



AGENDA NO: A-8

MEETING DATE: June 13, 2023

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

Dana Swanson

From: Terry Simons [REDACTED]
Sent: Sunday, June 11, 2023 3:31 PM
To: Dana Swanson
Subject: Proposed RFP for Tidelands Lease site 49&49W 50&50W and 51&51W

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

Please add these comment to the A-8 item on the June 13 CC hearing:

Site 49&49W-

This site, due to its size and ocean front constraints, does not add any particular value to the RFP with the exception of a possible parking space for inclusion with 50 and 51

I believe that it is best kept within City control and could provide the much needed Public restroom(s) in the area.

Site 50&50W and 51&51W-

Development on this site was appurtenant to the last remaining Marine service facility in Morro Bay and the waterfront portion still serves that purpose.

I do not believe that these leases if redeveloped can provide a "higher and better" use and generate greater income for the Lessee or the City.

While I am not aware of the term of Site 52&52W lease (the working base for Associated Marine Contractors), it seems most reasonable to extend these leases for 50&51 until the lease for 52&52W is up for renewal. To not do so will significantly reduce the future value of 52&52W and in the interim significantly complicate the relationships of the future development of 50 and 51. Alternatively, by putting 50&51 up for lease virtually requires that the leaseholder of 52 significantly change their current use in the 51W site or negotiate with a successful proposer for use of that portion.

Morro Bay has tragically lost virtually all of our marine service facilities and failed in its commitment to the boating community to develop a marine service facility with haul out on the triangle lot. While the ever expanding Maritime Museum is a worthy use for tourism in the City, as a lease site it does not appear to generate any direct revenue for the City.

Please reconsider not putting Site 49&49W up for lease and postpone the RFP for 50&51 until it can be combined with the lease site 52&52W. Loss of Associated's continued service to the waterfront community will cause a significant increase in the cost of maintenance and improvement of all of our waterfront facilities.

Thanks for your consideration of this request.

Terry Simons
[REDACTED]



AGENDA NO: A-10

MEETING DATE: June 13, 2023

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

Dana Swanson

From: Jeffrey Heller [REDACTED]
Sent: Friday, June 09, 2023 10:16 AM
To: Council
Subject: Agenda Correspondence - A-10 for regular mtg 6/13/23

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While staff is certainly capable of processing the decisions re: these licenses---I believe our elected officials (Mayor and Council) should be assigned this task. The potential proliferation of licenses may or may not be a good thing for our community. Our elected officials are in the best position to make these important decisions.

Please vote for Alternate #1

Thank you.

Jeff Heller
[REDACTED]



AGENDA NO: C-3

MEETING DATE: June 13, 2023

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

Dana Swanson

From: Jeffrey Heller [REDACTED]
Sent: Friday, June 09, 2023 10:22 AM
To: Council
Subject: Agenda Correspondence - Item C-3 - Regular CC Mtg 6/13/23

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The proposed FY23/24 Operations and Capital Budget has been extremely well prepared and vetted by the public. I support it 100%.

Of particular importance is the projected 40% reserve of \$14.5Mm at the end of the period. Due to the potential economic uncertainty ahead--I believe this figure is prudent.

Thank you Sarah and staff!

Jeff Heller
[REDACTED]



AGENDA NO: C-4

MEETING DATE: June 13, 2023

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

Heather Goodwin

From: Tara burke [REDACTED]
Sent: Tuesday, June 13, 2023 11:08 AM
To: Council
Subject: NO TO ROUND ABOUT

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Please don't put a round about by high school. I prefer a light.
Thankyou
Tara Burke

Heather Goodwin

From: calvillo [REDACTED]
Sent: Tuesday, June 13, 2023 2:07 PM
To: Council
Subject: ATT: City Council

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Honorable Mayor and Council,

I am a 50-year resident of Morro Bay and very glad to see the intersection at SR-41/Main Street/Hwy-1 is being considered for modifications to make it safer for drivers and pedestrians. But please, no roundabout.

My experiences, from first being a student driver and now a senior citizen, driving at this intersection has caused me concerns.

I have experienced the impatient, frustrated, confused drivers and inattentive, straggling pedestrians. And traffic backups that are temporary and an inconvenience at the worst.

Soon we will see how the new hotel and housing on sr41 and the new rules at the high school will affect it. Not to mention the possibility of future industrial activity that could add large equipment moving through.

The constant movement of a roundabout has proven to keep 'rushing' traffic moving as experienced at MBBld, but there is rarely pedestrians crossing. Nothing like seen at sr41.

I feel we have too many people in a rush and a roundabout will encourage that rush attitude when we rather should be focused on slowing down, looking out for each other and encouraging good will.

Better lane markings, signage, hard stops in key areas, and pedestrian controlled crossings could greatly help, and avoid the expenses that the City doesn't have finances for. Some beautiful 'Welcome to our Shores' landscaping can encourage better attitudes and that chill vacation vibe. You're here! What's the hurry!

So I Oppose a Roundabout. And I am in Favor of leaving as is with beautification and new lane markings, signs etc.

Respectfully,
Diane Calvillo

pedestrians. There are some times of day where the traffic is heavy due to the high school and tourist traffic, but these are usually only during peak times and brief. It is not a significant enough issue to warrant the expense, construction time and higher rates of speed through that heavily foot tricked area. Re-painting lines, increasing signage, and other minor modifications to the intersection could be helpful to keep the flow of traffic going. For both expense and safety, we would like to see the intersection remain as it is.

Sent from my Verizon, Samsung Galaxy smartphone

Dear Council,

As a North Morro Bay resident, a small downtown business owner, a parent of a MBHS student and a multiple daily user of the Hwy 41 and Main Str. intersection, I believe it needs to stay a 4 way stop.

Reasoning:

A roundabout with so many on/off points will cause confusion that will cause congestion. That intersection has many large boats, motorhomes and tourist, it needs to be as simple as possible. My #1 reason, our students will be put at risk with no breaks in cars.

A stoplight, even if timed properly, back ups will occur on the on/off ramps worse than now. The students would have crosswalk signals but the traffic will be more dangerous because traffic will be at a higher speed during green lights. Many people try to "GET" the light and some run them.

The 4 way stop, yes, sometimes it takes a few minutes to get through. Other than during school coming/going hours the intersection holds it's own quite well. Most drivers understand the 4 way stop concept and cars are at a stop while students are crossing.

We have very few accidents, mainly no injuries because EVERYONE is coming from a full stop. Roundabouts and signal lights will increase speeds. The intersection will become dangerous, maybe even deadly for our residents, visitors or students.

Thank You
Ellan "Sugar" Cliff



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City of Morro Bay

JUN 13 2023

Administration

Heather Goodwin

From: patticake801 [REDACTED]
Sent: Monday, June 12, 2023 7:20 AM
To: Council
Subject: 41 and Main

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I am NOT in favor of the round about idea. I think we need signal lights at that location or do nothing at all. I have never had to wait long at that location. This is a waste of our money in my opinion. Why isn't Caltrains helping to pay IF anything is to be done. Please do not put a round about at that location. Patti Anderson

[Sent from the all new AOL app for iOS](#)

To the Morro Bay Mayor and City Council

I submit this note in the hope that you will consider the consequences of your decisions. My concern for the City of Morro Bay is the state of our financial status. It appears that the administration advisors have been enticed by the grant offerings of the County, the State and Federal coffers. My father taught me that "there is no free lunch." "Everything you get and everything you do; you pay a price." It is tempting to interpret a five-million-dollar grant from one of these entities, believing that we have increased our city value, even though we are committing to paying the seven million remainder. "Buy two and get the third one free." The indebtedness our city suffers due to spending millions for a bloated water treatment plan is now trying to increase the debt for projects that we do not need. In fact, the roundabout intersection project has far more vital cons than pros. Multi merging points and pedestrian and biking safety issues are reason enough to abort the plan.

I have made every effort to live within my means. Remember, **you** are spending our hard-earned tax dollars. Just pretend for once that the account is in **your** name and not in a fictional treasure chest.

Sincerely,

Max Crigger

[REDACTED]
Morro Bay

RECEIVED
City of Morro Bay

JUN 12 2023

Administration

Max Crigger



Morro Bay, CA 93442

SANTA BARBARA CA 931

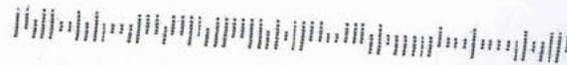
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FOREVER / USA

City of Morro Bay
Attn: Mayor and City Council
595 Harbor Street
Morro Bay, CA 93442

93442-190099



To the Morro Bay Mayor and City Council

I am a mother of four and a grandmother of ten. I offer this concern for the safety of all the children, the pedestrians, and the bikers that will be threatened by the proposed roundabout plan. We drive through that intersection frequently. It is only on rare occasions that the delay in navigating through the intersection has been a concern. If you feel that something must be done, you could divert the north traffic on Highway 1 to exit at the Main St offramp instead of proceeding to the Atascadero Rd merging point.

There must be a myriad of more beneficial ways to spend our tax dollars. Please consider the safety of our children before casting a supportive vote.

Carol Crigger

[Redacted]

Morro Bay

[Redacted]

RECEIVED
City of Morro Bay

JUN 12 2023

Administration

Carol Crigger



Morro Bay, CA 93442

SANTA BARBARA CA 931

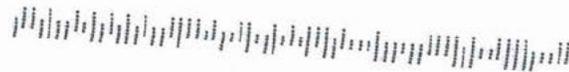
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FOREVER / USA

City of Morro Bay
Attn: Mayor and City Council
595 Harbor Street
Morro Bay, CA 93442

93442-190099



Heather Goodwin

From: Derek Dahlgren [REDACTED]
Sent: Tuesday, June 13, 2023 9:36 AM
To: Council
Subject: Comparison of Roundabout and Traffic Lights Options for Intersection Improvement Agenda Item C-4

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

Dear Mayor and Members of Council,

I hope this email finds you well. I wanted to discuss the ongoing considerations for improving the intersection of Highway 41 and Main Street in Morro Bay, CA. Currently, there is a proposal to compare a more expensive roundabout option with a less expensive traffic lights option that is more fit-for-purpose and safer. Allow me to outline some negative impacts associated with the roundabout, as well as the cost-saving and safer aspects of the traffic lights option.

Firstly, the initial cost of constructing a roundabout is typically higher than installing traffic lights. The investment required for land acquisition, design, and construction of a roundabout can significantly surpass that of traffic lights.

Additionally, constructing a roundabout at an existing intersection can cause considerable disruption to traffic flow during the construction period. This disruption leads to congestion, longer commute times, and inconvenience for residents and businesses in the area.

Moreover, roundabouts often necessitate a longer implementation time compared to traffic lights. The design, approval process, and construction of a roundabout can take longer, prolonging the period of disruption and inconvenience for residents and businesses in the area. This extended timeline could result in increased costs and the potential for never-ending change orders that might jeopardize the project for everyone involved.

Furthermore, roundabouts can be confusing to drivers, especially those who are not accustomed to using them. This unfamiliarity may lead to confusion, hesitation, and an increased likelihood of accidents or near misses during the initial period of implementation.

In terms of accessibility, roundabouts can pose challenges for pedestrians, cyclists, mobile home park residents, and residents turning left from Radcliffe Ave. Crossing within a roundabout can be complex, requiring pedestrians and cyclists to navigate multiple lanes of traffic, which would potentially compromise safety.

Additionally, roundabouts generally require more space than traffic lights, which limits the availability of alternative routes or detours during road maintenance or emergencies. This limitation can cause further disruptions and inconvenience for residents and businesses in the area.

While the proposed roundabout may include automated pedestrian crossings and flashing lights, it is important to note that these components still incur electrical and maintenance costs these systems. Although these costs may be lower compared to traditional signalized intersections, they are not entirely eliminated. The maintenance of roundabouts mainly focuses on fewer moving parts and no signals to maintain.

If any funding becomes available after implementing the proposed traffic light option, could be utilized to improve our existing roundabout. Presently, drivers tend to approach the speed limit when exiting the

roundabout causing issues with pedestrians crossing the street on Morro bay Blvd. Additionally, proposed study is planned to address the issues with pedestrian crossings on Morro Bay Blvd. The sidewalks surrounding the roundabout are too precarious for use due to the past consultant's design implementation, which may have focused too narrowly and overlooked the broader context, as they treated every client with the same perspective.

While there are groups advocating passionately for the roundabout, including city staff, traffic consultant, Caltrans, and some residents, it is essential to approach this matter realistically and focus on an option that can be implemented in the near future, rather than a distant dream like the previous attempt.

No matter which option the city decides to pursue, I strongly recommend that the consultant's report, specifications, design, and drawing package undergo a full peer review process by a transportation-aware consultant. This will provide a fresh perspective and verify the validity of the overall project, minimizing any gaps in safety, design, scheduling, and cost. It will also significantly reduce the number of change orders and prevent any unexpected disruptions or surprises that could affect residents.

Thank you for considering these points. I believe that a thorough evaluation of both options, with a focus on practicality and safety, will lead.

Derek E. Dahlgren



Heather Goodwin

From: Ric Deschler [REDACTED]
Sent: Sunday, June 11, 2023 10:30 AM
To: Council
Subject: Agenda Item C-4 Regular meeting 6-13-23

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Honorable Mayor and Members of Council,

I would like to fully support a roundabout at the 41/Main Street intersection.

This design for a roundabout is very safe for pedestrians. All of the crossings mean that the pedestrian will only need to be observing vehicles coming from one direction at a time. Each leg of the crossing only crosses one lane at a time with traffic flowing in just one direction. This is a vast improvement over stop signs or signals where vehicles can be approaching legally or illegally from multiple directions.

I use this intersection constantly as a pedestrian, cyclist, and a driver. I have also been studying and following the designs for the roundabout since my time on PWAB in the late 90's when it was first proposed and it has improved to a very safe and efficient option.

High school students are not as ignorant and unobservant as some make them out to be. Nor are the elderly so easily confused by changes in patterns.

With the various grants and funding sources available, this is a good investment to solve a dangerous problem.

Thank you,
Ric Deschler

Heather Goodwin

From: Ric Deschler [REDACTED]
Sent: Tuesday, June 13, 2023 12:52 AM
To: Council
Subject: Agenda Item C-4 Main St/41

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Honorable Mayor and Council Members,

I have reconsidered my support for the roundabout option. After a thoughtful discussion with Council Member Zara today, I feel that we should maintain the existing 4-way stop signs at Main and Hwy 41. Even though I think a roundabout would work well, the share of the cost that Morro Bay would need to contribute is far too high for the minimal amount of added convenience or efficiency that it would provide. Back when it was originally proposed by Duke Energy, they were going to pick up the tab as part of their power plant replacement. Since that time it has stayed in the forefront of improving that intersection while the costs have escalated to be borne by the city. The cost/benefit no longer exists. In the event that CalTrans or other sources fully fund a roundabout, then I would again support one there. Until that happens I would suggest only some improved pavement markings. The money saved by not doing this project can be used for areas of far greater need in the city.

Finally, I believe installing traffic signals would be the worst plan of action.

Thank you,

Ric Deschler

Heather Goodwin

From: Nicole Dorfman [REDACTED]
Sent: Tuesday, June 13, 2023 8:26 AM
To: Dana Swanson; Council
Cc: Brian Dorfman
Subject: Agenda Item C-4 Public Comment

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June 13, 2023

Dear Mayor Wixom and City Council,

We know how important it is for Morro Bay to have a balanced budget, which is the primary reason we support the “No Build” alternative for the State Route 41/State Route/Main Street intersection. We are both fans of the roundabout at Morro Bay Blvd and Quintana, however building a second one at this time, at that location, is financially a bad investment.

This project is currently estimated at 8-12 million dollars, but projects of this nature are expected to cost 20-30% more by the time construction ends. With less than 6 million guaranteed from SLOCOG, the City should expect to pay well beyond the 2.5 million pledged to cover routine, inevitable cost increases.

Given the location and high volume of traffic from Morro Bay High School, locals and inland travelers, the intersection works well. Even when the four-way stop is backed up, the wait time to cross the intersection is generally under 2 minutes. If the City wants to make the intersection safer and flow better, crossing guards could be utilized at peak hours and during events. Also, studies consistently show that car speed is the main factor to consider when looking at collisions and fatalities. What we have can definitely work better, but we don't believe the City should dedicate scarce resources and accumulate debt for this unnecessary project when so many other roads in our town are in desperate need of attention and repair.

Sincerely,
Brian and Nicole Dorfman
Morro Bay

Heather Goodwin

From: Pete Garcia [REDACTED]
Sent: Saturday, June 10, 2023 4:37 PM
To: Council
Subject: Hwy 1/Hwy41/Main

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

Hello, I am asking the Council to recommend traffic lights at this dangerous intersection. I live @ Silver City, [REDACTED] [REDACTED] and I frequently walk and drive through this 4 way Stop intersection. I have lived here over 5 years and I have seen and experienced all sorts of traffic and pedestrian flow that I consider life threatening . Traffic lights are what I consider the best option. Anyone who has witnessed lunchtime students Monday-Friday walking through the intersection oblivious to traffic while they are chatting or eyes deep into their smartphones will understand the strong need for traffic lights to moderate the students in the intersection and keep the traffic flowing. I will be in attendance and look forward to our City Council making the experienced decision for the safety of students , residents and visitors to Morro Bay. Pedestrians should feel safe walking to and from the beach at one of the busiest locations in North Morro Bay. Thank you, Pete B Garcia

[Sent from Yahoo Mail on Android](#)

Dana Swanson

From: Greg Kwolek
Sent: Monday, June 12, 2023 6:01 PM
To: Barry Ginny and Angela Garelick
Cc: Dana Swanson
Subject: RE: Comments on potential improvements for the Main Street/Hwy 41 Intersection

Hi Ginny, thanks for your questions. GHD, our consultant working on this, received the San Luis Obispo Regional Traffic Model (RTM) from the San Luis Obispo Council of Governments (SLOCOG). Future year traffic volumes were determined using the 2015, 2020, and 2045 ADT values from the SLOCOG RTM. As previously noted in the ICE Step I dated December 2014 and the ICE Step II dated October 2016, historic data for SR 41 shows a general decline in ADT in Morro Bay over the past decade. Using a straight-line growth rate, the SLOCOG RTM predicts a total growth rate of 3.35% between 2015 and 2045 based on these past trends as well as future developments. The annual growth rate was calculated using the total growth rate and determined to be 0.112%. To provide a more conservative estimate, a growth rate of 0.5% was used to determine the Opening, Interim, and Design Year volumes.

Additionally, project trips for the Hampton Inn and Suites and the low-income multi-family housing development were included in the analysis year volumes. The project volumes for the Hampton Inn and Suites were determined in the Morro Bay Atascadero Road Hotel Traffic Impact Study dated March 2018. The project volumes for the low-income multi-family housing development were determined in the January 2020 memo titled Trip Generation and VMT Analysis for a Proposed Multi-Family Housing Project Located at 405 Atascadero Road, Morro Bay, CA.

We also collected new counts on Wednesday, September 21, 2022 at the study intersections. So we have updated counts and took into consideration that the two studies/provided volumes for the developments were approved so they were acceptable to use in the cumulative years.

I hope this answers your questions.

Thanks!

Greg

From: Barry Ginny and Angela Garelick [REDACTED]
Sent: Friday, June 2, 2023 6:30 PM
To: Carla Wixom <cwixom@morrobayca.gov>; Laurel Barton <lbarton@morrobayca.gov>; Jennifer Ford <jford@morrobayca.gov>; Zara Landrum <zlandrum@morrobayca.gov>; Cyndee Edwards <cedwards@morrobayca.gov>
Cc: Dana Swanson <dswanson@morrobayca.gov>; Greg Kwolek <gkwolek@morrobayca.gov>
Subject: Comments on potential improvements for the Main Street/Hwy 41 Intersection

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

Dear Morro Bay City Council,

Attached are my comments on potential improvements for the Main Street/Hwy1 Intersection. Thank you for your consideration.

Sincerely,
Ginny Garelick

June 2, 2023

From: Mary ("Ginny") Garelick

To: Morro Bay City Council

Re: Comments on potential improvements to the Main Street/Hwy 41 intersection

Thank you for sponsoring the public forum on May 10, 2023 to discuss options to improve the Main Street/Hwy 41 intersection. I attended the public forum and was impressed by how well Greg Kwolek and his staff planned and facilitated the forum, the excellent presentations, and the appropriate behavior of the audience. I also appreciated the "Sticker for Your Thoughts" exercise. This was a great ice breaker for the participants and provided each of us an opportunity to "weigh in" on the various alternatives to mitigate the traffic congestion at this intersection. I believe this was a wonderful way to start the forum.

My husband and I have owned our home in Morro Bay for the past thirteen years, and during this time we have seen an alarming increase in the volume of vehicular traffic and number of accidents at this intersection. We believe a roundabout will not adequately address our concerns for public safety. We also believe that the option which offers the safest way to address increased vehicular and pedestrian traffic at this intersection is by installing double traffic signals.

At the forum we were told that one of the drawbacks of installing traffic lights at this intersection was that they would contribute to an increase of greenhouse gas emissions from idling vehicles. Perhaps, this may be true in the short term, but probably not in the long term as the country transitions from gas powered vehicles to electric vehicles. Moreover, idling is merely a habit that drivers can break, especially when they realize how harmful it can be to health and the environment.

I asked if any studies had been done on vehicular traffic at this intersection that take into account the **cumulative impacts** of the traffic from the new housing project, new hotel, and Morro Bay High School. The answer was "yes." We were told that a new study, completed last year, addressed cumulative impacts and that the new housing project and hotel would not significantly increase the amount of vehicular traffic.

Despite the response I was given, I still have concerns about the potential cumulative impacts of vehicular and pedestrian traffic at this intersection for the following reasons:

- The guidelines in the Caltrans publication Guide for the Preparation of Traffic Impact Studies, dated December 2002, states that a facility is required to be analyzed when a project would generate more than 50 peak hour trips at an intersection. Was this guideline used; or was a more recent version used to determine traffic impacts for the new study?

- The Intersection Control Evaluation (ICE) Step 1 and Step 2 studies prepared by Omni-Means, Ltd. for the intersection of Main and Atascadero Road were done in 2014 and 2016 respectively and were based on traffic volumes collected in February 2014.
- The Trip Generation and VMT Analysis conducted by Ruettggers & Schuler Civil Engineers for the new affordable housing project was included as Appendix F in the report entitled “Initial Study – Mitigated Negative Declaration for 405 Atascadero Road Affordable Housing Project” prepared by Rincon Consultants in March 2020. The Trip Generation and VMT Analysis assumes that the new 35 unit apartment project would generate approximately 24 trips during the PM peak hour and 18 trips during the AM peak hour of a typical workday. What was this assumption based on? When were the traffic volumes collected? Given that the low income housing project did not meet the Caltrans suggested threshold for Traffic Impact Studies, a traffic impact study was not prepared. Because this project consists of 1, 2, and 3 bedroom units these estimates seem low to me since some of the families may have several vehicles. And I don’t think those figures take into account people visiting the occupants of these apartments.
- The traffic analysis conducted by Central Coast Transportation Consulting in March 2018 assumed that the new 82 room hotel would generate 670 daily vehicle trips (43 AM peak hour trips and 49 PM peak hour trips) on a typical weekday. The traffic counts for existing AM and PM peak hour conditions were collected in February and March 2018 when the high school was in session.
- Has a recent study been conducted to determine the impact of vehicle and pedestrian traffic to/from Morro Bay High School on this intersection? If so, when was this study published?

Thank you for considering my comments and suggestions.

Heather Goodwin

From: Karen Garton [REDACTED]
Sent: Sunday, June 11, 2023 2:04 PM
To: Council
Subject: Hwy 41 and Main Street intersection

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

Please do not put a traffic circle at the intersection of Hwy 41 and Main Street.

A traffic light at that intersection would keep our pedestrians safer than a traffic circle. We have a controlled interaction, not a fast moving intersection.

I have witnessed pedestrians have difficulty crossing the street in the traffic circle at Morro Bay Blvd and Quintana Road.

I drive through the Hwy 41 and Main Street intersection almost everyday and have never seen a problem with that intersection. Sometimes it is slow but that is ok. We don't need to speed everywhere.

Please keep our community safe.

Thank you,
Karen Garton

[REDACTED]
Morro Bay, CA 93442

Heather Goodwin

From: Cythnia Hawley [REDACTED]
Sent: Monday, June 12, 2023 7:35 AM
To: Council
Subject: Roundabouts can be great — but not there

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

Dear Council Members,

Please do not spend money on changing the Main Street-Atascadero Road intersection. I have rarely had to wait at that intersection and have talked to others who have had the same experience. If it does not work don't fix it.

A roundabout would be extremely dangerous for pedestrians and in particular the high school students who cross that intersection in mass. The stop signs provide stopped traffic for them to cross safely.

The City is over its head in debt with the oversized and illegal sewer plant — built without public disclosure of the plans, no General Plan permit from the County, and an illegal and void Coastal Development Permit from the Coastal Commission — among other serious violations of multiple laws including misappropriation of public funds. If you would like an analyses showing these facts please let me know. Please don't follow in the footsteps of the former Council.

Roundabouts can be great — but not there.

Thanks,

Cynthia Hawley

Dana Swanson

From: don headland [REDACTED]
Sent: Tuesday, June 13, 2023 8:18 AM
To: Dana Swanson
Subject: Item C-4, INTERSECTION IMPROVEMENTS AT STATE ROUTE 41, STATE ROUTE 1, AND MAIN STREET

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

City Council Meeting, Item C-4, please include my comments for the record. Thank You

Hello Mayor, Council Members and Staff,

As a North Morro Bay resident in my daily activities, I often use this intersection. I would prefer the city use their resources and place a light signal or leave the intersection with the current stop signs.

I'm concerned for the safety of the High School students who use this intersection during their school day.

I am not in favor of a roundabout at the intersection of Main Street and Hwy 41. The high school students use this intersection to walk to school, on their lunch break and after school as their route home. With a variation of activities of cars, RV and trucks pulling camp trailers who drive on the roundabout, I feel the drivers are not expecting to find students crossing the street.

There is an additional issue with these projected changes. **The city should look at the fact that old leaky sewer line under this intersection should be replaced.** Below are website links regarding the condition of our sewer lines that have not been addressed with the new sewer plant.

Thank you for your consideration,

Donald and Kristen Headland

[Morro Bay Water Reclamation Facility Project: Issues, Concerns, and Solutions](http://www.morrobaywrf.info/collsysissues.html)

<http://www.morrobaywrf.info/collsysissues.html>

A History of Sewage Contamination of Morro Bay Municipal Wells 2002 to the Present April, 2016

<http://www.morrobaywrf.info/contamination.html>

Condition of the Morro Bay Wastewater Collection System Video Inspection Review and Analysis

<http://morrobaywrf.info/Sewerlinecondition-3.pdf>

Dana Swanson

From: Jeffrey Heller [REDACTED]
Sent: Friday, June 09, 2023 10:50 AM
To: Council
Subject: Agenda Correspondence Item C-4 --Regular Mtg 6/13/23

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

Roundabout vs. Signals

The students I have talked with want signals. Why not give them what they need to feel safe?

Over the past few years I have visited classes at MBHS. One time I was asked to be on a panel and review senior projects. Another time I was asked to speak to a government class about local election processes. On these and other occasions I would ask them about the signal options. They unanimously wanted signalization.

Thank you for your service to our community!

Jeff Heller
[REDACTED]

Dear Morro Bay City Council members,

Writing as a private citizen, I think the roundabout speaks eloquently for itself about the advantages it conveys. It speeds a greater volume of traffic through its design. It has a much lower maintenance cost. It significantly decreases CO2 emissions. It significantly reduces fuel consumption.

Admittedly, the roundabout is a complex design with 6 vehicular legs and is not a simple solution in terms of pedestrian interaction. The highway on-ramp and off-ramp cannot be eliminated from the design without unduly burdening the nearby ramps to the south. Pedestrian safety across the complex then becomes the paramount question. I'm persuaded that the roundabout is a safer approach than the signaled intersection option by the reality of reduced speeds and by the statistical confirmation of fewer accidents.

However, that doesn't mean that the current proposal should be accepted as it is. The discussion of the topic at the recent PWAB meeting substantiates this. We should be able to do a better job by learning more and improving safety, before approval is given. Specifically, we should have expert opinion on whether reducing the number of pedestrian walkways through the roundabout from six to four would measurably improve pedestrian safety. We should know whether pushing the walkways further away from the center of the roundabout improves safety and, and if so, what the ideal distances might be. We should know if the installation of blinking lights in the walkways is a material benefit. We should know if moderate speed bumps in the area between the curve and the walkways are a significant safeguard. We should consider a high school security personnel assigned at the intersection, aggregating student pedestrians rather than permitting a long continual train of students to cross and add to the complexity. The security officer might only be a temporary addition until students and drivers acquire some experience with this particular roundabout. Finally, we should insist on testing the design with computer simulations recreating the interaction of estimated pedestrians and auto use at various peak use times.

The added time spent in research and consultation will consume time and money. The recommendation for added safeguards will be even more expensive, but they will replace speculation with something approaching knowledge and we will have the satisfaction of knowing that we demonstrated the proper level of responsibility and care. I urge the council to consider and adopt the additional conditions mentioned above in the approval of the roundabout at Main St. and Hwy 41.

Sincerely,
Joe Ingraffia

Heather Goodwin

From: Jamie [REDACTED] >
Sent: Monday, June 12, 2023 4:09 PM
To: Council
Cc: Dana Swanson
Subject: Roundabout

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

Honorable Mayor and Council,

We respectfully request that you approve staff's recommendation for the proposed round about at Highway 41 and Main Street. We attended a community workshop where staff and consultants thoroughly presented the options and responded to questions and concerns of citizens. Because we use this intersection regularly for trips to Spencer's, Miner's, north county, etc. we shared the concerns of many at the workshop; pedestrian, cyclist, and vehicular safety, cost vs. benefit, and environmental impacts.

We believe the roundabout is the best solution for the following reasons:

1. It effectively moves vehicles at reduced speeds. Our experience and input from the consultant suggest this reduces collisions and reduces the severity in the event they do occur.
2. With crosswalks set well back from the roundabout, pedestrian safety will be increased. It appears as though these crosswalks could easily be equipped with the motion activated lights providing even more visibility for pedestrians which we support.
3. While the upfront cost of a roundabout is more than that of the signal alternative, long term costs must be considered. Other communities that put in similar signal configurations are considering roundabouts within ten years as the signal isn't sufficient. Let's not pay twice to address the community's concerns.
4. Reduced green house gas emissions as vehicles are not starting at stopping at a signal.
3. A roundabout will provide a more welcoming and aesthetically pleasing "gateway" to our community.

Others have expressed concern over the safety of high school students leaving campus at lunch and whether they would or would not be able to navigate a roundabout safely. Not only do we have the utmost confidence in the students' abilities (we believe they are navigating much more challenging situations than this), we hear there is discussion of a closed campus in the future because of the newly renovated cafeteria on campus which would dramatically reduce pedestrian traffic. For students walking or biking to school (which we applaud) not all travel through the 41/Main St. intersection. They can pick up the bike path on Main across from Lemos or, if coming from the north by using the Safe Routes to School access on San Jacinto across Highway 1 and through the Cloisters.

Our personal experiences across the country driving through Roundabouts big and small have been positive. They simply work better.

Thank you for your consideration and please approve the roundabout.

Sincerely,
Monica and Jamie Irons

Sent from my iPhone

Dana Swanson

From: GARY KURIS [REDACTED]
Sent: Friday, June 09, 2023 6:45 AM
To: Dana Swanson
Subject: Fw: June 13 Council Meeting Correspondence

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Dear Dana Swanson:

I sent the letter below to the Council in May; I'd like it published with other correspondence for the June 13 Council meeting. Many thanks.

June 2, 2023

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

Heather Goodwin

From: Tim Matchette [REDACTED]
Sent: Tuesday, June 13, 2023 8:25 AM
To: Council
Subject: Hwy 41 Intersection

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We are writing to provide our opinion on the proposed changes to that intersection.

We are favoring a four way traffic light. We believe it solves the safety issue but as importantly, it is more fiscally prudent. Additionally, the timeline for that installation is far less lengthy.

Additionally, when will the water surcharges end?

Thank you,

Tim & Donna Matchette
[REDACTED]
Morro Bay, Ca

Heather Goodwin

From: Sue Melvin [REDACTED]
Sent: Sunday, June 11, 2023 9:42 PM
To: Council
Subject: potential round-about

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6/7/23

Honorable Mayor, Board and Council Members –

My name is Sue Melvin. My husband and I own a home at [REDACTED] in north MB. We have lived there since 1980. Both of our children attended the High School.

I'm writing on behalf of the round-about at Hwy 41 and Main Street. I'm usually a strong advocate for round-about. I like the one we have at Morro Bay Blvd and Quintana Rd. It works well and creates a nice entrance to our town.

That being said, I feel a round-about is **not** the right solution for Hwy 41 and Main St. intersection. There is too much going on with the off and on ramps to Hwy 1, traffic for the High School, the large number of students and other pedestrians that use that intersection, bicyclists, tourists coming and going and just the everyday travel of locals on Main Street. I'm very concerned about pedestrian and bicycle safety.

My children went to the High School. I am very familiar with the activity of students before and after school, plus lunch time. They attended the High School in the 90's and the activity at that intersection has increased dramatically since that time.

Since we live in North Morro Bay, we use that intersection often and at various times of the day. We see pedestrians hinder traffic as they mosey along in the crosswalks. While vehicles wait for them, the drivers become distracted and/or confused as to when it is their turn to venture out into the intersection. Sometimes the drivers even get angry.

I feel a **traffic light** is the best overall solution, since a pedestrian over pass is probably not feasible or affordable. The traffic light would guide pedestrians and vehicles as to when it is their turn to safely cross the street or enter the intersection. Drivers and pedestrians are familiar with traffic lights so there wouldn't be a learning curve. The round-about at Quintana is still a challenge for pedestrians and cyclists.

Thank you for providing a space for me to address my concerns since I am unable to attend the meeting.

Respectfully,

Sue Melvin

Heather Goodwin

From: Lorie Noble [REDACTED]
Sent: Monday, June 12, 2023 12:30 PM
To: Council
Subject: Hwy 41/Hwy 1/Main Street intersection

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Dear Mayor and City Council,
I drive through the Hwy 41 and Main Street intersection daily and I also have walked across both streets on many occasions.
I am opposed to a roundabout at this intersection. I have crossed on foot at the Morro Bay Blvd. roundabout and it can be intimidating.

I favor a traffic light at the Hwy 41 and Main Street intersection or leave it as is with the 4 way stop signs.

Lorie Noble

[REDACTED]
Morro Bay

Heather Goodwin

From: sydney ramos [REDACTED]
Sent: Monday, June 12, 2023 12:46 PM
To: Council
Subject: Main st/ 41 intersection

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

We are writing, as lifelong Morro Bay residents with concern regarding the intersection of Main st. and Highway 41. We have given a lot of thought to whether there should be action taken to help curtail traffic slow downs that periodically occur. While it can be frustrating to have to wait occasionally, we believe putting in either a stoplight or roundabout would not solve any problems and could possibly create more. Main Street especially, is a main thoroughfare for pedestrians, including the nearby high school students. We feel that installing a light or roundabout would encourage higher rates of speed through this area and pose a significant risk to pedestrians. There are some times of day where the traffic is heavy due to the high school and tourist traffic, but these are usually only during peak times and brief. It is not a significant enough issue to warrant the expense, construction time and higher rates of speed through that heavily foot-tricked area. Re-painting lines, increasing signage, and other minor modifications to the intersection could be helpful to keep the flow of traffic going. For both expense and safety, we would like to see the intersection remain as it is.

Thank you for your time,
Louie and Sydney Ramos

Heather Goodwin

From: Sarah Smith [REDACTED]
Sent: Tuesday, June 13, 2023 7:58 AM
To: Council
Subject: 41 opinion

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Dear Council members,

I live a couple blocks away from this intersection. Of the four options on the table, I'd like to either see it stay the same or put signal lights in. I feel that a roundabout is not conducive to this particular area and taking out the on and off ramps seems odd and I'm just having a hard time picturing that scenario. Thank you for your time. Best of luck this evening. I hope you all can come together and make the best decision that best protects our pediatricians and the environment around this project.

Kindly, Sarah Robinson

Heather Goodwin

From: Rigmor Samuelsen [REDACTED]
Sent: Monday, June 12, 2023 5:53 PM
To: Council
Subject: 41 and Main ---I am very much against a roundabout. Leave it the way it is , for now. Spend the \$\$ on something broken, NOT to get a round about so cars can go through easier and more dangerous for pedestrians. Thank You. RIGMOR

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Dana Swanson

From: Judy Setting [REDACTED]
Sent: Monday, June 12, 2023 9:29 PM
To: Dana Swanson
Subject: Please vote NO on the Proposed Roundabout

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Dear Mayor and Council Members,

Please add me to the list of anti-roundabout residents.

Upon reading correspondence for the 6/13/23 City Council meeting regarding the proposed roundabout at HWY 41 and Main Street, it is quite clear that residents are not in favor of spending 12 million plus on a roundabout.

17 letters
14 anti-roundabout
1 request for more information
2 pro-roundabout

At the MBHS workshop where the presentation was lopsided in favor of the roundabout, only 2 residents spoke in favor of it. Over 10 people spoke against the roundabout with 2 MBHS students speaking against it.

Voting alongside the majority of residents that have voiced their concern against the roundabout would be a show of your genuine desire to listen to and fulfill the wishes of your constituents.

Best Regards,

Judy Lynn Setting

Heather Goodwin

From: Robert Settje <[REDACTED]>
Sent: Monday, June 12, 2023 7:46 AM
To: Council
Subject: mainstreet-hwy41

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the best plan is do nothing. live on [REDACTED] so use intersection any time we go anywhere and the only time there is an issue is saturday morning with all the traffic from the valley and the kids from school in the middle of the day which will go away when they close the school next year. a small roundabout is worthless. makes traffic worst rather than better. look at the small one you have on morro bay blvd. totaly worthless.

Dana Swanson

From: Glenn Silloway <[REDACTED]>
Sent: Monday, June 12, 2023 9:59 AM
To: Dana Swanson
Subject: about the roundabout at hwy 41 and Main

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Morro Bay City Council:

I ask you to approve the roundabout as the solution to traffic problems at Highway 41 and Main.

Evidence we have been given suggests it will be the most effective and safest way to manage traffic flows in that complicated intersection.

I understand the concerns of many that high school students who use the crossings during the day may be at risk. However, these students are not incompetents who can't learn to navigate something new safely. And the designers ought to be fully aware by now that the intersection has to make pedestrian safety the top priority.

Also, you are probably aware that the high school is considering a plan to make the school a 'closed campus' which would eliminate (or greatly reduce? the plan and process are not fully known yet) student pedestrian traffic during lunch hour. I do not mean that pedestrian safety is not the top priority going forward — it still is. But the volume of student traffic should decrease greatly.

The school does not yet have a firm timeline for the 'closed campus,' far as I know. But given the typical pace of development of projects like the roundabout, the likelihood is that the closed campus will be implemented before the roundabout becomes active.

Glenn Silloway

Heather Goodwin

From: Amy K. Watkins
Sent: Monday, June 12, 2023 10:36 AM
To: Council
Subject: FW: Traffic Collisions Main St/Hwy 1/41 Atascadero Rd

From: Zara Landrum <zlandrum@morrobayca.gov>
Sent: Monday, June 12, 2023 10:34 AM
To: Amy K. Watkins <awatkins@morrobayca.gov>
Cc: Greg Carpenter <gcarpenter@morrobayca.gov>
Subject: RE: Traffic Collisions Main St/Hwy 1/41 Atascadero Rd

Chief Watkins,

Thank you so much for this information. Could you please forward this to the rest of the Councilmembers?

Cheers,
Zara Landrum

From: Amy K. Watkins <awatkins@morrobayca.gov>
Sent: Monday, June 12, 2023 10:21 AM
To: Zara Landrum <zlandrum@morrobayca.gov>
Cc: Greg Carpenter <gcarpenter@morrobayca.gov>
Subject: Traffic Collisions Main St/Hwy 1/41 Atascadero Rd

Good morning Councilmember Landrum,

I have combed through the data and have listed information below related to traffic collisions with reported injuries. These are injuries only. That could be anywhere from a complaint of pain to a transport to the hospital. I also added the times. SR41 is State Route 41 also known as Atascadero Road. Please let me know if you have any questions.

Traffic Collisions with Injuries

	<u>Date</u>	<u>Time</u>	<u>Location</u>	<u>Report #</u>
1.	9/21/2002	7:38 pm	SR41/Main	02001545
2.	10/08/2003	11:56 pm	Main/SR41	03001336
3.	6/25/2008	7:59 pm	SR41/Main	08000880
4.	9/7/2012	7:59 am	Main/SR41	12000843
5.	7/29/2013	3:37 pm	1860 Main St	13000787
6.	1/23/2014	12:30 pm	Main/SR41	14000091
7.	10/12/2014	12:49 am	SR41/Main	14001099
8.	11/11/2017	6:56 pm	SR41/On ramp NB Hwy1	17001453
9.	10/9/2020	5:04 pm	SR41/Main St	20001091
10.	12/23/2021	4:27 pm	SR41/Hwy 1	21001354

Heather Goodwin

From: John Weiss [REDACTED]
Sent: Monday, June 12, 2023 7:39 AM
To: Council
Subject: Highway 1 and 41 intersection

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Honorable Mayor and Council,

Thanks for your consideration of an important issue. I travel this intersection every day. My recommendation is to either #1 eliminate the East off ramp as considered or #2 a new light signals. While I like a good Round About which can be the best looking, it's cost is hard to justify. Especially while the corner across from the Shell is not finalized and does not appear to be near completion. It feels like the delays by Sonic were a result of our very slow or onerous building department.

Respectfully,
John Weiss
Morro Bay resident and business owner

Heather Goodwin

From: Nancy Williams <[REDACTED]>
Sent: Tuesday, June 13, 2023 6:36 AM
To: Council
Subject: Hwy 41 intersection

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Dear Mayor and City Council Members,

I am writing in support of the construction of the roundabout at the Hwy 41 and Main St intersection. My husband and I get so frustrated trying to get thru that intersection as it is. The roundabout that was built at the Morro Bay exit has worked beautifully to move traffic thru. A new roundabout at the Hwy 41 intersection would help to keep traffic moving and allow the students from the high school to have cross walks to safely cross the streets. Is it possible to get some funding from the State for this project?

Nancy and Norm Williams

Dana Swanson

From: betty winholtz [REDACTED]
Sent: Tuesday, June 13, 2023 12:49 AM
To: Carla Wixom; Laurel Barton; Jennifer Ford; Zara Landrum; Cyndee Edwards
Cc: Eric Riddiough; Greg Kwolek; Dana Swanson
Subject: agenda item c-4

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Dear City Council:

There are so many reasons to say no to any project other than the No Build option.

1. The roundabout at this intersection was initiated because there was suppose to be a steady stream of diesel trucks driving into the back of the power plant property to build generators to expand the plants operation back in 2000. Diesel trucks don't like to stop, ergo the roundabout. The plant owner pulled the plug on the project in 2003 and the roundabout idea went away. In 2014 the roundabout was resurrected by the mayor, not Caltrans, not the residents. Why? A 2-step document was completed in 2016.

<https://www.morrobayca.gov/DocumentCenter/View/9736/OM-SR1-Main-SR41-Evaluation-Step-1-Report?bidId=>
<https://www.morrobayca.gov/DocumentCenter/View/9737/OM-STEP-2-Final-Report?bidId=>

2. While Traffic Counts were updated in 2022, no other part of the study has been. The new data is based on vehicular Peak Hours which is 9% of the time. Where is the pedestrian count or the bike count?

3. The study says that signals have less environmental cost than the roundabout. While the upkeep of the signals is a cost the roundabout won't have, the study states that the Landscaping Maintenance is 50% higher for the roundabout and the Pavement Rehabilitation will be twice as much for the roundabout (page 32, Step-2). The ranking between the signals and roundabout was 13 and 16 respectively, the higher number being better. However, if you remove the double "X"s, the spread becomes 12 to 13, a one point difference (page 33, Step-2).

4. The study intentionally did not study a No Build alternative. This is the alternative that puts pedestrians first. All vehicles must stop every time, no racing to beat a light or the slow person in the roundabout. This is the alternative that costs only what the city is willing to do to enhance the safety of the intersection through signage and blinking lights, no cost overruns. This money we already have in development fees. This alternative causes no lane closures because there is no construction. This is the alternative that will have no surprise burial sites--postponing construction and adding on change orders--when disturbing the earth. This alternative does not require the reconfiguration of Route One ramps or require retaining walls (page 23, Step-2).

5. Is it worth spending a minimum of \$12 million on a roundabout, or even \$4 million on signals, for a situation that has acceptable traffic flow 91% of the time?

6. This configuration has had no deaths. Why risk changing this by changing the configuration?

What is your intent? Are you willing to reflect the will of the majority of people?

Sincerely,
Betty Winholtz