

## 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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October 30, 2001

RE: Resolutions of 07/11/01 Meeting of the MidCoast Community Council

We wish to thank you for attending our meeting and answering the questions from the Council and the public. Following is a summary of our comments and the resolutions that were passed:

The discussion centered around the proposed Hwy 92 widening east of Hwy 35, especially the bicycle route and major the intersection construction at the intersection with Hwy 35.

Concerns centered around the options for bike lane designations and the enormity of the construction planned for the interchange at Highways 92 and 35. The various options and their legal designations were presented by Ms. Dani Weber, the President of the Peninsula Bicycle and Pedestrian Coalition. She stated that Hwy 92 is constantly used by bicyclists and access must be maintained. Ms Weber was concerned that the proposed interchange will encourage higher speeds and unsafe driving by trucks and requested that dedicated bike lanes should be provided. The shoulders, at 10 feet in the uphill direction and 8 feet in the downhill direction, could accommodate these lanes. She urged that the striping be increased in width and a sign saying "Bike Lane" should be added to this project. This would keep trucks from using the shoulder as an additional travel lane. Ms. Weber feared that the proposed high-speed interchange would encourage unsafe speeds and cause truck rollovers, endangering bicyclists and drivers. She requested that Caltrans study other interchange options, such as, a modern roundabout to manage the traffic without a separated grade. Ms. Allison Weber (no relation) also presented material in support of Dani Weber's recommendations.

Caltrans Bicycle Coordinator Julian Carroll contended that the project exceeds some of the minimum standards for bicycle use. Much discussion ensued regarding aspects of bike routes and citizen input on the project. It was felt that designs were 'locked in concrete' upon submission to the public. Mr. Carroll favored a Class 3 bike route designation rather than the Class 2 bike lane supported by the bicycle advocates present. He says that all state routes are designated as Class 3. He stated that the County has not requested a Class 2 designation. He offered to send additional information and conduct a tour of the site to illustrate the differences between Class 1, 2 and 3 facilities. Mr. Carroll stressed Caltrans' commitment to accommodating bicycles in all of its project plans.

Council members expressed concerns about the configuration of the interchange, its size and its complexity. One area set for grading is near a hillside that has all ready failed due to prior construction in the area. Prior work on Highway 92 has added significantly to erosion problems in the Pilarcitos Creek watershed. Council members questioned why the new split-grade freeway style interchange was proposed for this sensitive area.

Members of the public supported alternative design ideas being presented for public review.

Other comments from the council included...

Paul Perkovic urging that the Council support the Class 2 bike lane designation but not the interchange.

April Vargas stating that more detailed information is necessity and suggesting that Caltrans include an expert from the San Francisco Water Dept.'s Watershed in all project planning and implementation.

Chuck Kozak wanted the Council to have increased involvement with the project and is interested in better alternatives for the interchange.

Ric Lohman wanted the Class 2 components included in the project with improved signage.

Paul Perkovic moved that the Council support the concept of Class 2 bike lane facilities along the entire length of Hwy 92 from Canada Road to Half Moon Bay. April Vargas added an amendment that the Council support the Class 2 designation only if no widening for the sole purposes of creating bike lanes would be required on the project. The amendment was accepted and the motion passed unanimously. In a second action, Ric Lohman moved that the Council request other alternatives to the intersection design proposed. Chuck seconded and the motion passed unanimously. Paul Perkovic then moved that the Council write a letter to Caltrans requesting invitations to subsequent meetings held about the project and asking to be included on the Caltrans mailing list for notification of all future projects. He also requested that the Council be included in the design phase of all such projects that impact the unincorporated areas of San Mateo County. This motion also passed unanimously.

Sincerely,



Laura Stein  
Chair

Copies:

Supervisor Richard Gordon  
SMC County Transportation Authority  
Peninsula Bicycle and Pedestrian Coalition