

Corridor Observations and Issues

North of Montara State Beach

- Grade changes and curves
- Sections with narrow shoulders
- Bicycle use
- Pedestrian crossing conflicts at beach and trail access areas
- Informal shoulder parking

Montara

- Relatively high number of accesses
- No sidewalks, sections with narrow shoulders
- Sight distance challenges at cross streets
- Pedestrian crossing conflicts
- Turning vehicle conflicts at Lighthouse and Hostel

Moss Beach

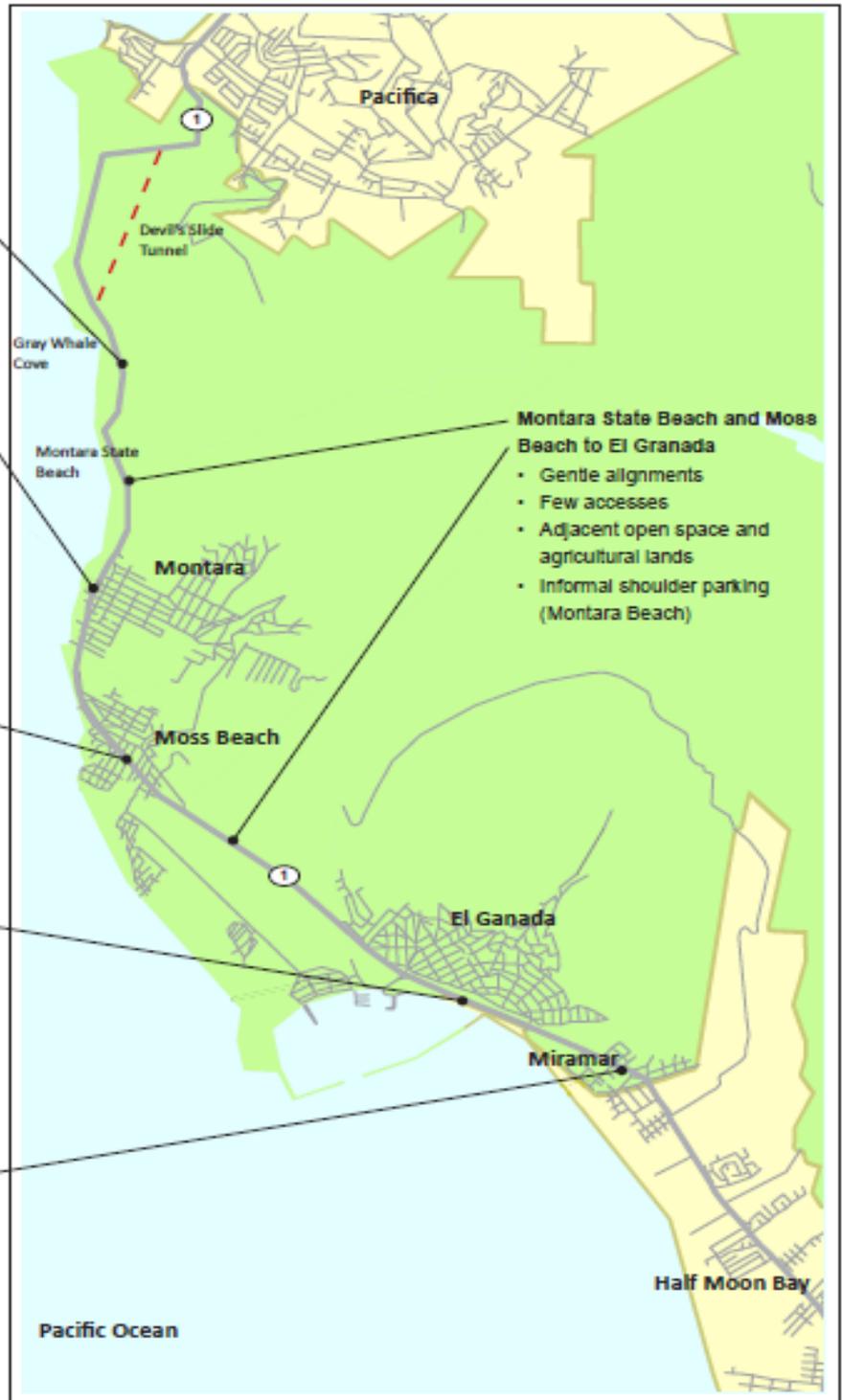
- Relatively high number of accesses
- Cross traffic
- Frontage street
- No sidewalks
- Pedestrian/bike crossing conflicts

El Granada

- "Surfer's Beach" erosion
- High pedestrian/bike use, crossing demand
- No sidewalks
- Two signalized intersections
- Peak hour, weekend and seasonal congestion
- Informal shoulder parking

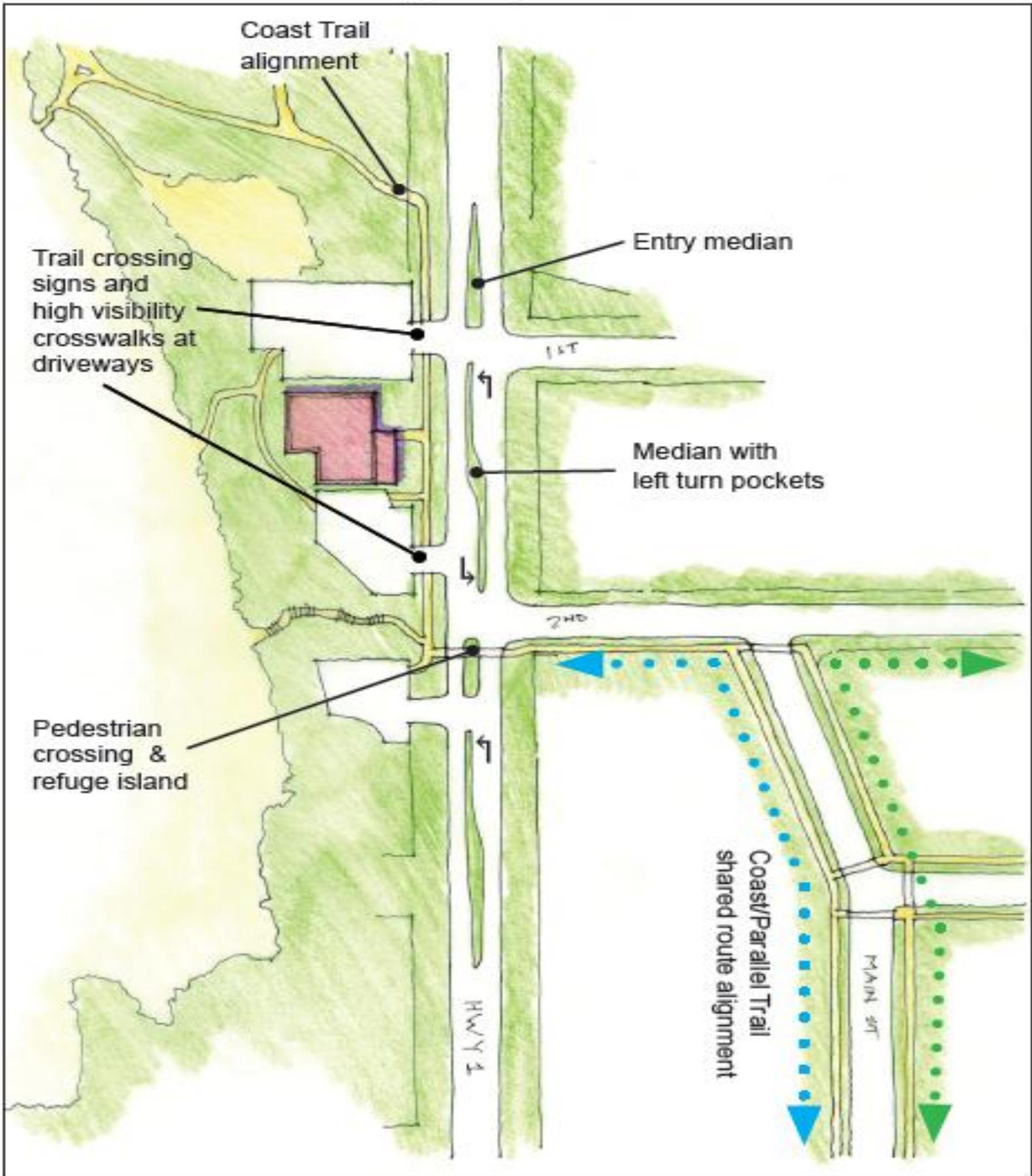
Miramar to Half Moon Bay

- Relatively high number of accesses
- Turning traffic at driveways and streets
- Sight distance challenges at cross streets
- Signalized Intersection



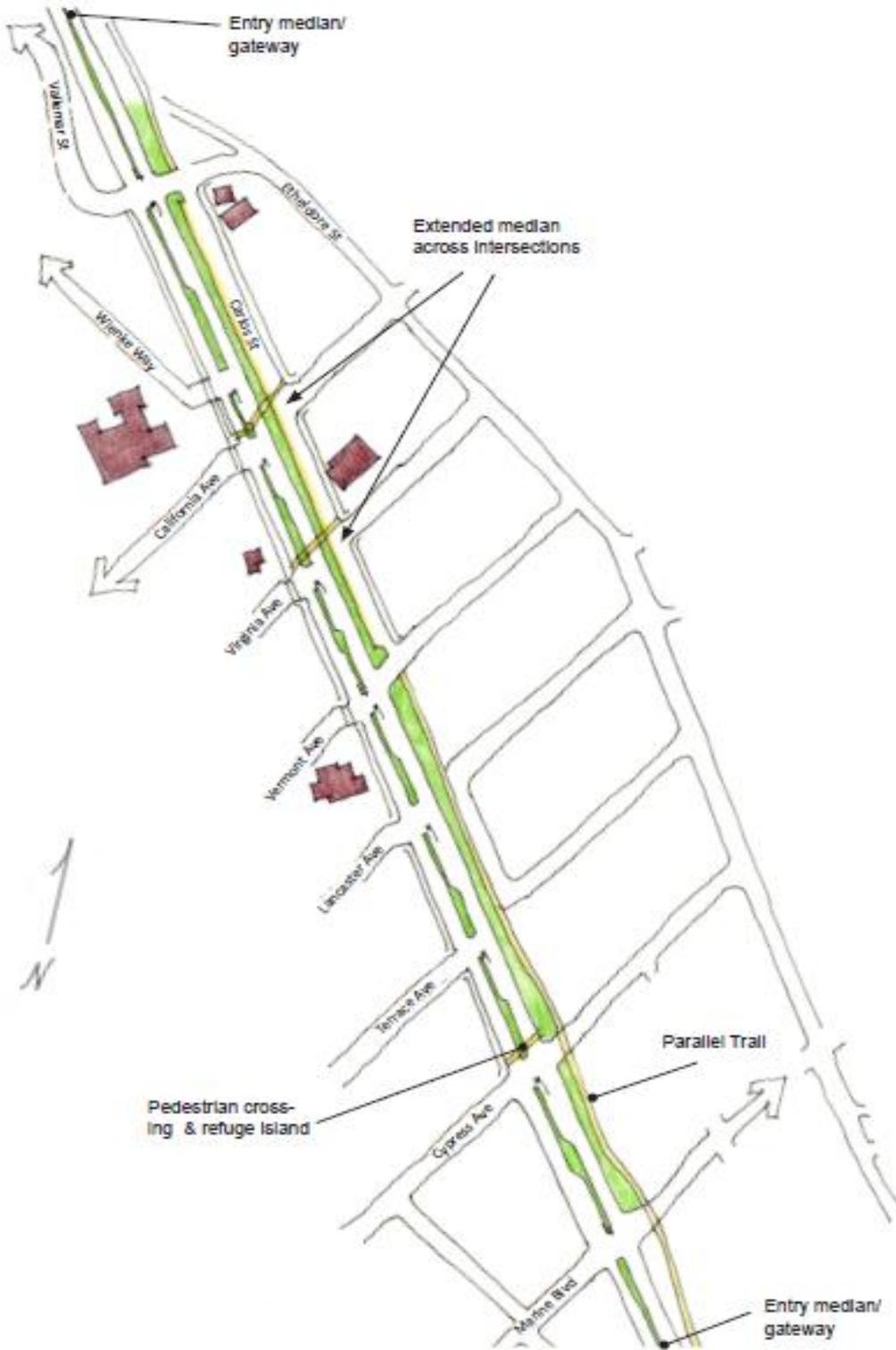


Montara North Community Entry and Circulation



Proposed Circulation, Access and Pedestrian Improvements





Attachment 1f



NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
04	SM	1	35.9	12 22

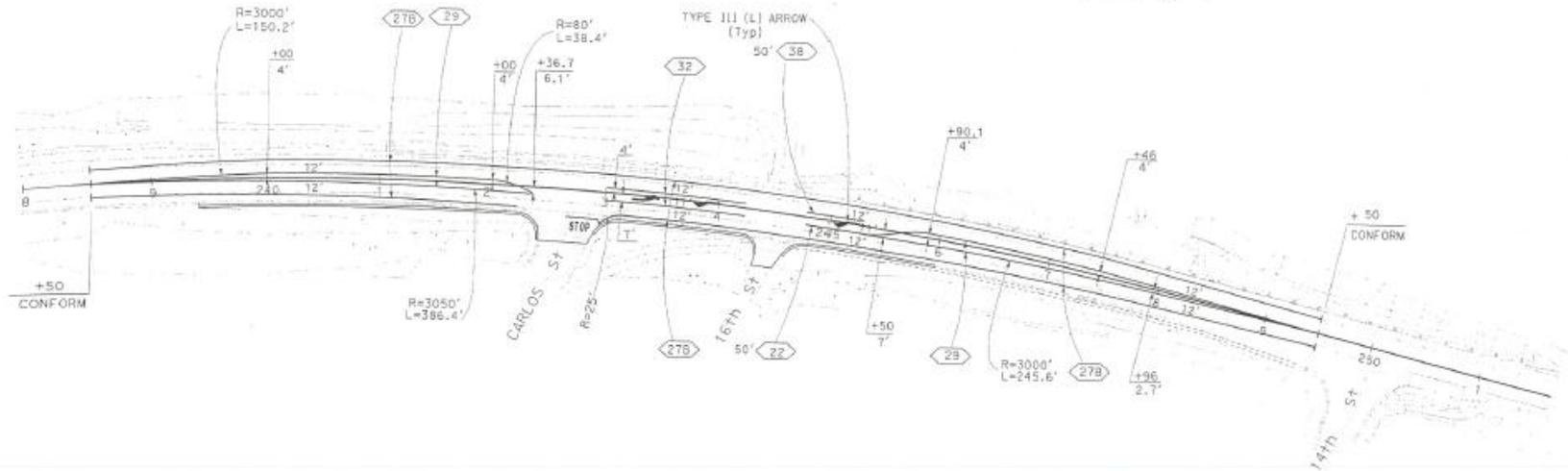
John S. Satch
 REGISTERED CIVIL ENGINEER DATE 1-30-12
 1-30-12
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA BY ITS OFFICERS
 OF HIGHWAYS SHALL BE RESPONSIBLE FOR
 THE ACCURACY IN COMPLETION OF SEPARATE
 COPIES OF THIS PLAN SHEET.

CIVIL
 No. 46570
 Exp. 9-20-13

LEGEND:

(No.) PAVEMENT DELINEATION DETAIL



PAVEMENT DELINEATION PLAN

SCALE: 1" = 50'

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEET 03-1

ADMIN - CUST ODD 10-13-11

ADMIN - CUST ODD 10-13-11

RESOLUTION NO. 072031

BOARD OF SUPERVIORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * *

RESOLUTION SUPPORTING THE MIDCOAST HIGHWAY ONE SAFETY AND CONGESTION IMPROVEMENT GRANT APPLICATION FOR MEASURE A HIGHWAY PROGRAM FUNDING

WHEREAS, the top transportation priorities along San Mateo County's Midcoast region is congestion management and improving safety,

WHEREAS, the San Mateo County Board of Supervisors support and endorse an application to the San Mateo County Transportation Authority (TA) for five million in grant funding to improve congestion management and the safety of pedestrians and motorists;

WHEREAS, Highway 1 between Half Moon Bay and Pacifica is one of the most scenic drives in the United States, if not the world, yet the region's residents and visitors must travel on one lane in each direction with a limited number of turn lanes, conditions which all-too often lead to unsafe turns and growing congestion, and moreover limits pedestrians and cyclists opportunities to cross the highway safely,

WHEREAS, grant funding could greatly improve safety and traffic flow by funding critical projects to create medians, turning bays for vehicles and additional places to cross the highway safely;

WHEREAS, two studies identified the locations for many of the improvements and the Transportation Authority grant funds would enable the County to develop detailed plans and construct the most crucial safety improvements; and

WHEREAS, these projects would be accomplished by the County of San Mateo working with CalTrans, the Transportation Authority and the California Coastal Commission;

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution of the TA half-cent transaction and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009,

Now therefore be it resolved by the San Mateo County Board of Supervisors:

1. Directs staff to submit an application for San Mateo County Measure A funds in the amount not to exceed \$1.5 million for safety and congestion relief projects in the midcoast area of Highway 1;

Regularly passed and adopted this 26th day of June, 2012.

AYES and in favor of said resolution:

Supervisors: DAVE PINE
CAROLE GROOM
DON HORSLEY
ROSE JACOBS GIBSON
ADRIENNE J. TISSIER

NOES and against said resolution:

Supervisors: NONE

Absent Supervisors: _____

Adrienne J. Tissier
*President, Board of Supervisors
County of San Mateo
State of California*

Certificate of Delivery

I certify that a copy of the original resolution filed in the Office of the Clerk of the Board of Supervisors of San Mateo County has been delivered to the President of the Board of Supervisors.

Rebecca Romeo

**San Mateo County Transportation Authority
Measure A Highway Program**

Non-Supplantation of Funds Certification

This certification, which is a required component of the project initiator's grant application, affirms that San Mateo County Transportation Authority (TA) Measure A Highway Program funds will be used to **supplement** (add to) existing funds, and will not **supplant** (replace) existing funds that have been appropriated for the same purpose. Potential supplantation will be examined in the application review as well as in the pre-award review and post award monitoring.

Funding may be suspended or terminated for filing a false certification in this application or other reports or documents as part of this program.

Certification Statement:

I certify that any funds awarded under the TA Measure A Highway Program Cycle 1 Call for Projects will be used to supplement existing funds for program activities, and will not replace (supplant) existing funds or resources.

Project Name: Highway 1 Congestion, Throughput, and Safety Improvements Project

Project Applicant: San Mateo County

David G. Holland
PRINT NAME

[Signature]
SIGNATURE

Asst. County Manager
TITLE*

6/29/2012
DATE

* This certification shall be signed by the Executive Director, Chief Executive Officer, President or other such top-ranking official of the Project Applicant's organization.

Board of Supervisors



COUNTY OF SAN MATEO

COUNTY GOVERNMENT CENTER • REDWOOD CITY • CALIFORNIA 94063-1662
WEB PAGE ADDRESS: <http://www.co.sanmateo.ca.us>

BOARD OF SUPERVISORS

DAVE PINE
CAROLE GROOM
DON HORSLEY
ROSE JACOBS GIBSON
ADRIENNE TISSIER

John L. Mattie
COUNTY MANAGER
CLERK OF THE BOARD

(850) 363-4653
FAX: (850) 590-1027

June 26, 2012

San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Measure A Grant Funding

To Whom It May Concern,

The top transportation priorities along San Mateo County's Midcoast region is improving safety and alleviating congestion. To further that goal, I am writing with the support of the Board of Supervisors to ask for the Transportation Authority's approval of our County's grant application in an amount not to exceed \$1.5 million to improve the safety of pedestrians and motorists while at the same time relieving congestion. This application is the first of several that we will submit to complete these essential projects on the Midcoast.

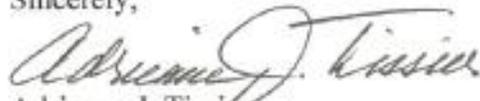
Highway 1 between Half Moon Bay and Pacifica is one of the most scenic drives in the United States, if not the world. Yet the region's residents and visitors face a traffic nightmare. Highway 1 affords only one lane in each direction with a limited number of turn lanes, conditions which all-too often lead to unsafe turns and growing congestion. Further, the area affords pedestrians and cyclists few opportunities to cross the highway safely.

With your approval, grant funding would be used to study and design improvements to safety and traffic flow. The projects in our application would create medians, turning bays for vehicles and additional places for pedestrians and bicyclist to cross the highway safely. The projects would be accomplished in phases as funds are made available.

Two previous studies identified the locations for the improvements. The grant funds would allow the County to develop detailed plans and conduct environmental review for the most crucial safety improvements. These projects would be accomplished by the County of San Mateo working with CalTrans, the Transportation Authority and the California Coastal Commission.

The San Mateo County Board of Supervisors strongly supports this grant application and remains available to provide additional information.

Sincerely,

A handwritten signature in cursive script that reads "Adrienne J. Tissier". The signature is written in black ink and is positioned above the printed name.

Adrienne J. Tissier
President, Board of Supervisors
San Mateo County

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 95834-0019
PHONE 318-2018
FAX 318-2118

DISTRICT OFFICE
1528 SOUTH EL CAMINO REAL SUITE 302
SAN MATEO, CA 94402
PHONE 349-1900
FAX 349-4670

Assembly California Legislature



JERRY HILL
ASSEMBLYMEMBER, NINETEENTH DISTRICT
CHAIR, ASSEMBLY DEMOCRATIC CAUCUS

COMMITTEES
AGRICULTURE
APPROPRIATIONS
BUSINESS AND PROFESSIONS
GOVERNMENTAL ORGANIZATION
PUBLIC SAFETY

SELECT COMMITTEES
CHAIR, BIOTECHNOLOGY
GOVERNMENT EFFICIENCY,
TECHNOLOGY AND INNOVATION
HIGH SPEED RAIL FOR CALIFORNIA
IMPROVING STATE GOVERNMENT
RENEWABLE ENERGY

June 21, 2012

Michael Scanlon
Executive Director, San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, California 94070

Re: Measure A Highway Program Cycle 1 – Highway 1 in the unincorporated
Midcoast

Dear Mr. Scanlon,

I write to you in support of the application of the County of San Mateo for Measure A
Highway Program funding.

San Mateo County is seeking \$1.5 million dollars to create detailed designs, conduct
environmental studies and complete all planning documents and phases necessary to put
medians, left turn lanes and safe pedestrian crossings on Highway 1 in the unincorporated
Midcoast.

The funding San Mateo County is currently seeking from Measure A will enable it
modify Highway 1 in ways that will greatly enhance driver and pedestrian safety.

Thank you for your consideration of this request. Please do not hesitate to contact me if
you have any questions.

Sincerely,

Jerry Hill
Assemblymember, 19th District

STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4008
FAX (916) 227-2166

DISTRICT OFFICES

400 S. EL CAMINO REAL
SUITE 630
SAN MATEO, CA 94402
TEL (650) 340-8840
FAX (650) 340-1661

HIRAM JOHNSON
STATE OFFICE BUILDING
495 GOLDEN GATE AVE
SUITE 14200
SAN FRANCISCO, CA 94102
TEL (415) 557-7857
FAX (415) 557-7864

SENATOR YEE@SENATE.CA.GOV
WWW.SEN.CA.GOV/YEE

California State Senate

SENATOR LELAND Y. YEE, PH.D.
EIGHTH SENATE DISTRICT

余胤良博士
加州參議院



STANDING COMMITTEES

- GOVERNMENTAL ORGANIZATION
- HUMAN SERVICES
- LABOR & INDUSTRIAL RELATIONS

SELECT COMMITTEES

- ASIAN PACIFIC ISLANDER AFFAIRS
- BAY AREA SUSTAINABLE DEVELOPMENT AND ECONOMIC PROGRESS
- CALIFORNIA'S PUBLIC RECORDS & OPEN MEETING LAWS

June 29, 2012

San Mateo County Transit Authority
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306

To Whom It May Concern:

I am writing in support of San Mateo County's request for \$1.5 million in Measure A Highway Program funds for improvements of Highway 1 in the unincorporated Midcoast.

These funds would be used to create detailed designs, conduct environmental studies, and complete planning documents necessary for the establishment of medians, left turn lanes, and pedestrian crossings along Highway 1. This will be a great boon for public safety, while at the same time increasing access to San Mateo County's beautiful coastline.

The County has done an extensive public outreach campaign regarding these improvements, and I am confident that the improvements reflect the desires of local residents. I join the Midcoast Community Council in supporting this grant so that we can set about improving Highway 1 in an intelligent, measured manner that preserves the character of our Coastside communities.

Thank you again for your consideration. Please contact Dan Lieberman at 650-340-8840 if you have any questions or require additional information.

Sincerely,

Leland Y. Yee, Ph.D.
California State Senate
LYY:dl/C8

Midcoast Community Council

*An elected Municipal Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar
P.O. Box 248, Moss Beach, CA 94038-0248*

Bill Kehoe Chair	Laura Stein Vice-Chair	Lisa Ketcham Secretary	Bob Kline Treasurer	Len Erickson	Dan Haggerty
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June 20, 2012

San Mateo County Transportation Authority
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070

Re: Measure A Highway Program funds

To Whom It May Concern,

The Midcoast Community Council (MCC) is an elected Municipal Advisory Council to the San Mateo County Board of Supervisors, serving the citizens of the unincorporated Midcoast in Miramar, El Granada, Princeton, Moss Beach, and Montara. We are writing to express both our thanks as well as our wholehearted support for the San Mateo County Board of Supervisors' decision to submit an application for San Mateo County Transportation Authority Measure A Highway Program funds.

It is hard to imagine that there could be any better use of funds than on a project that will increase pedestrian and motor vehicle safety while reducing traffic congestion; funds that will be invested in a scenic highway that is enjoyed daily by residents and visitors alike.

Highway 1 is the only arterial link for the San Mateo County unincorporated Midcoast, providing access between all the local communities and connecting the Midcoast with the rest of the Coastside and Bay Area. The corridor, which provides for weekday commuters and school traffic, as well as high-volume weekend visitor traffic, can also act as a barrier preventing residents from leaving their homes during times of high usage. It must also provide for pedestrians and bicyclists of all ages and abilities who are using the highway right-of-way and trying to cross.

We support the goals of the Highway 1 Safety and Mobility Improvement Study for improved traffic circulation and pedestrian/bicycle safety and connectivity. Of the conceptual plans developed in the study, the most enthusiastic support from the community is for projects that improve vehicle and pedestrian/bicycle safety via medians, well-placed left turn and merge lanes, and well-placed and designed crossings. We look forward to an early process of consultation with the MCC and community on design details.

Sincerely,

s/Bill Kehoe, Chair
Midcoast Community Council

cc: San Mateo County Board of Supervisors

Pillar Ridge Homeowners Association
164 Culebra Ln.
Moss Beach, CA 94038

June 25, 2012

San Mateo County Transportation Authority
PO Box 3006
San Carlos, CA 94070

To Whom It May Concern:

The Pillar Ridge Homeowners Association is pleased to support the County's proposed Midcoast Highway 1 Congestion Throughput, and Safety Improvements Project and grant application submitted to the San Mateo County Transportation authority Measure A Highway Program.

Pillar Ridge is a designated affordable housing community of 227 manufactured homes located west of Half Moon Bay Airport in Moss Beach. Our multi-cultural community of over 800 residents faces ongoing challenges in an isolated location with little provision for bicycle and pedestrian safety in accessing schools, jobs and services, all located across Highway 1.

Highway 1 is the only through road on the Midcoast. Lack of left-turn merge lanes for vehicles to enter the highway severely restricts access, creates delays and makes risky maneuvers more common. Weekend visitor traffic congestion can leave Midcoast residents trapped in their homes. Lack of safe crossings adds to traffic congestion because children must be driven to school and activities.

We support the goals of the Highway 1 Safety and Mobility Improvement Study for improved traffic circulation and pedestrian/bicycle safety and connectivity. Top priorities are projects that improve vehicle and pedestrian/bicycle safety via raised medians, left turn and merge lanes, and safe crossings.

Sincerely,



Lisa Ketcham
President

COASTSIDE BICYCLE COALITION *Serving San Mateo County Bicyclists*

Wednesday, June 27, 2012

Director Joe Hurley
San Mateo County Transportation Authority
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306

Re: San Mateo County application for Measure A funds for Midcoast Highway 1
Congestion, Throughput, and Safety Improvement Project

Dear Mr. Hurley,

The Coastside Bicycle Coalition strongly supports the Midcoast Highway 1 Congestion, Throughput, and Safety Improvement Project. For over 20 years, Coastside parents, residents, trail groups, and the Midcoast Community Council have requested safe pedestrian and bicycle crossings on Highway 1.

The Midcoast is split in half by a dangerous segment of Highway 1. Stop signals and crosswalks are nonexistent in Moss Beach and Montara. Pedestrians, bicyclists, and parents with children run in fear when crossing two lanes of high-speed traffic on Highway 1. Access to schools, the beach, the post office, restaurants, the grocery store, Moss Beach Park (a children's playground), and other visitor serving parks and attractions require crossing Highway 1. Many residents and visitors prefer to drive one or two blocks to avoid crossing Highway 1 on foot or by bicycle. These extra car trips contribute to Highway 1 congestion and results in parking problems near Highway 1.

The following three accidents serve as devastating reminders of the bicycle and pedestrian collisions that have occurred on Highway 1 in Moss Beach.

On Dec. 3, 2009 twelve-year-old Julian Ruiz was struck by an SUV near the Moss Beach Sheriff's sub-station while crossing Highway 1 on his bike. KTVU channel 2 ran a news story and published a [video](#) about the dangers of Highway 1 and interviewed Julian after his right foot was amputated.

On Dec. 9, 2011 Sheriff's Deputy Mark Garcia was flagged down by a group of people who found Cathy Silva lying on the shoulder on Highway 1 in front of the El Gran Amigo Taqueria restaurant near the Moss Beach Sheriff's sub-station. The California Highway Patrol confirmed that a car on Highway 1 hit the Moss Beach resident. She was airlifted to Stanford Hospital for "major internal injuries," according to CHP spokesman Art Montiel.

On Jan. 10, 2012 a teenage girl was hit by motorcycle while crossing Highway 1.

The crash occurred near the Moss Beach Sheriff's sub-station. According to a report from the California State Highway Patrol, a 15-year-old girl was walking eastbound across the highway on her way to school in the early morning hours. An oncoming motorcycle struck the teenager.

In 1999, the average hospital stay for a pedestrian accident was two days and the cost was more than \$25,000. The average hospital medical charge for a typical pedestrian accident is undoubtedly much higher today. The Stanford Life Flight helicopter, staffed by a specially trained crew that includes two flight nurses and a pilot, serves critically injured Coastside collision victims.

Please fund this project and help implement safe crossing solutions and prevent further accidents from occurring.

Sincerely,

Sabrina Brennan

COASTSIDE BICYCLE COALITION *Serving San Mateo County Bicyclists*

cc:

Adrienne Tissier, President, San Mateo County Board of Supervisors

Jackie Speier, Congresswoman, District 12

Senator Leland Yee, PhD, Senate District 8

Assemblymember Jerry Hill, 19th Assembly District

Bijan Sartipi, Caltrans Director District 4

Helena "Lenka" Culik-Caro, Caltrans Deputy District 4 Director, Design

Skip Sowko, Caltrans Division Chief District 4

Richard Napier, City/County Association of Governments (C/CAG) Executive Director

Tom Madalena, (C/CAG) Bikeway and Pedestrian Advisory Committee

Steve Monowitz, Deputy Planning Director, San Mateo County

Bill Kehoe, Chair, Midcoast Community Council

Attachments for Section II.G.7 (Community Opinion)

Midcoast Community Council

An elected Municipal Advisory Council to the San Mateo County Board of Supervisors

Serving 12,000 coastal residents

Post Office Box 248, Moss Beach, CA 94038-0064

<http://mcc.sanmateo.org>

Neil Merrilees
Chair

Len Erickson
Vice-Chair

Leonard Woren
Secretary

Deborah Lardie
Treasurer

David Vespremi

Dave Hankin

February 10, 2010

San Mateo County Board of Supervisors
Hall of Justice, 400 County Center
Redwood City, CA 94063

Honorable. Board of Supervisors,

The Midcoast Community Council recognizes that Highway 1 is the critical highway link for the Midcoast community, providing access between all the villages and neighborhoods and connection to the Coastside and the Bay Area. At its January 27th meeting, the MCC invited residents to share their concerns and suggestions about the highway with specific emphasis on automobile, bicycle, and pedestrian traffic through the villages of Moss Beach and Montara. Two immediate factors led to this meeting:

- Public comments of concern about speed limit violations in Montara at an MCC meeting in late 2009
- An accident in Moss Beach on Thursday, December 3rd at 5:15pm, in which a 12-year-old boy was struck by a vehicle while riding his bike across Highway 1 near the Moss Beach Sheriff's substation.

Three other factors were background to the January 27 MCC discussions of Highway 1:

- The planned presentation (February 24, 2010) of a report funded by a Caltrans Community Based Transportation Planning Grant begun in 2009 to study Highway 1 Safety and Mobility Improvement Study in the Midcoast. This funded phase of the study included the unincorporated villages of Princeton, El Granada, and Miramar, which is partly within the City of Half Moon Bay.
- Concern about a dangerous intersection between Moss Beach and Montara which is characterized by high speeds, poor access and visibility and where a fatal accident occurred within the last few years.
- The fact that future developments will only increase traffic on this portion of Highway 1. This includes the opening of the Devils Slide tunnel which is expected to increase both commuter traffic and recreational visits to and through Moss Beach and Montara. In addition, the "Big Wave" development if undertaken will also significantly increase traffic through this area.

The January 27 discussion was extended to the MCC meeting on this date, February 10, 2010, and has resulted in two requests to the Board of Supervisors.

1. The MCC requests that the Board of Supervisors engage Caltrans as soon as possible to take action to implement studies as required to review speed limits on the section of Highway 1 between the HMB Airport and Montara 14th Street.
2. The MCC strongly supports the efforts of the Board to obtain a second Community Based Transportation Planning Grant to complete the Highway 1 Safety and Mobility Improvement Study. We request high priority be given to the grant request to study of the needs of the villages of Moss Beach and Montara which will make the full report representative of the entire Midcoast.

The remaining sections of this letter provide additional details to support these requests.

Sincerely,

[SIGNED]

Neil Merrilees
Chair, Midcoast Community Council

Highway 1 - Current Concerns and Action Opportunities

The MCC recognizes that important long term studies are underway to improve the safety and usability of Highway 1. Such studies and follow on projects are of necessity long, protracted processes or eventually make physical improvements to the highway. At the January 27th meeting, our community expressed the need for immediate action to improve safety. In the previously mentioned accident of December 3rd the victim, a young boy, sustained severe injuries and was transported to Stanford Medical Center for treatment.

A number of ideas for improving safety were discussed. While we recognize that some of these ideas may not be feasible as short term solutions, we will mention them here for completeness. These include:

- Reduced speed limits and more signage
- Protected pedestrian islands
- Flashing light pedestrian crossings
- Reducing and simplifying cross street access
- “Michigan “left turns
- Stop lights

From a practical perspective, reducing speed limits and increasing signage for Highway 1 between the Airport and Montara appears to be the most effective in terms of cost and time to implement. Currently the speed limit from the Airport to Montara (14th Street) is 50 to 55 MPH. The limit drops to 45 MPH north of 14th Street through Devils Slide. Upon study of the process required to modify speed limits, we discovered:

1. California law does not allow local governments to establish or change speed limits on state highways. These limits are set by statute or established and changed by the California Department of Transportation (Caltrans) on the basis of engineering and traffic surveys.
2. Engineering and traffic surveys are performed by Caltrans about once every 5 to 7 years, but a local government may ask for one at any time.
3. If Caltrans proposes, on the basis of an engineering and traffic survey, to change a speed limit, it must first consult with the California Highway Patrol (CHP) and a local government may conduct a public hearing on the proposed change. Caltrans must then consider the results of this hearing prior to determining the speed limit.

Thus a multi-agency and legislative initiative appears to be required to modify local speed limits.

We understand that the California Highway Patrol conducted a field assessment of this portion of the highway and determined that a limit of 40 to 45 MPH would be most appropriate given conditions. However, Caltrans must also conduct its own study and then consult with CHP and the County in order to implement a speed limit change. We

believe that a Board of Supervisors request to Caltrans to take up this issue with the goal of reducing speeds through Moss Beach and Montara is the next logical step in the process.

The MCC therefore requests that the Board of Supervisors engages Caltrans to quickly implement whatever studies are required to review speed limits on the section of Highway 1 between the HMB Airport and Montara 14th Street as soon as possible. The MCC stands ready to help mobilize and focus community support both for this immediate need as well as for the longer term study and improvement process.

Highway 1 - Long Term Study of Safety and Mobility Improvements

The long term study initiated by a grant effort led by the San Mateo County Parks Department is a second critical part of improvement for Highway 1. In partnership with the Local Government Commission, the grant was used to fund a professional multi-disciplinary consultant team. With substantial community input, this team authored the “Highway 1 Safety and Mobility Improvement Study”, focused on the communities between Frenchman’s Creek in the City of Half Moon Bay and the Half Moon Bay Airport located in unincorporated San Mateo County. The study included the unincorporated villages of Princeton, El Granada, and Miramar, which is partly within the City of Half Moon Bay.

The Midcoast Community Council strongly supports the efforts of the Board to obtain a second Community Based Transportation Planning Grant to complete the Highway 1 Safety and Mobility Improvement Study begun in 2009 so that it provides detail review of the needs of the villages of Moss Beach and Montara and will thus include the entire Midcoast.

The original grant application process was led by the San Mateo County Parks Department. In partnership with the Local Government Commission, the grant was used to fund a professional multi-disciplinary consultant team. With substantial community input, this team authored the “Highway 1 Safety and Mobility Improvement Study”, focused on the communities between Frenchman’s Creek in the City of Half Moon Bay and the Half Moon Bay Airport located in unincorporated San Mateo County. The study included the unincorporated villages of Princeton, El Granada, and Miramar, which is partly within the City of Half Moon Bay.

The Study group decided to defer the detailed review of the section of Highway 1 from the Airport north to Devils Slide. This section of the highway includes the unincorporated communities of Moss Beach and Montara. However, the study did produce an overview of issues affecting the northern portion of the highway. Among the issues identified are:

- Speed
- Number of public street accesses and access management
- Crossing traffic
- Side street sight distance
- Inconsistent roadway edge

- Underdeveloped frontage "Main Street"
- Highway adjacent parking

There was a strong consensus for the need to improve safety and mobility for automobile, bicycle, and pedestrian traffic through the villages of Moss Beach and Montara. Highway 1 essentially bisects both villages, with unique community assets on either side of the road. Among these are recreational facilities such as the Fitzgerald Marine Reserve, the Moss Beach Community playground, and several beach access points, and essential service providers including the Seton Coastside Medical Center, San Mateo County Sheriffs Office, the Moss Beach Coastside Fire Protection Station, and two U.S. Post Offices. These facilities generate a significant volume of automotive and bicycle traffic making turns into the communities and pedestrian traffic crossing the highway. As already noted future developments will only increase traffic on this portion of Highway 1.

For all of these reasons, the MCC supports any and all actions the County may take to obtain funding for the second phase of the study for Highway 1 Safety and Mobility.

Midcoast Community Council

*An elected Municipal Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar
P.O. Box 248, Moss Beach, CA 94038-0248*

Bill Kehoe **Laura Stein** **Lisa Ketcham** **Bob Kline** **Len Erickson** **Dan Haggerty**
Chair Vice-Chair Secretary Treasurer

Date: March 28, 2012
To: Steve Monowitz, Deputy Director, Planning/Building Dept.
CC: Supervisor Don Horsley
Subject: Highway 1 Safety and Mobility Study, Phase 2

The MCC acknowledges the considerable effort in terms of staff and consultant time and public participation that went into the Highway 1 Safety and Mobility study. We have reviewed the Phase 2 study and public comments heard at our 2/29/12 and 3/14/12 meetings. We would like to emphasize these common themes:

- Proceed carefully.
- Preserve the rural character of the Midcoast.
- Prioritize simple solutions for highway safety and mobility.
- The east-side parallel trail, as inter-community alternative transportation, has long been a priority and is identified in the Measure A Strategic Plan for 2009-2013.
- Parking proposals need further study. Concerns are that scenic views and natural areas will be diminished or destroyed, that intensive parking events are only intermittent, and that we should be encouraging alternate modes of travel. The Surfer's Beach parking and circulation discussion needs to include the Coastal Commission, Harbor District, and Granada Sanitary District.
- Planning decisions should be based on statistical and technical data (rather than anecdotal data on accidents) and traffic volumes during peak commute or weekend hours (rather than daily average).
- Priority Development Area (PDA) designation for the Midcoast is opposed by many residents who are concerned about unwanted repercussions from receiving funding through the program or even just having the name attached to our area.

The MCC identifies the following Highway 1 improvements for near-term priority:

- Pedestrian crossings with refuge island in each community, most importantly in Moss Beach.
- Lighthouse left turn pocket
- Maximum speed throughout Midcoast should be 45 mph, except alongside airport.
- MCC work with county to find funding for engineering study on the parallel trail.

The MCC is interested in working with the county on an action plan for near-term priority items. We also wish to be an active partner in refining and achieving more complex and equally important long-term objectives and their associated action plans.

Sincerely,

s/Bill Kehoe, Chair
Midcoast Community Council

COASTSIDE BICYCLE COALITION *Serving San Mateo County Bicyclists*

Saturday, March 24, 2012

President Adrienne Tissier and Members of the Board
San Mateo County Board of Supervisors
455 County Center
Redwood City, CA 94063

Re: San Mateo County Midcoast Highway 1 Safety and Mobility Study — Phase 2

Dear President Tissier and Members of the Board,

The Coastside Bicycle Coalition appreciates the years of planning that went into the unincorporated Midcoast Highway 1 Safety and Mobility studies.

The Coastside Bicycle Coalition supports reducing auto travel and improving bicycle and pedestrian safety. We are pleased that the Parallel Trail is highlighted in both the Phase 1 and Phase 2 studies and we wholeheartedly support prioritizing this project. The Parallel Trail is eligible for Measure A funding and we encourage the County to prepare engineering plans in advance of the next funding deadline.

The 2011 Phase 2 report prepared by the Local Government Commission includes a range of solutions intended to improve safety and mobility for pedestrians and bicyclists in Moss Beach and Montara. We have the following comments regarding the Phase 2 study.

For over 20 years, Coastside parents, residents, trail groups, and the Midcoast Community Council have requested safe pedestrian and bicycle crossings on Highway 1. It appears that the Phase 2 study does not propose a near-term Highway 1 crossing solution in Moss Beach or Montara. Various long-term options are presented however short-term solutions are not specified.

Stop signals and crosswalks are nonexistent in Moss Beach and Montara. The community is split in half by a dangerous segment of Highway 1. For most residents it's not possible to get the mail, walk to the beach, or access Moss Beach Park (a children's playground) without crossing Highway 1. Pedestrians, bicyclists, and parents with children run in fear when crossing two lanes of high-speed traffic on Highway 1. For these reasons we strongly encourage the County to work with Caltrans to prioritize safety and provide safe crossings in Moss Beach and Montara.

The following three accidents serve as devastating reminders of the bicycle and pedestrian collisions that have occurred on Highway 1 in Moss Beach.

On Dec. 3, 2009 twelve-year-old Julian Ruiz was struck by an SUV near the Moss Beach Sheriff's sub-station while crossing Highway 1 on his bike. KTVU channel 2 ran a news story and published a [video](#) about the dangers of Highway 1 and interviewed Julian after his right foot was amputated.

On Dec. 9, 2011 Sheriff's Deputy Mark Garcia was flagged down by a group of people who found Cathy Silva lying on the shoulder on Highway 1 in front of the El Gran Amigo Taqueria restaurant near the Moss Beach Sheriff's sub-station. The California Highway Patrol confirmed that a car on Highway 1 hit the Moss Beach resident. She was airlifted to Stanford Hospital for "major internal injuries," according to CHP spokesman Art Montiel.

On Jan. 10, 2012 a teenage girl was hit by motorcycle while crossing Highway 1. The crash occurred near the Moss Beach Sheriff's sub-station. According to a report from the California State Highway Patrol, a 15-year-old girl was walking eastbound across the highway on her way to school in the early morning hours. An oncoming motorcycle struck the teenager.

In 1999, the average hospital stay for a pedestrian accident was two days and the cost was more than \$25,000. The average hospital medical charge for a typical pedestrian accident is undoubtedly much higher today. The Stanford Life Flight helicopter, staffed by a specially trained crew that includes two flight nurses and a pilot, serves critically injured Coastside collision victims.

Please encourage Caltrans to implement a near-term safe crossing solution and prevent further accidents from occurring in front of the Moss Beach Sheriff's sub-station.

Sincerely,

Sabrina Brennan

COASTSIDE BICYCLE COALITION *Serving San Mateo County Bicyclists*

cc:

Adrienne Tissier, President, San Mateo County Board of Supervisors

Senator Leland Yee, PhD, Senate District 8

Assemblymember Jerry Hill, 19th Assembly District

Bijan Sartipi, Caltrans Director District 4

Helena "Lenka" Culik-Caro, Caltrans Deputy District 4 Director, Design

Skip Sowko, Caltrans Division Chief District 4

Richard Napier, City/County Association of Governments (C/CAG) Executive Director

Tom Madalena, (C/CAG) Bikeway and Pedestrian Advisory Committee

Steve Monowitz, Deputy Planning Director, San Mateo County

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Montara, CA 94037-1418
deb.malone@yahoo.com

To: San Mateo County Planning and Building Dept
Attn: Steve Monowitz, Deputy Director

RE: Highway 1 Safety and Mobility Improvement Studies phase 1 and 2
Half Moon Bay to Devil's Slide

Dear Mr. Monowitz,

We are writing to provide these written comments to reiterate what we individually said at the Feb 29th and Mar 14th Midcoast Community Council meetings.

Some background: My spouse and I are new homeowners in this beautiful, rural community of Montara. We have loved Montara and the coastside for a long time and have been commuting here for over 11 years. We keep our horse in Montara and moved here from San Francisco in June 2011.

We also chose Montara as the ideal place to live to get away from the government of San Francisco and its Municipal Transportation Agency that has pushed its anti-car transportation agenda on residents with no regard for their needs or concerns regarding parking, access to roadways and the issue of bicycle lanes. The bike plan in San Francisco has made that city unpleasant for drivers and extremely dangerous for drivers and bicyclists alike due to the actions of bike riders who continue to disobey the laws and ride as though they are the only ones on the road.

With regard to the Safety and Mobility issues addressed in the studies, we believe the most important and essential issues should be to emphasize safety and improve driving on Highway 1 as well as moving access points to surrounding recreational areas away from peoples' homes. Both current study reports incorporate too many other factors - Coastal Trail, parallel/multi-modal/commuter trail, roundabouts and bridges across the highway.

We do not want trails of any kind near our homes and want recreation area trailhead access points to be close to the highway and out of our neighbourhoods.

We feel the priority should be to fix the highway and its problems on the coastside:

- widen the roadway and create shoulders where feasible in order to put a bike path alongside Hwy 1;
- make places for safe pedestrian crossings (and where people can walk their bikes across) with combinations of well-marked crosswalks and medians (NO roundabouts!);
- slow down the speed from Devil's Slide to HMB to 45mph (40mph through the Montara and Moss Beach communities);
- add medians and pockets to make left and right turns safe;
- take into consideration that people live on the west side of Hwy 1 in Montara and their driveways run right onto (and off of) the highway;
- deal with the parking problems at 1st & 2nd in Montara, along Hwy 1 from Devil's Slide and at Surfer's Beach area in El Granada;
- do not identify or point to any kind of "trail" (bike or pedestrian) that would funnel traffic into our communities.

If the county wants to improve the coastside experience for those who live here, enable us to travel between

Montara and Half Moon Bay without getting stuck at Surfer's Beach so we can visit El Granada and Half Moon Bay and support our local businesses. Once Devil's Slide park opens in 2013, this will be an even bigger issue as residents who live in HMB will also want to travel to the park and home again - by automobile.

Too much emphasis is being given to this idea for a parallel/multi-modal/commuter trail, which, in actuality, is a bike trail. Work is already progressing on the Coastal Trail with its own issues pertaining to respect for property owners and incorporating pedestrians, bicyclists, equestrians and people with disabilities. Residents have a hard enough time keeping on top of that process. Making residents also focus on a 2nd trail is redundant and just plain cruel!

In the study reports, ideas for a parallel/multi-modal/commuter trail have been overlaid on maps without due consideration given to where people live. Other separate reports include "informal parking" in our neighbourhoods.

This is all unnecessary when you consider improvements to the highway and parking areas and the work being done on the Coastal Trail.

Highway 1

Page 12 of the phase 2 study describes the CalTrans policy of supporting context sensitive solutions - considering the communities and lands around highways and addressing the physical settings to "preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility." The complete streets policy supports increased mobility and access for all users on CalTrans roads, defining this as a "transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility." The highway fits the definition of a complete street if it is modified appropriately.

Coastal Trail

Issues pertaining to the Coastal Trail already mention the need to respect property rights and residential uses, concern for protection of privacy and neighbourhoods, and the need for ADA compliance.

And it is already understood that there may be gaps in the trail due to topographical, private property or residential area issues. The focus on another trail to accommodate bicyclists who want to ride back and forth between HMB and Montara is not only redundant but also violates the mandates of the Coastal Trail.

SB 1396

(h) Senate Bill 908 directed that the California Coastal Trail be developed in a manner that demonstrates respect for property rights and nearby residential uses, and consideration for the protection of the privacy of adjacent property owners.

http://scc.ca.gov/webmaster/pdfs/Laird_Bill.pdf

4. Assure that the location and design of the Coastal Trail is consistent with the policies of the California Coastal Act and local coastal programs, and is respectful of the rights of private landowners.

The California Coastal Trail is a public facility and therefore must comply with the Americans With Disabilities Act (ADA).

RESPECT. The trail must be located and designed with a healthy regard for the protection of natural habitats, cultural and archaeological features, private property rights, neighborhoods, and agricultural operations along the way.

<http://www.californiacoastaltrail.info/cms/pages/trail/done.html>

People live in Montara, *we* live in Montara. People live on Main Street and Farallone Street in Montara as well as

the north end of Carlos Street in Moss Beach (between 16th St. and Admiral Street). And we don't want a designated bike trail outside our front doors.

You are talking about our homes and our community when you propose bringing visitors/outside further into our residential areas. Under the guise of improvements, the quality of life of residents is put at risk, and sometimes destroyed, in order to serve a non-resident population.

Keep the trails in the parks or along the highway and away from our homes and streets. And don't confuse the Coastal Trail issue with a parallel/multi-modal/commuter trail. The highway is there to move traffic so do something to get it moving more smoothly.

Refrain from telling outsiders to drive through our neighbourhoods to get to a national, state or county park or the beach; don't disregard the members of this community in order to fulfill some fantasy of an additional parallel/multi-modal/commuter trail. Just because we are a small, unincorporated area of SMC does not mean we do not have a loud voice to respond to these issues.

Homes in Montara and Moss Beach (near the highway) are built so close to the road (mostly without sidewalks), anything you do to create new pathways along those roads will infringe on the surrounding properties.

The minute you "identify" a bike route through communities, you will have the "mini tour de france" saying yippee! Let's do a group ride through those communities. None of us who live here want that - residents who live on Main and Farallone already have enough traffic to contend with.

That kind of invitation to come through our small community will ruin it. We live between Main and Farallone and right near "old" Main Street. We do not appreciate having those two streets constantly thrown out as an ideal location for part of a pedestrian & bikeway network or even as part of the Coastal Trail.

Do not pretend that you are improving our community by suggesting that a parallel/multi-modal/commuter trail will primarily serve the locals -- it will only draw outsiders here to park in our driveways or alongside our neighbour's house - campers and RV's would not be far behind.

Scenario: Such a nice idea, my dear - let's drive to Montara and utilize the "informal parking" (next to someone's house) so we can ride our bikes to HMB and back. Hope there aren't any of those pesky pedestrians spread out across the bike path cuz they block our way and never respond properly by jumping out of the way when I ring my bell or yell at them.

Better yet, let's bring the camper and then we can stay overnight and bring the dogs. We can go over to GGNRA and let them run off-leash because we've done *that* before and by golly we will continue to do that no matter whether there are leash laws or darn horse people (and others) who complain about it.

We implore you, focus on the highway, keep the trails and trail entrances in the parks or alongside the highway and give residents some peace and quiet in our homes and on our streets.

Some specific points:

1. Bike riders and bike lanes (general): bike trails through neighbourhoods in rural areas such as the coastside do not serve the general population.
 - % of population that ride bikes:
 - San Mateo County census data indicates that the 2010 population of the whole county = 718,451;
 - Approximately 1/2 of those people are 16 years or older and are working (around 360,000);
 - The 2000 census showed that less than 1% -- 0.82% -- of the working population used a bike as the main method of transportation to and from work:
 - That means, using the 2010 census numbers, $0.82\% \times 360,000 = 2952$ people, in all of San Mateo County ride bikes to and from work;

- Even if that were doubled to include children under 16 and recreational bicyclists, that is still only 5904 individuals in the whole county (448.41 square miles);
 - Looking at the coastside with an approximate population of 24,000 and possibly higher rates of bike riding (1.6-2.5%) you are only looking at 384-600 people.
- Take the parallel/multi-modal/commuter trail off the table! It does not serve the general population and is not compatible with the area.
 - It is unreasonable to consider building a bike trail from HMB to Montara to accommodate such a small % of the population.
 - The majority of residents in Montara, Moss Beach, El Granada and Half Moon Bay want to be able to drive back and forth between our communities.
 - Do not give in to a small, aggressively vocal minority who keep pushing for bike trails.
- Bike lanes in Europe, Canada and many other countries are clearly marked by color (red or green) and follow alongside busy roadways and highways.
- This type of bike lane could be built alongside Hwy 1 from Devil's Slide park (or the tunnel) all the way down to Half Moon Bay, without intruding into neighbourhoods or having the "bike trail" zig-zag back and forth across the highway.
- If the speed limit were reduced to 45mph (40mph through communities) it would be no different than having bike lanes alongside roadways in urban areas.
 - Page 22 of the phase 2 study points out that there is a need to deal with bike traffic between Devil's Slide and the coastside communities and that "providing enhanced shoulders for bicyclists should be a priority consideration."
 - If the highway from Devil's Slide to Montara is not wide enough to incorporate a bike lane, use of trails in McNee Ranch State Park and Rancho Corral de Tierra should be investigated for bringing cyclists down and around to connect back with a bike lane on the highway in Montara and through Moss Beach and beyond.

2. Problems with a parallel/multi-modal/commuter trail:

It is a fantasy to think that there could be, or needs to be, a trail that connects HMB and Montara. The highway is there and that is where bicyclists should stay.

A parallel/multi-modal/commuter trail is a bike trail in disguise and it is totally unrealistic and incompatible with the Montara and Moss Beach communities, especially when there is talk of bringing a trail into those communities.

The fact that these communities – Montara in particular – were built so close to the highway means there is no route that does not infringe on the rights of residents to a peaceful neighbourhood without intrusive visitors/outsideers.

Also, to be realistic, nobody is going to walk to Half Moon Bay to go shopping on Saturday – they would drive! So fixing the highway problems would make that a very simple matter.

In addition, parallel/multi-modal/commuter trails (like the Coastal Trail) must be ADA compliant for disabled access. This has proven to be difficult for the Coastal Trail and would be problematic for any other kind of trail.

Pedestrians have difficulties with bicyclists on trails; the elderly and those with disabilities (including hearing problems) do as well. The bicyclists tend to take over any trail and, rather than give the right of way to pedestrians, they expect walkers to jump out of their way and not "clog up" the trail by walking side by side. Walkers just give up and seniors and people with disabilities don't even want to try.

Community members also have issues with the suggestion that “old” Main Street Montara would be ideal as part of a trail along Main Street and into Moss Beach. This idea totally ignores what would happen to the neighbourhood from 9th to 14th in Montara.

“Old” Main Street is not in the best condition and, what is there now (and below it) is probably helping to support the properties that run alongside it at the ends of 11th, 12th, 13th and 14th. Also, the old road is part of the buffer for those homes – the roadbed and shrubbery protect the homes from being right on the highway.

In order to bring that part of the road “up to standard,” the old roadbed would have to be taken out and a new roadway built. In order to do that, not only would the shrub/tree buffer be removed but also the county would then be in the position of having to ensure the safety of the foundations of the homes that abut it by preventing any future land slippage.

Community members already walk along this old roadway and are perfectly happy with things the way they are.

3. Law enforcement:

How did it happen that people have been allowed to park alongside the highway and intrude into neighbourhoods, creating the bottleneck at Surfer’s Beach and hazardous conditions along Hwy 1??? Where is the enforcement of no parking zones? This doesn’t bode well for the future if there is no enforcement now.

It would appear that San Mateo County has already shown how it fails miserably in the areas of law enforcement, implementing and enforcing parking regulations, and general care of the most heavily impacted areas -- the Surfer’s Beach and surrounding sections of Hwy 1 and the situation at 1st & 2nd here in Montara.

Outside users park wherever they please because they know there is no enforcement. Here in Montara, the poor people who live near the restaurant are constantly faced with vehicles parked on their street. And then there is the deplorably dangerous illegal parking along the highway in all areas. Not only do people illegally park along the highway but they also disregard the No Parking signs at all the little turnouts and entrances to parks such as the McNee Ranch State Park gate just north of Montara.

Just cleaning up the Highway 1 shoulder parking would go a long way toward enabling traffic to move smoothly and safely between Half Moon Bay and Devil’s Slide. It would also make it safer for bicyclists.

Visitors need to be sent a clear message: if there is no legal parking in designated areas then you must “move along” – sorry, but no stopping at the beach or the restaurant today!!

4. Park entrances and parking:

Keep the trails in the parks and away from our homes and streets; the same goes for parking.

The idea to use the roadway at the south end of Ocean View Farms in Montara that terminates in a small, unobtrusive parking area with restrooms (away from the highway and homes) makes sense. This would move the access point for GGNRA away from the Le Conte neighbours.

However, it goes against all priorities of all the “coastal plans” for any kind of development to use the fallow field as a parking lot. It would be an eyesore and probably have serious environmental repercussions due to automobile pollution (oil and gas).

As it now stands, neighbours at Le Conte and the residents of Coral Reef in El Granada are suffering due to the fact GGNRA has turned informal entrances into Rancho Corral del Tierra into formal park

entrances. Now, those residents not only have to deal with locals who access the area through those trailheads but outsiders who come to use the park and drive through or park in their neighbourhoods.

What is SMC doing to help them? Is the county working with GGNRA or are the residents on their own to fight it out with GGNRA?

Why did the county allow this to happen? The National Park Service does not own those streets so why have they been allowed to publicize these access points?

5. Bicycles and Safety:

What plans are being developed with regard to safety on the highway for pedestrians and bicyclists?

Who will ensure that bikes are walked across the highway at all times – none of the usual “stick out your arm and cut off traffic to turn left.”

Who will ensure that safety gear is worn according to the law – helmets, reflective vests, lights.

Who will ensure that bicyclists give way to pedestrians, equestrians and the disabled, not the other way around.

Main and Farallone in Montara are the primary access roads for residents and tradespeople who work on projects here as well as for those who come to visit residents or stay in vacation homes. Turning into and off of the highway at 14th, 9th, 8th and 2nd mean vehicles must use those streets to access the community.

Any kind of “share the road” designation for bikes would impose an added safety risk to the bicyclists and an added burden on drivers to constantly be on the lookout for riders (along with the resident skunks, raccoons, cats, etc.).

Keeping bicycles alongside Hwy 1 totally eliminates the criss-crossing of the highway that would be necessary if an attempt were made to build a parallel/multi-modal/commuter trail for bicyclists that goes partially through our neighbourhoods. The highway goes straight through all coastside communities whereas a parallel trail would not – the safety risks involved in that type of trail would increase rather than reduce accidents.

Eliminate the redundancy of a parallel/multi-modal/commuter trail and keep bike lanes alongside the highway or through the recreational space behind Montara and Moss Beach.

Do one thing and do it well – the highway needs to be the focus.

Sincerely

Deborah Malone

Connie Servative

Deborah Malone
Connie Servative

cc. Midcoast Community Council
Supervisor Don Horsley, San Mateo County, 3rd District

Input from Citizens via Email

>>> "Joel Farbstein" <jfarbstein@yahoo.com> 3/7/2012 10:09 AM >>>

Just read about the proposed "Montara entry and circulation" plan as printed in the Half Moon Bay Review.

http://www.hmbreview.com/news/montara-entry-and-circulation/image_ebb031e0-63f1-11e1-b73b-001871e3ce6c.html

My thoughts, and some items for consideration:

1. Bravo! In my opinion, this change will be appreciated by any pedestrians who walk to Montara State Beach.

2. Please note that more people currently cross at the NORTH end of 2nd Street (right next to the current stop sign). It's fine if you want to change that and have them cross at the SOUTH side of 2nd Street, but you might consider adding additional "NO CROSSING" or "CROSS AT THE CROSSWALK" signs (or however they read) by 1st Street. Even if you have turn lanes, drivers traveling north on Highway 1 at 45 mph might not see pedestrians on the West side of the highway (wanting to cross west to east) due to northbound cars that may be in the left turn pocket, turning into the La Costanera (northern) parking lot.

3. You might consider making the SOUTHbound turn pocket at 2nd Street one car-length longer than the other side -- as opposed to equal size with the northbound turn pocket -- as I routinely see more southbound cars turn into Montara (especially at rush hour) than turn into the northern La Costanera parking lot. Worst-case scenario is that the turning cars line up and stick out into the traffic lane, though they may have a false sense of security .

4. I can't tell how many crosswalks are being added on Highway 1. Is it only one at the South side of 2nd Street? I'm not sure if instruction for "Trail crossing signs and high visibility crosswalks at driveways" means there's going to be crosswalks there. In my opinion, it'd be safer to have the only crossing at Second Street. BUT, again, please realize that more people cross at the NORTH side of 2nd Street, since they walk into the parking lot and down the stops (with the failing railing) BEHIND La Costanera, more often than they follow the path that does down through creek just ahead of them.

Please don't hesitate to contact me if you have any questions about my comments above. Sorry I hadn't written this sooner. Best regards, -Joel

P.S. I'm a member of Dave Holland and Sam Herzberg's MidCoast Parks Action Plan team, and I appreciate all the work you're doing. Keep up the good work!

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>>> <bnrgarrity@comcast.net> 3/6/2012 12:58 PM >>>

Hi Steve,

Thank you for all of your work & the Midcoast Safety and Mobility Study Phase 2 Draft presentation at Farallone View Elem Sch this past Wed Feb 29. I submitted written comments but would like to emphasize them again in this email:

I am particularly concerned about the at-grade pedestrian crossing south of the tunnel. It is a set up for mortalities. At a minimum, I think a flashing pedestrians-are-crossing light system will need to be installed. Preferably I would suggest taking yet another look to see if a safer, above ground ADA compliant crossing could be implemented. There are so many families that use the coastside trails as their playgrounds... parents juggling small children walking or on bikes, carriages and even dogs cannot be expected to have a free arm to warn off a speeding driver flying out of the southbound tunnel.

Additionally, the above-grade crossing option for the crossover in Moss Beach to the Lighthouse is far superior to the at-grade option for all of the reasons you mentioned, not least of which is safety & beauty.

Thank you again,
Beverly and Ron Garrity
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Half Moon Bay Review

Safe crossings key to Midcoast mobility

Posted: Thursday, January 26, 2012 3:56 pm | Updated: 1:29 pm, Wed Feb 1, 2012.

Safe crossings key to Midcoast mobility By Lily Bixler [lily@hmbreview.com]

A wide-reaching study on Highway 1 traffic safety that was released for public review this fall extensively outlines Midcoast mobility from Half Moon Bay Airport north to Devil's Slide tunnel. It is the second phase of a study that also looked at points south of the airport.

But any Coastsider who's been stuck in traffic in the early evening or dodged cars to cross at Surfer's Beach knows the issue. Providing safe crossings poses challenges for planners. While a safe crossing would seem better for pedestrians, it can offer a false sense of security for both pedestrians and drivers.

An introduction to the study explains a similarly challenging aspect planners face in providing for commuters and weekend traffic while also maintaining safety and comfort for residents and the pedestrians and bicyclists needing to cross.

"The highway lacks sidewalks or consistent, well-defined shoulder space in areas where pedestrians need to walk along the roadway and for bicyclists who use the roadway," the report says. It goes on to mention the "formal, informal and illegal parking along the highway, especially near beach and trail attractions," which generate additional crossing issues.

Pedestrians are allowed to cross Highway 1 at intersections throughout the Midcoast study area, unless there are signs expressly prohibiting crossing. The report proposes measures at these crossings, such as marked crosswalks, rapid flash beacon signs and pedestrian warning signs.

One sure way to create safer crossings is to reduce speed in areas with more pedestrians and bicyclists, according to Josh Meyer, director of community planning programs for the Local Government Commission, the group hired to prepare the study.

"We recommended various tools that would help with pedestrian crossing and speed moderation in certain areas," he said. Reducing traffic speeds along Highway 1 is a controversial proposal and will be the subject of a later article in this series. Speeds currently range from 45 to 55 mph along the Midcoast corridor.

There are some pedestrian-crossing tools that the Local Government Commission recommends installing to help with crossing and reduce speeds, but Meyer is quick to point out the infrastructure envisioned won't work with current speed limits. Caltrans would be hesitant to OK any such additions along a corridor with speed limits of 40 mph or what's considered a high-speed facility, he explained.

One option would be to create medians between the highway lanes in Moss Beach and other Midcoast locations.

In study sessions on the coast, many community members said medians were a good idea because, even if a designated crossing can't be put in, a median allows pedestrians to cross one lane at a time.

Medians can also help bring down traffic speeds, Meyer added. Regardless, installing medians is a challenge because Caltrans is careful to not put in medians on roads with fast speeds.

MCC member Laura Stein said the crossings to get to Surfer's Beach and throughout Moss Beach are a key issue. She wasn't comfortable talking much beyond that since traffic has become a loaded topic on the Midcoast.

"Remedies for safe crossings are such a contentious issue right now because there's different solutions but there are no hard and fast facts to back up your position," said Stein, who sits on a newly formed MCC committee that tackles traffic issues. "So, then it gets into subjective answers and people arguing about their own opinions."

Meyers pointed to several hot spots along the Midcoast highway segment that raise particular safety concerns.

Surfer's Beach, the subject of a 2010 study on Half Moon Bay Airport south to Frenchmans Creek Road, has posted speeds of 50 mph. Some worry that any attempt to add traffic-calming tools would lead pedestrians to believe it is safe to cross Highway 1 at the beach.

Most of the Moss Beach corridor has posted speeds of 50 mph, making it very difficult for pedestrians to cross safely.

However, there are a lot of cross streets, meaning there are lots of vehicles and pedestrians crossing the highway.

"This adds some complexity for everybody in terms of making judgments of when it's safe to make a cross," Meyer said.

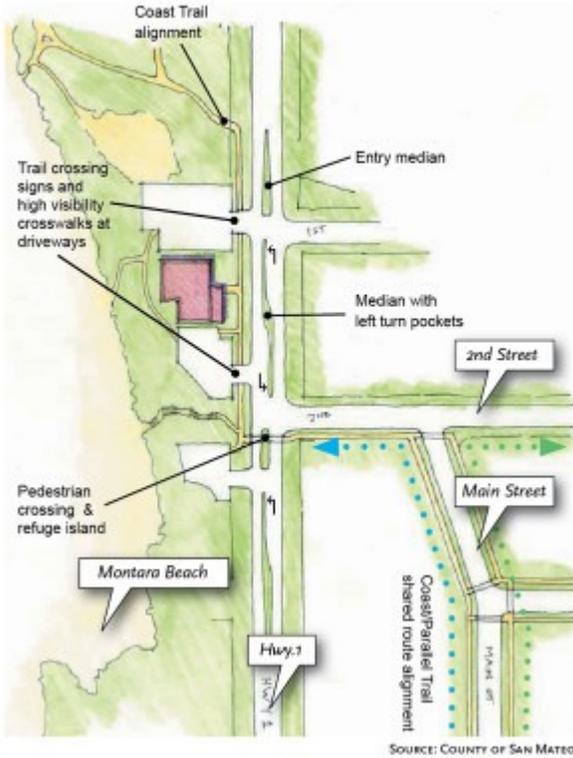
Heading from Devil's Slide south to Montara, at around First and Second streets, drivers are transitioning from a less-developed areas into a coastal community. Even though the posted speed is 45 mph, cars tend to travel faster than that. This transition from rural to developed community makes the area a traffic hot spot.

Potential pedestrian connections, where roadside trails shift from the east to the west side of Highway 1, could eventually trigger more crossing demands. Meyers notes that, as the transportation system on the Midcoast evolves, these eventual trail connections will need attention.

Half Moon Bay Review

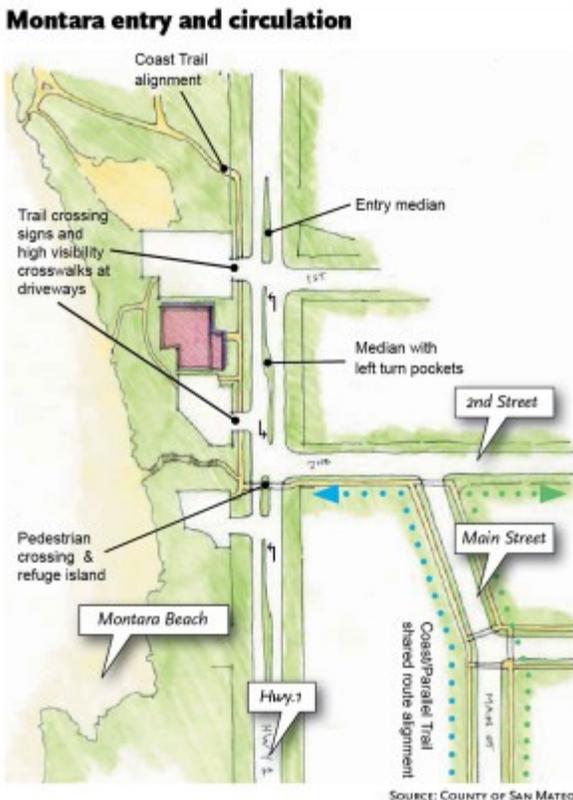
Study considers each Midcoast village

Montara entry and circulation



Source: County of San Mateo

Montara entry and circulation



SOURCE: COUNTY OF SAN MATEO

This is one proposed option for dealing with parking and traffic issues in



El Granada. For more options, visit the county website, at <http://tinyurl.com/85mpp5z>

Posted: Thursday, March 1, 2012 2:51 pm

Study considers each Midcoast village By Lily Bixler [lily@hmbreview.com]

While the Midcoast is often treated as one homogenous entity, the individual towns have unique attributes. Those interested in the future of the area say that holds true where traffic is concerned as well.

In this, the last in a series of articles following last night's Highway 1 Safety and Mobility Study, the Review homes in on the distinct Midcoast communities. In Phase 2 of the study, the focus is Half Moon Bay Airport north to Devil's Slide Tunnel.

Supervisor Don Horsley, the Midcoast Community Council and San Mateo County Planning and Building Department hosted last night's gathering. During the meeting, county representatives presented the findings of the study, outline the process for moving forward, and answered questions and took comments.

Here's a quick look at changes proposed to better address the traffic situation in each community. To see artist renderings of all the changes and a full picture of plans for the Highway 1 corridor, visit mcc.sanmateo.org.

Montara

In northern Montara there could be raised medians running from north of 1st Street south past 2nd Street. There would be designated pedestrian crossings at 2nd Street as well as a marked crosswalk and medians. There would be crossings to allow pedestrians and bikers on California Coastal Trail to cross Highway 1.

Central Moss Beach, Option A

Option A shows a Moss Beach section of Highway 1 with medians and a frontage road to manage access and to provide safer crossing points for pedestrians. Car access would be consolidated to Vermont and Etheldore streets. Crossings for walkers and bikers would be at California and Virginia avenues.

A parallel trail would run along the frontage road and the median on the east side of the highway. Eventually, sidewalks would be added for pedestrians on the west side of the highway between Cypress Avenue and Wienke Way.

Central Moss Beach, Option B

In Option B, roundabouts would help motorists enter and exit the highway safely. The traffic-calming infrastructure could slow and maintain the flow of traffic throughout the community center. Roundabouts are suggested at Etheldore and Vallemar streets. This option also includes medians and a frontage median on Carlos Street.

El Granada

The "no realignment" scenario, or Option A, creates parking areas east of Highway 1 to reduce the need for parking along the highway. This would increase the amount of parking from 300 spots to 398 spaces.

Medians would encourage moderate speeds and mitigate illegal U-turns while likewise providing pedestrians with a safe refuge while crossing.

In option E, a smaller section of the highway is shifted east to the edge of the Caltrans right of way. The existing road would be converted into rows of diagonal parking along the west side of the highway. This scenario — highway realignment with existing Surfer's Beach and Granada Sanitary District lots — would produce 175 parking spots. There's talk of increasing the amount of parking by using San Mateo County Harbor District land.

Half Moon Bay Review

Traffic and Trails meeting

Bill Murray | Posted: Wednesday, February 29, 2012 9:41 pm



About 100 people showed up for the Highway 1 Safety and Mobility Study Wednesday night held at Farallone View Elementary School. Supervisor Don Horsley co-hosted the event, along with the MCC and the San Mateo County Planning and Building Department. The event was an opportunity for the consultant team to present findings and concepts for the Phase 2 study which incorporated the area along Highway 1 from the airport to the tunnel. It also provided time for community members to voice their opinions and concerns about the study. To read the study, go to the MMC website and download the PHASE 2: Highway 1 Safety and Mobility Improvement Study - Draft.

We welcome your opinion of the study. **You can submit a letter to be published by clicking this link.**