

Highway

MIDCOAST COMMUNITY COUNCIL

Serving the Communities of
Princeton, El Granada, Moss Beach, Montara and Miramar

November 11, 1992

Honorable Board of Supervisors
County Government Center
401 Marshall Street
Redwood City, CA 94063

Re: Coastside Development and Traffic Capacity

Honorable Members of the Board:

The MidCoast Community Council greatly appreciates the time spent by members of the Planning Department in familiarizing the Council with provisions of the LCP. During this process, however, it has become apparent to us that there is a fundamental problem with the LCP as it relates to coastside growth – there are inadequate provisions for traffic capacity to serve anticipated development.

Based on input from County staff and representatives of Caltrans, the Council has determined the following:

- Highway 92 is currently operating a Level of Service E according to the County's Congestion Management Plan, making it one of the most congested routes in the County.
- Build out of the unincorporated coastside, anticipated by the year 2015, will result in 50% more residential development than currently exists, plus expansion of commercial and recreational uses, not to mention planned development in Half Moon Bay.
- Caltrans forecasts traffic congestion to reach Level of Service F with future growth and has no plans to expand Highway 92 to relieve congestion by the year 2015. The long heralded expansion of Highway 92 will only include passing lanes on portions of the roadway, which will not improve capacity at congested locations near Main Street and Highway 1.
- The County has no plans or financial mechanisms in place to fund improvements to Highway 92. The County has repeatedly refused to assess traffic impact fees as does Half Moon Bay to make improvements to congested locations on Highways 92 or 1, believing such improvements are a State responsibility.

This situation suggests that traffic capacity is not being adequately considered in planning activities for the coastside. Current congestion on Highway 92 is unacceptable for residents and as defined in the LCP, but no thought is being given to needed improvements or the effects of future growth. The result will be gridlock in the area of intersection of Highways 92 and 1 when development begins again in 1994 when water and sewer capacity become available. Unlike other areas of the County, there are only two route choices to access the coast and no practical transit alternatives.

We request that the Board direct the Planning and Public Works Departments to consider the effects of planned growth on highway capacity, with the intent of either revising growth allowances or identifying necessary traffic improvements to accommodate growth and funding mechanisms to accomplish such improvements commensurate with new development. Any land use/transportation planning should also focus on transit improvements.

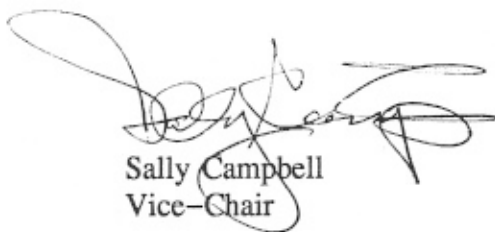
This is an issue which is vital to coastside residents and future economic development. It is also an issue that cannot be ignored or put off. Failure to do comprehensive land use/transportation planning now will result in demands by our Council and other interest groups for EIRs on all discretionary development applications to assess cumulative traffic impacts and mitigation measures.

Please take a proactive stand and insist on adequate planning while there is a current lull between development periods.

Sincerely,



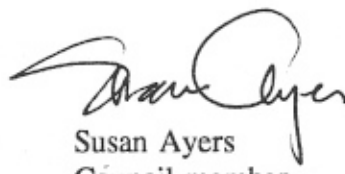
Kit Dove
Chairman



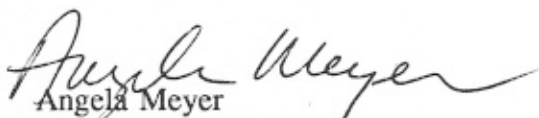
Sally Campbell
Vice-Chair



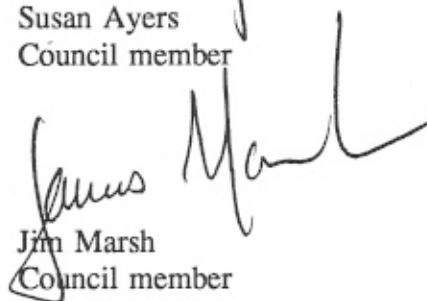
Nadia Bledsoe
Council member



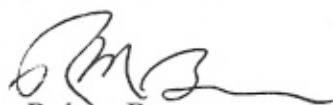
Susan Ayers
Council member



Angela Meyer
Council member



Jim Marsh
Council member



Robert Brown
Council member

cc: Paul M. Koenig, Director of Environmental Services
Terry Burnes, Planning Administrator
George Bergman, Senior Planner
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Half Moon Bay City Council
Mike Nevin
Ruben Boraes
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Half Moon Bay Review
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Lennie Roberts, Save Our Coast Committee
Half Moon Bay Chamber of Commerce