.

I avoid Main/41 , but know there are serious problems , especially during High school start/ending times.

I have volunteered picking up trash at the Embarcadero/Rock area and have been concerned about the backup of cars on Holidays and weekends. I'm sure our Police Chief is considering controls/ diverting traffic, etc. I'm sure this is discussed.

I live on Sequoia Street and support any improvements that will help protect the children going to and from Del Mar School. The red curb seems reasonable. The major problem we have on this street is speeding parents taking their children to and from school , strangely, You'd think they would understand the safety of walking children! I have difficulty exiting my driveway at school start/ending times. Also, we have vehicles parking near the intersections forcing children out into the street (walking to and from school). No sidewalks except in front of the school , our property and North West Sequoia to Main. Since Morro Elementary closed years ago we have had all the parents driving from all over City coming down Sequoia and surrounding areas.

The intersection at Main and San Jacinto is a nightmare at peak hours. People are in a big hurry to get where they are going. I often have trouble exiting Sequoia onto Main Street. There are no sidewalks to speak of so people walk where they can. Sorry, if there was a discussion of Main/San Jacinto I couldn't find it. I know it has to do with the State Highway One/City streets, etc.? Thanks to PW for the repaving job it has been helpful. If there is a long range plan for this intersection I would be interested in seeing it. The cyclone fence is ugly, as always, I've attempted to encourage a better looking fence, with no luck. It is an embarrassing feature of our City.

Years ago, when I was helping clean up litter at the Embarcadero I noticed the cross walks were old and invisible. I and others asked (begged) to have them repainted. I think they were finally repainted? Of course, this is dangerous for pedestrians.

Speeding, impaired drivers , I read in the report, is always a factor when discussing safety. I was surprised to see the data regarding seniors and accidents. Is that because we have more seniors? Never able to read those grafts.

Thank you all for this discussion and your time volunteering for this City advisory Board. I know it takes a commitment.

Sincerely, Lynda Merrill [REDACTED], 40 year resident

From: [REDACTED]
To: [Local Roadway Safety Plan](#)
Subject: traffic circle
Date: Friday, January 12, 2024 11:43:47 AM

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We are in desperate need of traffic circles at both highway 41 and at San Jacinto. Those intersections are ridiculous. An eight way stop at 41 and a 10 way stop, sort of, at San Jacinto. Insane.

Joel Stein
Harbor tract
Sent from [Mail](#) for Windows



AGENDA NO: B-3

MEETING DATE: January 17, 2024

**AGENDA CORRESPONDENCE
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From: [REDACTED]
To: [Public Works Advisory Board](#)
Cc: [Ted Schiafone](#); [Greg Kwolek](#)
Subject: 1/17/24 PWAB Agenda Item B-3: One-way drive aisle
Date: Wednesday, January 17, 2024 10:31:28 AM

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PWAB and staff,

Thanks for getting this item agendized. Adding some directional clarity to a murky area, even if temporary while we enter the WMP process, should pay dividends. A couple of minor considerations that may be worthy of deliberation prior to today's likely approval include:

1. **Ideas to delineate pedestrian lateral access.** This multi-use drive aisle features a healthy mix of pedestrians, bikes, dogs, cars, trucks, and equipment. Though today's agenda item doesn't aim to address lateral access and pedestrian movement, perhaps we can begin to formulate ideas that may become part of the new Waterfront Master Plan. We've made great strides with harborwalk continuity in some areas of Embarcadero; this particular stretch will likely need more clarity in the months and years to come. I do agree with the harbor director's mention that all users should be able to figure it out safely this go around.
2. **Matching funds from adjacent leaseholds.** Long-term city assets in the form of contractual matching funds at adjacent lease sites 134-136 (\$45,000), 137 (\$15,000), and 144/144W (\$25,000) appear to remain on the books and be earmarked for pedestrian right-of-way projects like this one. Perhaps there's an opportunity to cost-share. If, however, today's project is deemed outside of the scope of these earmarked funds, PWAB may still recommend that HAB (or a small, joint committee of PWAB, Planning Commission, and HAB members) brainstorm alternative uses of these funds designated for harborwalk improvements prior to the expiration of current master leaseholds.
3. **Ideas to prevent wrong way traffic on the parallel road to the east.** Driver's making left turns from northbound Embarcadero (at MB Landing and at GAFCO) often attempt immediate right turns against one-way parking lot traffic; perhaps similar signage or refresh of ground surface paint at the same time may provide similar directional clarity and match the aesthetic of the new drive aisle improvements.

Thanks again to Harbor and PW staff and PWAB for tackling this item.

Sean Green
Morro Bay, CA