

To: Ryan Marquez and Mike Perez – City of Pacifica

From: Otto Melara and Jeff Knowles – Alta Planning + Design

Date: 3/4/19

Re: January Parks, Beaches, and Recreation Commission Study Session and Meeting Notes and Summary

Summary

On Wednesday January 30, 2019, Alta Planning + Design (Alta) and the City of Pacifica hosted a public open house style study session at the City Council Chambers prior to the Parks, Beaches, and Recreation Commission (PBRC) meeting. The study session took place from 6PM to 7PM and transitioned into the PBRC meeting where Alta presented the findings from the assessment of existing conditions and needs analysis for the City of Pacifica's Bicycle and Pedestrian Master Plan (BPMP).

Study Session

The study session was framed around three working stations that participants could visit and engage with an Alta team member about the findings being presented at each station. Participants were also encouraged to provide feedback on the findings based on their own experiences as bicyclists, pedestrians, or residents of Pacifica. Each station had at least one interactive activity that allowed people to offer their targeted feedback on a particular study. Below is a summary of the findings presented at each station and the feedback received through the public.

Welcome Station

Activity 1: Destinations Push Pin Activity

As attendees entered the room, they were asked to pin where they live and destinations that they currently or desire to walk or bike to. A wide array of destinations were added to map, on both sides of Highway 1, further emphasizing the need to improve crossings of Highway 1. Attendees at this meeting came from across the City, from Edgemar south to Linda Mar.



Figure 1- Welcome station at the Study Session

Station 1: Crossings and Intersections

Activity 2: Highway 1 Crossings

This station focused on gathering input on Pacifica's 13 crossings of Highway 1. Most of the feedback at this activity was focused on two crossings: Linda Mar Boulevard and Westport Drive.

- Westport Drive is the only uncontrolled crossing of Highway 1 and is very seldom used by pedestrians and bicyclists as a result. It is a very uncomfortable and stressful crossing for these users.
- Linda Mar Boulevard is a very heavily used intersection by both locals and visitors. There are a lot of pedestrian crossings at this location. Pedestrians can feel very uncomfortable at this crossing due its length and high volume of vehicles. Attendees also noted, that sightlines can be limited, especially when turning into Pedro Point.



Figure 2- Project staff engaged with community members and answered questions on findings

Activity 3: Stressful Intersections Push Pin Activity

Based on initial public input, Alta created a “Stressful Intersections” map that highlighted intersections and other locations that had been brought up multiple times at previous outreach events, locations with multiple collisions, and intersections where two high LTS corridors intersect with each other. Attendees were asked to confirm the stressful character of the marked locations and add additional spots.

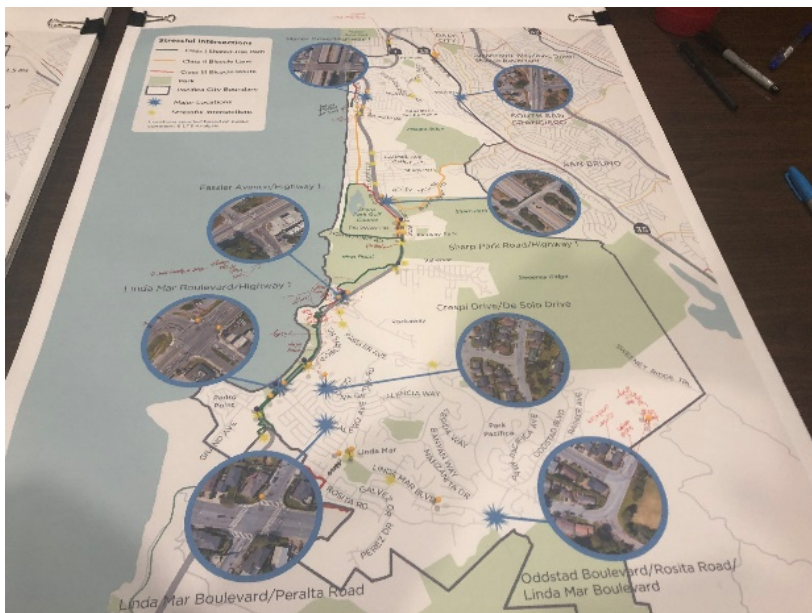


Figure 3-Stressful Intersections activity board

Many of the locations the public indicated as stressful are along Highway 1. The public also voiced concerns about gaps in the north-south connectivity for parallel routes to Highway 1 (i.e. the gap between the northern end of the Coastal Trail and trail through Mori Point). The locations with the most comments include:

- Hickey Boulevard/Highway 35
- Fassler Avenue/Highway 1
- Linda Mar Boulevard/Highway 1
- Westport Drive/Highway 1

Station 2: Bicycling

Activity 4: Existing Facilities Basemap

This activity gathered several comments that were recorded on the LTS activity map. Many comments on Pacifica's existing bicycle facilities requested better access to trails and parks. For example, one avid mountain biker mentioned that the plan should allow for coordination between the City and Golden Gate National Recreational Area (GGNRA) to allow bicycles to access the gates through to the Sweeney Ridge Trail. The same person requested better access from Pedro Point through Shamrock Ranch to the south. The topic of providing better north-south connectivity was mentioned by way of connecting the bike network on



Figure 4 - Members of Pacifica Public Works, Alta, PBRC, and the public reviewing bicycling challenges in Pacifica Palmetto Avenue to the north into Daly City and by providing an alternative route through Mori Point in addition to the Class I trail. Avid cyclists feel that it is not a viable option due to the amount of dog walkers that often use the trail.

One member of the public also brought to our attention an important bicycle facility missing from the basemap. In the northern end of the City, a bicycle/pedestrian tunnel under Highway 1 connects Fairmont West Park to the Harry Dean Trail, which travels southeast towards Hickey Drive.

Activity 5: Level of Traffic Stress (LTS)

The LTS classification of Pacifica's major roadways and corridors was widely accepted by the public and very few comments were received on any major discrepancies with the analysis. Two comments were made about classifying San Pedro Avenue as LTS 1- all ages and abilities due to the nature and character of the roadway. Also, the intersection of Linda Mar Boulevard and Seville Drive/Adobe Drive was mentioned as being very dangerous to cyclists riding along Linda Mar Boulevard.

Board: Bicycle Facilities Board

This activity asked the public to note the locations where they would like to see bicycle improvements from a list of bicycle facility types. The following describes where the public would like to see certain bicycle facility improvements:

- Shared-Use Paths – along Oceana Boulevard and Francisco Boulevard
- Protected Bike Lanes – along [northbound] Bradford Way approaching the Sharp Park Road on-ramp, the entire length of Linda Mar Boulevard, Sharp Park Road, and along Highway 1 between Montara and Daly City
- Bicycle Lanes/Buffered Bicycle Lanes – along Highway 1 between Valle Mar and Linda Mar in order for cyclists to avoid coming into conflict with dog walkers utilizing the Mori Point Class I trail, and along the dirt/grass ROW on Oceana Boulevard.
- Bike Boulevard – along the length of Oddstad Boulevard and by the Pier
- Bike Route – along Rosita Road and/or Linda Mar Boulevard
- Bicycle Friendly Intersections – Highway 1/Fassler Avenue, Highway 1/Reina Del Mar Avenue, Linda Mar Boulevard and Seville Drive.
- Bike Parking – schools, shopping centers, Linda Mar Park & Ride, Beach Boulevard, and bike racks fit to accommodate fat/wide tires
- Bike Repair Stations – by the Pier
- Other Improvements – Add bicycle lockers to the Linda Mar Park & Ride.

Station 3: Walking

Activity 6: Pedestrian Existing Facilities Map Pin Activity

This activity asked attendees to indicate where in Pacifica they experienced the following:

- Narrow, broken, or missing sidewalks
- Poor lighting
- Unsafe or uncomfortable intersections

This station continued to reinforce that many pedestrian improvements are needed along Highway 1, with multiple locations marked as uncomfortable and missing sidewalks in the area of the Sharp Park Golf Course. Additional hotspots included Reina Del Mar Avenue, Linda Mar Boulevard, and Crespi Drive.



Figure 5 - Pedestrian issues activity board

Activity 7: Safe Routes to Schools

At this station, attendees were asked to provide additional information on how walking could be improved within each school's watershed. Attendees provided some input on that matter, but the majority of these comments focused on trail access and trail connectivity. Participants noted trails that were missing from the basemap and where they would like to see increased pedestrian and bicycle connectivity to trailheads.

Conclusion

Fourteen different members from the public, including four PB&R Commissioners attended the study session. A majority of the comments were focused on

Parks, Beaches, and Recreation Commission Meeting

The City of Pacifica and Alta Planning + Design presented the findings from their assessment of Pacifica's bicycle and pedestrian existing conditions and needs analysis in a formal PowerPoint presentation to the PBRC at their 1/30/19 meeting. Prior to the meeting, the PBRC were given a memo summarizing each analysis which would be presented at the meeting along with the full PowerPoint presentation. The presentation had four parts: project overview, public engagement, existing conditions assessment, and Q &A. The full PowerPoint presentation is attached at the end of this report.

The following notes were taken after the conclusion of the existing conditions and needs analysis presentation.

Alta's Main Question for the Commission

What did we miss in the needs assessment?

Commissioner Eli Poblitz

- No comments. Just wanted clarification on how long the public comment period will be. Also wanted to know how we had defined ped/bike "collisions."
- He also showed up at the Safeway outreach event

Commissioner Cynthia Knowles

- Acknowledges the importance of focusing on Highway 1 crossings (east/west), but wanted to emphasize also focusing on north/south on/off ramps, as they are also problematic.
- Values school feedback and wants to emphasize promoting biking to school
 - Ryan Marquez noted that a SRTS Plan is in the works
- Recommended doing outreach at specific destinations like schools and parks to get direct feedback from users
- Considers the Linda Mar and Adobe intersection (near Linda Mar Vet) to be a hot spot that needs to be prioritized
- Would like feedback on Park and Ride users to understand if they would consider walking or biking to the lot.
- Would like to see better park and ride service (i.e. buses), and better active transportation facilities to access it
- Wants to know how to best get feedback from bike commuters who commute outside of Pacifica (SF, San Mateo, etc.)
- Expressed appreciation for the public input webmap
- Understands the importance of the Highway 1 intersections, but stresses that we need to "connect the dots" with other intersections off of Hwy 1, like Francisco and Oceana.
- Need to focus on better access to Devil's Slide

Commissioner Cindy Abbott

- Has talked with seniors who have unanimously complained about cars parked at corners that block crossing. They are forced to walk out into the road to walk around them.
 - Ryan Marquez acknowledged that that is not lawful and should be enforced.
- Concerned about traffic-calming. Ped safety needs to be factored
- Concerned about bike/ped conflicts. Requests that the plan offers solutions to help separate modes/avoid conflicts

Chair Kevin Kellogg

- Understands the importance of acknowledging existing conditions, but wants to make sure that the plan prioritizes needs.