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MEMORANDUM

DATE: April 30, 2015
TO: Connect the Coastside TAC
FROM: Bill Loudon, Project Manager
SUBJECT: Summary of Comments from the Connect the Coastside Workshop #2 – 4/15/2015

The second public workshop for Connect the Coastside was held on April 15, 2015. The purpose of the workshop was to give the public an overview of the results of the evaluation of transportation alternatives and to seek input on the Hybrid alternative. Approximately 100 people attended the workshop. The comments provided by the participants are listed below. The project team will use these comments as guidance in its continuing work on the project.

SUMMARY OF COMMENTS

1. The project should have more opportunity for public discussion of project work and particularly proposals or measures.
2. The project team should provide information for public review further in advance of TAC meetings, workshops or other opportunities for comment.
3. The project should incorporate the significant outreach and design work of the Highway 1 Safety and Mobility Study in the final plan recommendations and designs.
4. The final plan recommendations and designs should recognize the natural, scenic and semi-rural character of Highway 1 and SR 92 and preserve that character. The project team should pursue context sensitive design.
5. The project team should pursue land use policy concepts to limit growth to something less than full buildout, recognizing other constraints such as water and sewer capacity. The final plan should not jeopardize the unique character of the area with transportation improvements just to accommodate buildout.
6. The project team should reconsider the level of service standards that were used to motivate some of the elements of the Hybrid alternative, particularly the roadway level LOS and the LOS at stop-controlled intersections.



7. The project team should try hard to develop recommendations that will shift travel to bus, shuttle, school bus, bicycling, or walking to reduce roadway traffic.

INDIVIDUAL COMMENTS

Project Information and Outreach

- Provide documents well in advance of meetings or workshops. Materials should be available at least one week in advance of a TAC meeting or workshop and preferably two weeks.
- It is difficult to depict the complexity of the project. The Project team should work on ways to present the ideas more simply and clearly. Project components should be presented in smaller, easier to digest pieces. Terminology should also be simple and clear and avoid acronyms.
- Make sure there are handouts for all workshops and public meetings.
- Breaking out attendees at workshops into groups reduces transparency and doesn't work very well. There should be plenty of time to allow attendees to ask questions and express themselves before the whole group.
- Who are the "other stakeholders"?

Land Use and Growth

- Re-evaluate the Buildout analysis using more realistic numbers and the existing LCP policies. Midcoast has a 40 unit cap on residential development and this should be reflected in Buildout.
- Don't separate out the consideration of land-use options from transportation alternatives.
- Don't approach this as a way to accommodate buildout. Figure out what is a good balance between land use and transportation.
- Water and sewer capacity will limit the potential growth in the Midcoast. These limits should be reflected in the buildout analysis.
- Have we taken into consideration the drought in estimating buildout?

Roadway Issues and Potential Improvements

- You should always go to four lanes at the approaches to an intersection if you are going to signalize it.
- If the traffic LOS already exceeds the standards how could you continue building?
- Moss Beach and Montara are the only places along Hwy 1 between Pacifica and Half Moon Bay that do not have traffic congestion. This is not the place to be widening the road.



- The locations in Moss Beach and Montara have the highest incidence of broadside collisions. (Supervisor Horsley)
- Can crash data be provided to support the claim that Moss Beach and Montara have the highest incident of broadside collisions?
- Traffic signals slow traffic down. Additional traffic signals would negatively impact highway traffic; the Capistrano light creates gridlock at least into Moss Beach during peak demand (i.e., weekends) & Frenchman's Creek is a "headache".
- Highway flow takes priority; don't restrict highway traffic to accommodate marginal local street access.
- You cannot have two-lanes going to one without bottlenecks.
- Caltrans put in the signal at Ruisseau Francais Avenue as a test but they have never gone back and evaluated it.
- Caltrans should post signs that trucks must use the right lane on SR 92 particularly in the uphill sections.
- The passing lane proposed in the Hybrid alternative should be brought to the top of the hill on SR 92.
- Would a median at 16th restrict access to the Lighthouse Hostel?
- The Highway 1 Safety and Mobility Study had much more context sensitive solutions than speed humps for traffic calming. Standard suburban curb and gutter design is also not appropriate for the Midcoast given its existing character.
- Nurseryman's Exchange said that they would consolidate their access once Half Moon Bay put in a signal at Roosevelt.
- The traffic signal at Cypress – isn't Big Wave paying for it?
- High speeds are a problem on Hwy 1. A lowering of the speed limit would solve a lot of problems without much cost.

Pedestrian and Bicycle Issues and Potential Improvements

- In Gray Whale Cove there is a pedestrian crossing right where the vehicles are accelerating. Why not make it a pedestrian tunnel instead?
- There are a lot of collisions when the bicyclists are allowed in both directions on trails.
- What is a "sharrow"?
- The Parallel Trail and Coastal Trail are two different trails – be sure to recognize that.



- There are some informal trails in Montara that could be jeopardized or lost by widening between 16th Street and 10th Street.
- Don't recommend sidewalks. Make any proposed pedestrian pathways context sensitive. Sidewalks are not allowed per County policy for the Midcoast.
- Don't use the word "sidewalk" if something more generic is intended – pathways or walkways.
- SR 92 bike lane would have to be done consistent with Coastal Commission guidelines that prevent the reduction of agricultural land.
- Did we consider the Big Wave proposal or Plan Princeton when we recommended the Airport Blvd bike lane?
- Explain selection of religious institution lots as overflow parking sites on weekends.

Transit and School Bus Issues and Improvements

- There is pent up demand for reliable transit; address the "chicken and egg" issue of providing transit service only where demand currently exists versus where it potentially exists.
- There is not one bus shelter in the Midcoast. Shelters are not that expensive. They are needed for transit. The requirement of riders per day in order to get a bench or shelter is a guideline not hard and fast rule.
- Have a program for people to donate for transit shelters or benches with their contribution recognized.
- There is no connection to BART or San Francisco. The Midcoast has not seen money come to them for regional transit.
- We should increase transit services to get more riders.
- The LCP had recommendations for shuttle service.
- Wouldn't you take a couple of thousand vehicle trips off the road with school bus service?
- Do we have any information on what the cost and utilization of the school bus service that was ended years ago?

Other issues

- Has there been any attention to sea-level rise in the project? Be sure to recognize the mobility needs of the seniors and their need for access to the coast.