

**Notes from Mid-Coast Community Council Meeting 28 January 1998 at Seton Coastside Hospital**

[Disclaimer: These are preliminary, unreviewed notes taken in real-time by a Council member and participant. They have NOT been augmented by viewing the broadcast of the meeting on Thursday, January 29, 1998. Although they attempt to be a neutral summary of points made by each speaker, they are neither a verbatim transcript nor official minutes. Additions, clarifications, and corrections from the community are welcomed. As with the previous notes, these notes will be made generally available via hard copy and electronically on the Montara Web Site and via the MIDCOAST-L@LISTS.MONTARA.COM community distribution list server, to enable the Council and the community to keep a relatively clear and complete written summary of the discussions. Complete videotapes of meetings are broadcast by MCTV, cable Channel 6, following each meeting, and archived copies of these tapes may also be available for review, if appropriate. My apologies to the grammarians for mixing voice; the first person sentences were more-or-less direct quotations of statements made by the speaker, the third person sentences were my notes of what was said. The mixing is a result of interposing further material from watching the broadcast. It is too much trouble to recast all affected sentences into a consistent voice. If you don't like it, you can take notes next time. Where you find bracketed ellipses, such as [...], it indicates that the speaker said something that was lost in the notes.]

**Introductions, Pledge of Allegiance; meeting started about 7:10 pm**

Council Members present:

Joe Gore, Mary Hobbs, Ric Lohman, Chris McComb, Paul Perkovic, David Spiselman (Chair), Laura Stein

**Announcements and Public Comment**

Leonard Woren – Agendas were not mailed.

David Spiselman – Due to a change at the County, there was a mix-up. Agendas were posted as required, however. Tonight's agenda has two items, the traffic light at Coronado and the sub-standard lot study.

Barbara Mauz – [Read letter to Half Moon Bay Review that wasn't published. See attached.]

Mike Sims – Gave update on the Cabrillo Unified School District's land swap (in today's Review). School District considers the north El Granada site surplus, because it is within two miles of the Half Moon Bay Airport, but has not requested a California Department of Transportation study to determine if the site is safe for school buildings. [See handout of notes.] Cabrillo Unified School District will become a venture partner with Ocean Colony Partners in the development of the coast. Suggests that we urge CUSD to request a DOT study (likely to be approved, because site not on final or base leg, low traffic); file a formal complaint of non-compliance with the State Board of Education, which will result in an investigation. (Points out that there were no Mid-Coast people on the Site Selection Committee.) Finally, he suggests contributions for possible legal action.

Glenn Summers – [Enumerated a long list of Education Code provisions that were waived by the California Department of Education – see handout.]

Laura Stein – Do you need us to request that a DOT study be done?

Glenn Summers – CUSD is meeting on February 26, he urges us to act before then, expecting that the Trustees will vote on the contract at that time.

Paul Perkovic – Was CUSD's request for waivers noticed at their public meetings? Can the waivers be rescinded?

Glenn Summers – He thinks they may have provided notice on a Board agenda; they are currently investigating whether there are grounds to invalidate the waivers.

Leonard Woren – There is this bizarre provision in the Education Code that if they make a decision in violation of state law, once they have completed the action it cannot be reviewed (according to Leonard).

Chris McComb – Quoted sentence from HMB Review stating that the Council was helping in collecting signatures on the petition drive.

David Spiselman – Clarified that we had sent a letter to CUSD, but had not endorsed any petition.

Gerry Laster – Drafted the petition we have before us: "Petition for public planning protection of Midcoast's unique environment" [See handout.] The petition is designed to appeal to persons who might not find either of the proposals from the HELP group satisfactory – e.g., use of the site as a school, or [missed summary of other alternative]. That public property is an asset that should be disposed of to the highest bidder. Many of the property owners in the HELP group thought they would have a school on that site when they bought their homes. Requested that Mid-Coast Council set a public meeting to consider this property. Liked the comment at the last meeting that we combine various of our committees.

Joe Caruso (Coastal Liaison and Legislative Aide to Supervisor Gordon) – Is working on the coastal cleanup days issue (see HMB Review). The abalone aquaculture project – read letter from Board of Supervisors to Army Corps of Engineers. [See copy of letter.]

Paul Perkovic – Announcements – Copies of notes from January 9 Planning and Zoning Committee and January 14 Council meetings, County sub-standard lot study, and CalTrans traffic plans for Coronado in El Granada and for Tenth Street in Montara.

#### **Committee Reports**

David Spiselman – We reorganized our committees at our retreat on Saturday. [Listed new committee structure.]

Chris McComb – Reported that the Airport Subcommittee (of the new Public Works Committee) received a letter from Kaufman Associates and Environmental Sciences Associates regarding the environmental analysis. We are asked to provide our input regarding the known environmental issues around the Half Moon Bay Airport by February 26. Chris suggests asking for a little more time. Also, we got a quarterly report from Gary Peterson about noise complaints, and the airport has identified some noise violators.

Joe Caruso – Spoke to Paul Koenig, only two environmental firms responded to the RFP; others were already overloaded with existing work.

Laura Stein – Planning and Zoning Committee – Suggests a small group to work on the substandard lot issue, to follow up on meeting yesterday with Paul Koenig, Terry Burnes, George Bergman, Tim Duff, Paul Perkovic, Kathryn Slater-Carter, and Laura Stein.

Kathryn Slater-Carter – Addressed some lots on steep hills in El Granada where street width appears to be insufficient, garages would be too close to street, possibility of slope failure like that in Oakland.

Mary Hobbs – Parks and Recreation – She is representing the Mid-Coast Community Council on the Fitzgerald Master Plan review, would encourage people with concerns to call her at 728-5012.

**CalTrans Traffic Light and Intersection Projects**

Bijan Sartipi (District Director for Highway 1 projects) – Project is not on the STIP list (State Transportation Improvement Program), but rather is on the SHOPP (State Highway Operation Protection Plan) list. Proposal is for a four-way signal at the intersection of Coronado and Highway 1, and for a left-turn on southbound Highway 1 at Tenth Street and Main in Montara (not to be signalized).

For Montara: One alternative would make Tenth Street one-way outbound, Ninth one-way eastbound, left turn from southbound Highway 1 onto Eight Street. Another alternative would close off Tenth at Highway 1, leave others the same.

(Various Council members asked questions about details of the Montara proposal.)

For El Granada: Proposal is for a signalized intersection, including acceleration and deceleration lanes for Highway 1 both northbound and southbound.

Bill Suzuki (?) (CalTrans engineer) – There is no northbound left-turn lane into Mirada Road currently. With this proposed signal, this left turn will be reintroduced.

Bijan Sartipi – Preliminary cost estimate is about \$1,000,000 for the two intersections together. CalTrans is planning to complete their design work by the end of this year, and ready to start construction during the summer of 1999.

Laura Stein – One of our concerns is overdevelopment. What are CalTrans plans to respond to the buildout numbers in our Local Coastal Plan?

Bijan Sartipi – Traffic counts in 1991 were about 21,000 vehicles per day on Highway 1 [didn't cite the exact location].

Laura Stein – The Boys and Girls Club EIR shows eleven proposed traffic lights on Highway 1.

Bijan Sartipi – We are concerned about projects that propose to increase traffic, CalTrans asks them to mitigate those impacts. Senate Bill 45 (which was passed last year) makes the planning local decisions, through the Congestion Management Agency, not CalTrans.

David Spiselman – If a project has already been built, is a new developer required to provide mitigation payments?

Bijan Sartipi – No, once the project is done, future development is not required to reimburse the costs.

David Spiselman – Coastside roads have the lowest level of service; what mitigation would be required to make the level of service improve?

Bijan Sartipi – There are no current projects for corridor improvement; study shows two lanes in this area. The background study for these two intersections was done in 1992. It was supposed to have been done by now, but CalTrans lost the money to another project.

David Spiselman – Will CalTrans be updating that study (the one based on a two-lane Highway 1) before new mitigations are requested?

Bijan Sartipi – His office doesn't have funding for that study; there is much work elsewhere in the County.

Paul Perkovic – How far along does a project have to be to exclude new developments from mitigation payments?

Bijan Sartipi – Permitting process (where fees are assessed) is a local decision, not CalTrans.

Joe Gore – Is this the deluxe light, or the cheapo light?

Bill Suzuki – It will have a state of the art controller, computer controlled; would have morning and evening peak patterns; would also be traffic responsive (with detectors in the roadway).

Chris McComb – Do you factor in displacement from adjacent intersections (e.g., the signal at Capistrano in Princeton)?

Bill Suzuki – The initial cycle timing would be based on traffic studies, then would be adjusted after installation to take into account changes in intersection usage.

Joe Gore – Any provision for pedestrian traffic? Advance warning?

Bill Suzuki – Pedestrian buttons extend the cycle (to a minimum of one second per four feet of crossing). There may be an advance warning flasher for this intersection.

Chris McComb – What are the factors that drive the decision to put in a light?

Bill Suzuki – Typically, it is the result of a complaint, traffic backing up, accidents there, etc. Usually do a twelve-hour traffic count to satisfy ten or twelve warrants, which indicate the need for a light. Their traffic study in 1991 showed queues of as much as twelve cars.

Chris McComb – What takes you from a left-turn lane (as proposed for Montara) to a traffic light?

Bill Suzuki – There is no left-turn lane in Montara, that would be the first project considered.

Chris McComb – Is there some type of EIR that is required?

Bijan Sartipi – There would be an environmental evaluation (done by CalTrans). This project would probably fall into a categorical exemption.

Chris McComb – I've heard that there is some law that Highway 1 must be only two lanes?

Bijan Sartipi – Certainly the LCP has such a provision. [Much discussion from audience.]

Chris McComb – Given the erosion rate on the west side of Highway 1, why not eliminate the Mirada Road leg and allow a through southbound Highway 1 lane?

Bijan Sartipi – This is a complex project (State has two legs, County one, Half Moon Bay one); if the locals close off one leg, that would be ok.

Chris McComb – So this project would not necessarily have 20 year planning?

Debbie Ruddock – Let me help Chris formulate his question: Would this meet two-lane or four-lane standards?

Bijan Sartipi – At the intersection, the approaches will be built to four-lane standards.

Ric Lohman – What provisions are there for public input into this process?

Bijan Sartipi – For a project of this scope, we don't usually need public hearings, although if there is need for a Coastal Development Permit, then there might need to be public meetings.

Paul Perkovic – Would this intersection have strobe light activation for the Fire Department.

Bill Suzuki – If the Fire Department provides pre-emption equipment, they would install it.

Paul Perkovic – Coastal erosion at Tenth on west side; effects on embankments?

Bijan Sartipi – They are holding the existing western alignment (and guardrails), the widening on the east side is well within the State right-of-way.

Paul Perkovic – Why does CalTrans spray (and kill) the vegetation at the base of cut slopes, thus causing erosion?

Bijan Sartipi – He thinks that the defoliation may be for fire prevention.

Mary Hobbs – What is the right-of-way width?

Bijan Sartipi – Approximately 100 to 150 feet, it varies through the area.

Mary Hobbs – Are there any plans for a center divider?

Bijan Sartipi – No; neither a raised concrete divider, nor a median strip.

Mary Hobbs – Once the priorities are established and the money is allocated, is the design entirely up to CalTrans?

Bijan Sartipi – Yes, we are responsible for the safety and the maintenance of the facility. We are, of course, open to inputs into that design. We do have design standards that we use. Sometimes they are designed by consultants, but CalTrans would oversee the work and ensure that the CalTrans requirements are met.

Lou Bertolucci – This light will be funded by gas money, right? So why should we hold it up and try to get one of the hotels or other developers to pay for it? [Question directed at Paul Perkovic.]

Paul Perkovic – My concern is when I hear stories that some developers have gone to Sacramento to get projects in the pipeline, when they should have an opportunity to pay some of the costs that their projects will benefit from.

Lou Bertolucci – Why do you have such rough pavement on Highway 92 during construction? Why don't they do a feather edge?

Bijan Sartipi – We will have a clean, smooth pavement when the project is done.

Debbie Ruddock – Reimbursement agreements are political agreements; it really takes the political will of the City or County planning departments to enforce them. When you look at the Boys and Girls Club, it really is intended to provide a much-improved Sewer Plant Road (complete with sidewalks) that will serve perhaps three other developments. It will be up to future Councils to get reimbursement from them. They are looking at gap closure – when you do a few intersections, and then you tie them all together, you end up with a four-lane road.

Elisabeth Vespremi – Do we need a traffic light for six or eight parking places on the west side of Highway 1 (on Mirada Road)? If we can put a traffic light here, we can put it anywhere. Why not use the right-of-

way for northbound Highway 1 to have a long right-turn lane (like an off-ramp), and improve the visibility for Coronado road traffic waiting to turn left?

Bijan Sartipi – The problem is to resolve the conflict between Coronado road traffic turning left and the through northbound Highway 1 traffic. [Bijan introduced the off-ramp term, by the way.]

Leonard Woren – What is the current roadway width? And the proposed width. Will the light cycle even if there is no traffic?

Bijan Sartipi – Five lanes – that's 60 feet – plus two 8 foot shoulders – total of 76 feet.

Bill Suzuki – The green will rest with Highway 1; side traffic will initiate a cycle.

Andrea Brown – Thinks most Montara residents use Second Street from southbound Highway 1; nearly everybody uses Eighth Street to make a left turn onto Highway 1. So you could save a lot of money by simply prohibiting left turns from Tenth Street onto Highway 1 south. And for Coronado, simply prohibiting left turns from Highway 1 southbound would reduce the need for a light.

Peter Logan – I'm disappointed that there's not a public hearing to advance good ideas from the audience, or to look at other options. The traffic counts – everyone mentioned cars, but there are also trucks (like big tractor trailers). The short span between Highway 1 and Plaza Alhambra isn't enough for trucks to line up. How about using Avenue Portola to direct commercial traffic directly into El Granada? How about directing Coronado traffic up to Capistrano, rather than allowing left turns onto southbound Highway 1?

Bill Suzuki – There are no particular standards as to how far you can expect traffic to go to reach a signalized intersection. The counts indicate that there are volumes of traffic in the morning and evening peaks that warrant a signal; that doesn't mean that a signal is required, but that a signal is indicated. If any of the parties (State, County, City) indicates that it does not want to participate in this project (and provide funding), we will walk away from it.

David Spiselman – So you wouldn't consider putting in a barrier to prevent left turns off Highway 1 south as a safety improvement?

Bijan Sartipi – No, this isn't being considered as a safety improvement, but an operational improvement. Coronado is a local access; if the locals don't want that access, we could close that road, but if the locals want to retain that access, we should consider operational improvements. It does provide safety enhancements. If there is something that makes sense, we would consider it seriously. Please send us your suggestions in writing. CalTrans District 4 / PO Box 26660 / Oakland, CA 94633.

Lou Bertolucci – People in Montara are inconvenienced by a light. We have the schools down there, and the school buses, now you are trying to squelch a signal for us. The problem is not the stop light, it is the parking on the west side of Highway 1.

Leonard Woren – [Presented his proposal – see handout.] [Significant applause.] Asked how costs might compare.

Bijan Sartipi – A signal might cost \$100,000, and most of the cost of an intersection is the paving work. Some of the things you are showing here are not conventional; there are tort liabilities, CalTrans doesn't have money, it is all your money.

Leonard Woren – The capacity at Capistrano is not there – look in the morning, traffic backs up on all of the feeder streets waiting for the light to turn green.

[missed a question and answer]

Barbara Mauz – Concerned about traffic impact on community – noise, dirt, etc.

Mary Hobbs – Would there be any change in the [posted] speed limits?

Bijan Sartipi – No.

Mary Hobbs – Something needs to be done in El Granada; please keep the road as narrow as possible, but consider some of the ideas that have come up tonight.

Bijan Sartipi – Realistically, we can only look at a small number of alternatives. We do get good comments from the public all the time, because they know the area and the traffic all the time.

Paul Perkovic – Are the two intersections separable (into two projects)?

Bijan Sartipi – Possibly; the two intersections are currently programmed together.

Paul Perkovic – Not comfortable commenting on El Granada situation, but favorable to the Montara proposal (although it probably isn't needed at this point). Thanks to Bijan for attending our meeting.

Ric Lohman – There seem to be two separate issues – one, the safety issue, and the other, the fear that we will eventually end up with a four-lane Highway 1 through the entire community.

David Spiselman – Brought up "jug handles" solution that he remembers from his time in New Jersey. Suggests a public hearing on a pleasant Saturday.

Chris McComb – Thinks it is way too premature for the Council to take a position at this time, and that it be referred to our Traffic Subcommittee.

Laura Stein – Moves that we request CalTrans to suspend any work on these projects until we have had community meetings to establish what the community actually wants. Is there some way we could work with a traffic engineer on considering alternatives?

Bijan Sartipi – My suggestion would be to submit letters and ideas, and we'll try to incorporate them any way we can. As far as public hearings, we came here tonight, we'll be happy to come back again later. We have already sent these proposals to the City and the County, we seem to be going forward with the County. We're proceeding to get the City and the County to appropriate their funds. We don't have a plan to make Highway 1 four lanes from Half Moon Bay to Pacifica.

Joe Gore – His "Give Joe the Finger" survey had the following results:

1 - Traffic light	38
2 - No change	5
3 - Right turn only	7
4 - None of the above	4
5 - Don't care	0

In addition, 24 people called and left their phone numbers; they indicated their main concern was safety. The Highway Patrol was kind enough to give him a copy of the accident reports. Thanks Bijan for coming, also.

[Discussion of possible motions, but consensus seemed to be to refer to our Traffic Subcommittee.]

### Sub-Standard Lot Study

Deferred to the next meeting.

**DRAFT**

**Future Agenda Items**

Recommend that CUSD conduct a Department of Transportation study (for Consent Agenda)

Sub-Standard Lot Study – for February 11, with recommendation from Planning and Zoning Committee

Moss Beach Affordable Housing – for February 25, referred to Planning and Zoning Committee

Mid-Peninsula Open Space District Survey on Extending to Coast – later meeting

Pre-Application Process (replacing Concept Plan) – future meeting

County Parks General Plan for Marine Reserve and Pillar Point Marsh – future meeting

Ocean View Farms – future meeting

Incorporation / Annexation Study – future meeting

Adjourn at 11:00 pm on motion by Paul Perkovic and Mary Hobbs.

[Note: Chris McComb and Paul Perkovic will not be at the February 11 meeting.]