

Midcoast Community Council

*An elected Municipal Advisory Council to the
San Mateo County Board of Supervisors
Serving 12,000 coastal residents*

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February 25, 2001

Supervisor Richard Gordon
400 County Government Center
Redwood City, CA 94063

Subject: Long-range Plan for Highway 1, at Build-out

Dear Supervisor Gordon,

The Midcoast Community Council, in response to Midcoast resident's apprehension, has been requesting both the County's and CalTrans assistance, for the past two years, with the development of an overall Master Plan for Highway 1 (not to be confused with a circulation element). The following is an excerpt from a memo (attachment 1) dated 5/9/00, to Terry Burnes from Directors Kozak/Stein regarding "Your letter of March 7, 2000 to Bijan Sartipi of Caltrans regarding Highway 1 improvements in Montara and El Granada":

Highway 1 is the only way in and out of our communities – it is the only way to get from one town to another. It is the only way we get to work, get our kids to schools, go shopping or anywhere else beyond our immediate neighborhoods. Midcoast residents are naturally intensely interested in any plans for the Highway, and what effects it may have on our daily lives and future development on the coast.

There are proposals for multiple traffic lights within the city limits of Half Moon Bay there are large developments proposed for along the Highway (Harbor Village, new hotels and developments in Half Moon Bay), there is still talk of a traffic signal in Moss beach, the Airport Master Plan contains expansion plans for Half Moon Bay airport that would bring heavy traffic demand into that section of the Highway, etc. We need to know what the plan is for Highway 1 at buildout.

Consider the following excerpts taken from the Coastside Subregional Planning Project, sponsored by The Association of Bay Area Governments (September 1998), pg.15, Issue 1: Mobility:

Between 1995 and 1996 San Mateo County experienced a 125% increase in congestion, a rate more than double any other county in the Bay Area. According to the 1995 San Mateo County Congestion Management Plan, the subregion currently suffers from some of the worst peak-hour congestion in the County. More recent data in the June 1997 San Mateo County Transportation Plan (CTP): Alternatives Report indicates that by 2010 Highway 1 and 92 will operate at the lowest level of service (LOS F) during peak commute times and that the maximum foreseeable public investments in highway and transit improvements will not be able to prevent congestion from getting even worse.

In addition, the Midcoast's section of Highway 1 is sandwiched between Northern Highway 1 (Pacifica to Devil's Slide) and Eastern 92 – both of which the draft of the Countywide Transportation Plan for 2010, produced by CCAG, defines as corridors of regional significance. Improvement plans will be developed according to projected relative levels of congestion of each corridor. Northern 1 has been rated High Priority and Western 92 Medium Priority. (attachment 2,3)

Supervisor Gordon states in his memo (attachment 4) of June 8, 2000, to the Planning Commission:

At this time there are no plans for any significant change to Highway 1 in the unincorporated Midcoast. CalTrans may consider additional improvements as part of regular safety enhancements in this area. There is, of course, the Devil's Slide Tunnel and there are some proposed changes in Half Moon Bay.

The Midcoast and Half Moon Bay communities have many concerns regarding safety along the Route 1 corridor. When death and injury occur, at an intersection, it is natural for residents to want to see public officials produce an immediate solution. The request for stoplights becomes a natural and understandable knee-jerk response, albeit piecemeal. "Additional Improvement" projects, on a road as congested and as crucial to the Midcoast, as Route 1, can have as much, if not more, impact as what might be termed "significant change".

It was believed by the Council (per above-mentioned memo from Supervisor Gordon to the Planning Commission) that the Highway 1 planning issues would be addressed in the LCP Scoping/Review process. In addition, a focus group would be convened to address the regional planning issues with Half Moon Bay. Following a phone call, 11/27/00, between Director Stein and Supervisor Gordon, it was indicated that there were no funds available for the focus group. Supervisor Gordon stated that he would speak with George Bergman and attempt to schedule this issue for the first year of the LCP Scoping – however, this was not possible.

The Midcoast Community Council is enthusiastic about working with the County and any other appropriate agencies to immediately begin a creative problem solving process with respect to this most crucial issue. In our opinion, due to the geography of Highway 1, a

regional approach to planning would be most effective. Obviously, it can be difficult coordinating multiple agencies. With that awareness, Council Directors are willing to be as flexible and available as possible to initiate a dialog with the suitable parties.

Please contact the Chair of the Council, Laura Stein, to set a date for discussion. She will coordinate a joint meeting with interested Directors. Thank you for your timely and careful consideration of this matter.

Sincerely,

Laura Stein
Chair, Midcoast Community Council
650-712-0225
laura.mclaughlin@att.net

Enclosures (5)

1. 5/9/00: Memo to Terry Burnes from Chuck Kozak, Laura Stein, MCC Members
2. Map - Prioritization of Roadway Corridors, Countywide Transportation Plan
3. Road Policies – excerpt from Countywide Transportation Plan, Draft 2000
4. 5/24/00: Letter to Planning Commission from Midcoast Community Council
5. 6/8/00: Letter from Supervisor Gordon to Planning Commission Map - Prioritization of Roadway

cc: Planning Commission