

Midcoast Community Council

An elected Municipal Advisory Council to the San Mateo County Board of Supervisors
Post Office Box 248, Moss Beach, CA 94038-0248

Bill Kehoe . Laura Stein . Lisa Ketcham . Bob Kline . Len Erickson . Dan Haggerty

Approved Minutes: Special Meeting on February 29, 2012

Community forum co-hosted by County Planning, Supervisor Horsley, MCC
Farallone View Elementary School, 1100 Le Conte Ave, Montara

Call to Order. (7:00 pm) All councilmembers present except Bob Kline. Approximately 50-60 members of the public attended.

1. Opening remarks & introductions: Supervisor Don Horsley, Bill Kehoe

2. Presentation on Hwy 1 Safety & Mobility Study Phase 2: Steve Monowitz (County Planning), Josh Meyer (Local Government Commission), and Michael Moule (Nelson Nygaard)
Comments submitted by end March will be considered in final draft to be submitted to Board of Supervisors for approval end April to early May.

3. Community comments

Barbara Arieta, Chair, San Mateo County Transportation Authority Citizens Advisory Committee. TA & C/CAG call for shuttle project proposals from public agencies for 2-year program beginning July 2012 -- opportunity to augment inadequate coastal bus service. Applications due April 16. Contact Celia Chong 650-508-6466

Lisa Ketcham: Much to like in study, but avoid funding with development strings attached. Prioritize projects with most benefit for least amount of time/money: parallel trail, pedestrian crossing islands/medians, lighthouse left turn lane. Careful with parking – consider scenic highway. Move Harbor RV lot to restore beach parking there. Prefer roundabouts to adding additional traffic lights.

Laslo Vespremi: roundabouts used where 2 equal highways cross, not appropriate for Hwy 1.

Debra Malone, Montara: prioritize improving highway, crossings, slower speed, parking – good ideas in plan. Deal with congestion, enforce existing parking regulations along highway and at Montara 1st/2nd St. Keep trails away from homes and trailheads close to highway.

Mario Pellegrini: prioritize highway safety, not bike trails

Ken Hibbits, Montara: move slowly, carefully. Keep Rancho access on Highway 1. Existing road into McNee Ranch/ Ocean View Farms better opportunity for trail access/parking than fallow field which would require new road. Move McNee Ranch gate back up road to prevent blocked safety hazard. Keep bluffs pristine, be surgical with parking, small niches.

?Victor? enjoy bike path in HMB – would like it continued up to Montara. People are going to come here because it's beautiful – just part of living here.

Sabrina Brennan: Oppose Priority Development Area (PDA) designation for Midcoast.

Brian Aviles, National Park Service: appreciate community input in planning for Rancho

David Vespremi: turn restrictions & pedestrian islands make a lot of sense, easy to implement, can be done in modular way; highway landscaping in front of businesses to limit entry points implementing rules already on the books; no corridor re-designation, no speed limit reduction. Concerned about price tag of roundabouts, and commuting delays. Money better spent on school bus program. PDA designation would bring zoning changes, encourage controversial development projects like Big Wave.

Nina Pellegrini: opposed to PDAs, keep unique appearance of Montara, in favor of safe left turns, pedestrian crossings

Elisabeth Vespremi (letter via David): tunnel crossing signal unprecedented; missing corridor study, data, true size/cost of roundabouts; opposed to PDA designation. Suggest solutions: comprehensive buildout numbers; improve scenic quality of highway; safe crossing supported by data; close direct business access to highway; utilize service roads; better signage; inexpensive pedestrian crossing islands and over/under crossings

Mike Donigan: negative about roundabouts, not safe because of garbage transfer trucks on 92, autos playing chicken at rush hour. Ticket people at Hwy 1 & 92 making left turns after light turns red; ticket people parking on fog line at Surfers Beach & Sam's Restaurant.

Dan Haggerty: parallel trail, residents are prisoners in our homes on weekends, at peak hours it's faster on bike

Mike Ferreira: appreciates how consultants picked up what participants were telling them and melded it into plan. Puzzled to see elements such as raised medians that CalTrans used to oppose – are these indeed possible? Parallel trail is wonderful thing.

Neil Merrilees: Thanks for suitcase full of tools that we can use or not use in the future as we need them. We like rural character, don't want to change too quickly. We can all agree we have problem with safe crossing, esp in Moss Beach. Prioritize some simple things first. One safe crossing in Moss Beach at Carlos St., one crossing at La Costanera in Montara, something at Surfers Beach.

Leonard Woren: On Midcoast, should be no left turns allowed onto or off the highway unless from a left turn lane or to a merge lane. Should have no more than 2 access points in Moss Beach and 3 in Montara. Not safe with cars coming at you from so many directions. Primary problem with lighthouse intersection is it's invisible; shouldn't allow left turns until there is a left turn lane. Statistics show that uncontrolled painted crosswalks are safety disaster.

Carl May: Study is county's developer-serving agenda for urbanizing the Midcoast - don't need urban redesigns that obliterate the character of our communities. Study linked to PDA status. Lose the suburban design for downtown Moss Beach & Montara – out of character. Lose the cement curbs along the street & highway throughout. Lose the pavement on the CCT and the parallel trail on segments that are not now paved. Lose the highway clogging roundabouts. Forget blocking access to highway at cross streets in Moss Beach – they are the reason we don't have local backup like El Granada.

Kathryn Slater-Carter: fully support everything Carl said. Allow parking along highway because it slows down traffic on busy weekends, allowing people to cross, and won't cost extra money. Look at funding sources – parallel trail could be funded with help of Supervisor. Underground power/phone lines along Hwy 1 for scenic attractiveness. Insert comment that unimproved street right-of-ways be community trails. Parking area at south Etheldore is documented red-legged frog habitat in Moss Beach Highlands EIR.

April Vargas: Devil's Slide crossing signal -- CalTrans should have backup plan in place to move quickly in case this causes traffic backups. Concerned about PDA – we have no transit -- designation inappropriate for Midcoast -- not the right way to get funding. Hearing a lot of concerns about parking. Want the parallel trail to encourage people to use cars less -- destroying a lot of our landscape by paving for parking is not the way to do it. Medians to help people cross the street make a lot of sense – much less impact than signalized crosswalks or over- or underpasses.

Beth Oehlert: does not like signal at tunnel, reducing speeds, medians, gateways, commuter trail that will narrow highway, too expensive. PDA designation will promote development. Supports CCT for recreation.

John Oehlert: Needs to know how much private property would be taken by proposals. Residents on Main St. Montara need to be notified for proposals on that street. Focus on reasonable changes to improve safety and traffic flow. Agrees with wife - can't imagine anyone would use parallel trail -- don't think it will reduce traffic or improve safety. Supports recreation trails, but not commuter trail. Keep the character of our neighborhoods.

Don Horsley: re PDA, no attempt to increase development. Heard all your comments – will never get 100% support for projects, but hope you will keep open mind at least to some of them.

4. Adjournment (9:10)