

November 8, 2020

DRAFT ACTIVE TRANSPORTATION PLAN for unincorporated San Mateo County
Comments by Lisa Ketcham

Thank you for the opportunity to comment on the Nov 2020 Draft Active Transportation Plan for Unincorporated San Mateo County. I serve on the SMC Planning Commission for District 3, and am a former Midcoast Community Councilmember who served as MCC rep on the Plan Princeton Steering Committee. Earlier I served on the Midcoast Parks & Rec Committee Coastal Trail Team that studied and made recommendations on the Coastal Trail route through Princeton in a report adopted in March 2010.

Pedestrian Priority Destination #3: For the Princeton destination, instead of Mavericks Event Center, I propose the HMB Yacht Club at Princeton & Vassar as more suitable because it has key public beach access, and the Yacht Club which provides many low cost or free community events, as you are aware since a public outreach meeting for this project was held there.

Princeton (Study Area 3)

A -- Coastal Trail lighting & wayfinding through Princeton.

- Coastal Trail signage through Princeton was installed some years ago by Coastwalk. The signed trail continues west on Princeton Av, right on West Point, right on Stanford, left on Airport St to end, then jogs left at Cypress onto the Class 1 Dardenelle Trail through FMR to the Ranger Station.
- Lighting constraint: There is no public lighting district in Princeton west of Denniston Creek.
- Provision of a delineated pedestrian pathway free of parked vehicles, from where the sidewalk ends on Prospect at Denniston Creek, to the west end of Princeton Ave at West Point (or at least to Vassar) would be the most useful in guiding Coastal Trail users. The existing condition is that parked vehicles block trail signage, proposed lighting, and pedestrian access along the shoulder.

B -- Capistrano & Prospect pedestrian path & crosswalk

- Goal is to provide ped crossing, but the short-term recommendation is to create a 3-way stop-controlled intersection (in spite of my comment on this last February). A crosswalk and curb ramp make sense, but not the 3-way stop. Prospect is one of the two access chokepoints (the other being Cypress Av, about 2 miles to the north) for all of industrial Princeton, the Pillar Ridge 227-manufactured home affordable community on Airport St, the Big Wave Project, and Seal Cove residential neighborhood. 2014 Hexagon traffic & pedestrian counts at this intersection (attached) show that the vast majority of traffic at this intersection is northbound Capistrano left turn to Prospect, and the reverse of eastbound Prospect right turn onto Capistrano. A 3-way stop at this intersection would unnecessarily impact the flow of traffic 24/7, adding to pollution, whether pedestrians are present or not. The three existing nearby crosswalks on Capistrano don't have stop signs. How can a stop sign be justified at Prospect as a pedestrian safety issue?
- Conversion of restaurant street-front parking to outdoor dining has been done temporarily to accommodate Covid restrictions, but a permanent loss of this parking

needs further consideration due to scarcity of street parking in this coastal access area, as well as the existing outdoor dining area behind the restaurant.

C -- Princeton Av at Broadway crosswalk & curb ramp.

- There are no sidewalks or curbs in Princeton west of Denniston Creek. The Coastal Trail is routed & signed as shown by the green line on the map, specifically on east side of Broadway, crossing to south side of Princeton Av. This route conveniently avoids crossing busy Broadway and Princeton Av in this area.

Moss Beach Downtown (no map or projects provided in the Draft Plan)

- Sidewalk gap on Carlos St. at pizzeria
- Standing water at busy P.O. driveway entrance on Carlos.
- West side of highway California to Cypress: recommend sidewalk or dedicated pedestrian pathway (per Safety & Mobility Study) at outer edge of ROW; also reduce block-long direct highway access at gas station & taqueria.

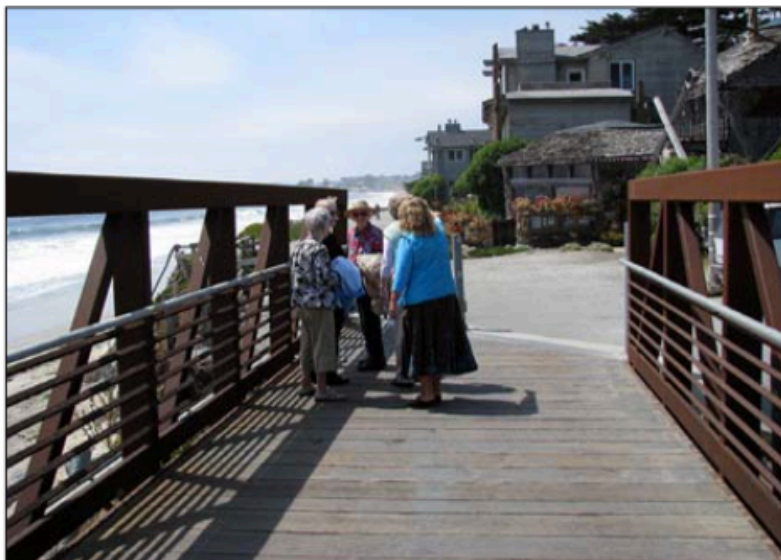
Dardenelle Trail through FMR is missing from draft plan maps. This key existing bike/ped segment of the Coastal Trail connects Airport St to FMR Ranger Station. It offers a safer alternative to Cypress (narrow street with no highway crossing) by connecting to Virginia (quieter street with sidewalks and existing highway crosswalk to downtown Moss Beach).

Airport St Class 1 or 2 bike lane (Project 3301) is listed as low priority. Please consider the Plan objectives of safety and equity. This road is particularly hazardous for bike/ped because in spite of 35 mph speed limit, most people drive 50 mph on the long straight rural road. There have been both ped & bike fatalities there, though outside the 2013-2017 study window. Consider the 227 low-income families at Pillar Ridge manufactured home community who depend on bike/ped access along this road.

Midcoast Multimodal “Parallel” Trail: Construction date for the first segment (between Mirada/Alto & Coronado) needs updating -- now estimated for 2021. (p. 16 & 79)

West Miramar is losing connectivity due to coastal erosion which threatens Mirada Rd and Coastal Trail Bridge. The Hwy 1 Safety & Mobility Study Phase 1 in 2010 proposed a network of secondary bike/ped alternatives, including specifically an inland bike/ped bridge over the Arroyo de en Medio, that divides Alameda Ave. This alternative trail route should be added to the Plan maps, as a future connection across the arroyo and to Magellan where it would meet the Mirada Surf segment of the Coastal Trail.

Highway 1 Safety & Mobility Study Phase 1, 2010.



This pedestrian/bicycle bridge on the Coastal Trail crosses a ravine that would otherwise divide the neighborhood. An additional bridge across the ravine that divides Alameda Avenue would create another north-south connection that spans the length of Miramar.

All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054

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File Name : #7 CAPISTRANO&PROSPECTAM

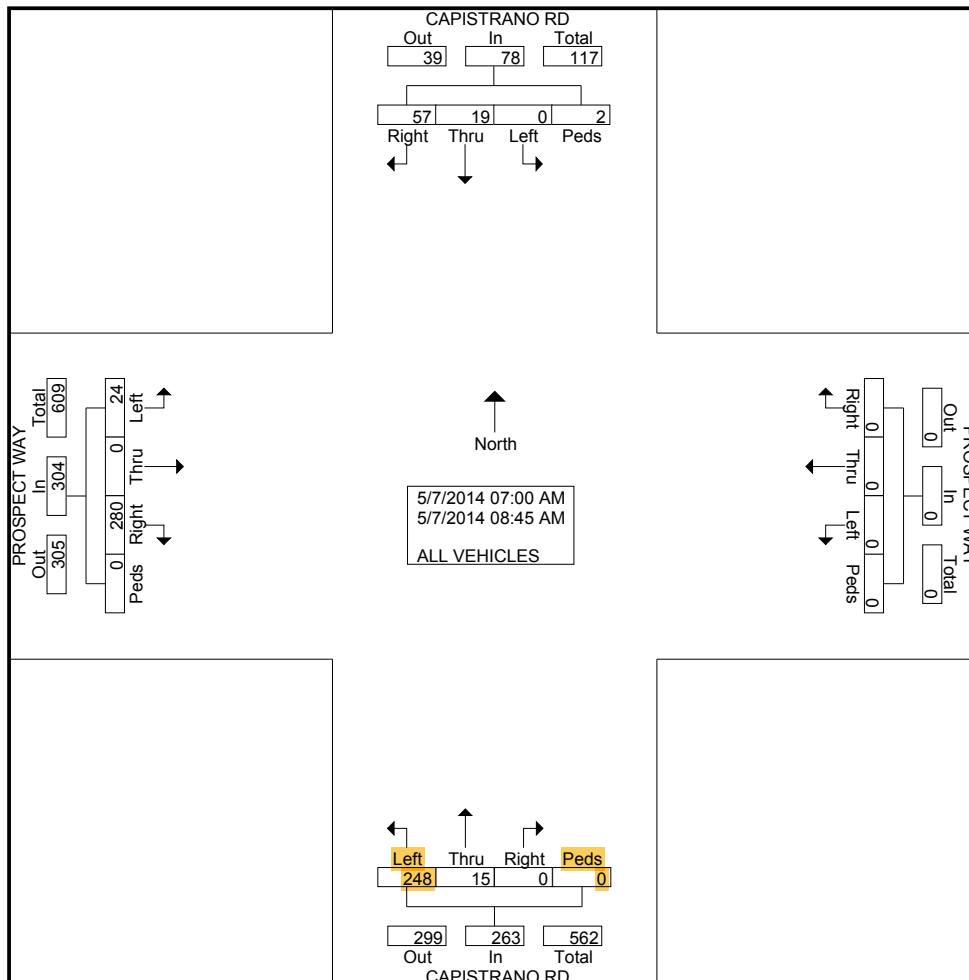
Site Code : 7

Start Date : 5/7/2014

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Groups Printed- ALL VEHICLES

Start Time	CAPISTRANO RD Southbound				PROSPECT WAY Westbound				CAPISTRANO RD Northbound				PROSPECT WAY Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	5	0	0	0	0	0	0	0	0	0	19	0	47	0	6	0	77
07:15 AM	3	1	0	1	0	0	0	0	0	1	18	0	28	0	0	0	52
07:30 AM	4	5	0	0	0	0	0	0	0	3	26	0	39	0	3	0	80
07:45 AM	12	1	0	0	0	0	0	0	0	3	36	0	61	0	5	0	118
Total	24	7	0	1	0	0	0	0	0	7	99	0	175	0	14	0	327
08:00 AM	8	2	0	0	0	0	0	0	0	0	43	0	30	0	3	0	86
08:15 AM	7	1	0	1	0	0	0	0	0	0	38	0	22	0	1	0	70
08:30 AM	9	5	0	0	0	0	0	0	0	4	25	0	25	0	3	0	71
08:45 AM	9	4	0	0	0	0	0	0	0	4	43	0	28	0	3	0	91
Total	33	12	0	1	0	0	0	0	0	8	149	0	105	0	10	0	318
Grand Total	57	19	0	2	0	0	0	0	0	15	248	0	280	0	24	0	645
Apprch %	73.1	24.4	0	2.6	0	0	0	0	0	5.7	94.3	0	92.1	0	7.9	0	
Total %	8.8	2.9	0	0.3	0	0	0	0	0	2.3	38.4	0	43.4	0	3.7	0	



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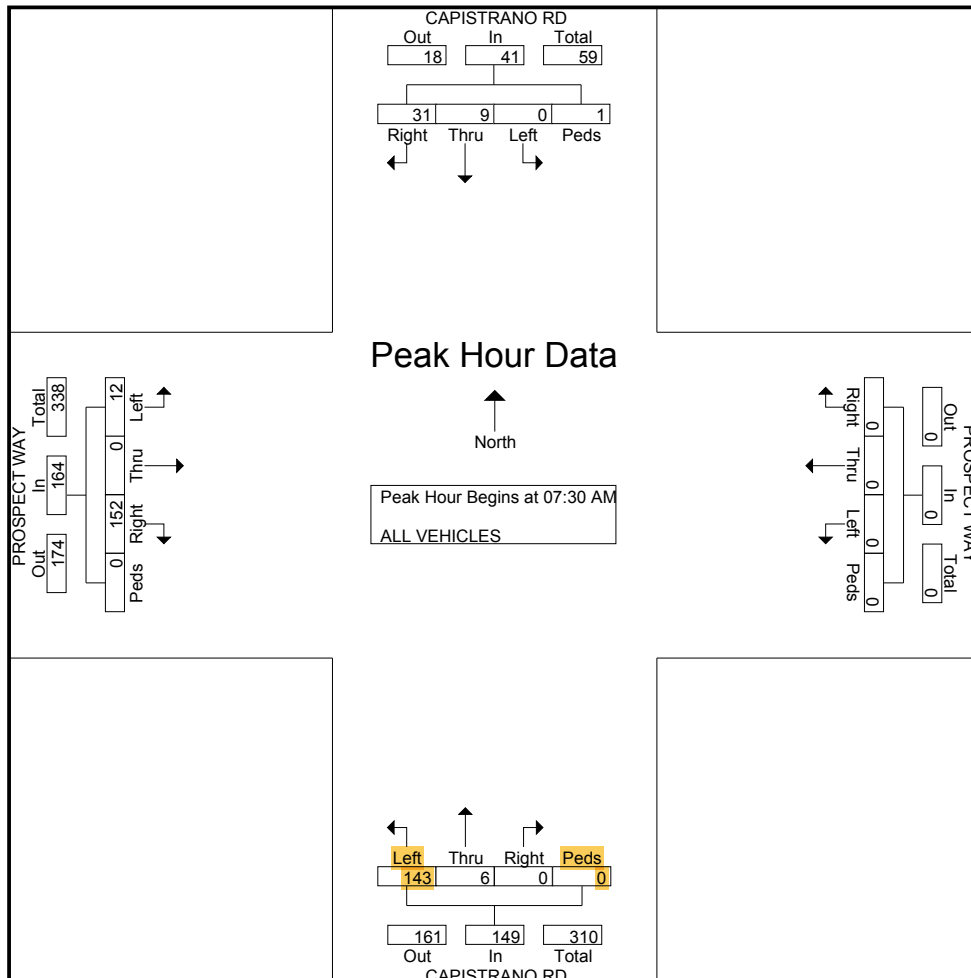
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	5	0	0	9	0	0	0	0	0	0	3	26	0	29	39	0	3	0	42	80
07:45 AM	12	1	0	0	13	0	0	0	0	0	0	3	36	0	39	61	0	5	0	66	118
08:00 AM	8	2	0	0	10	0	0	0	0	0	0	0	43	0	43	30	0	3	0	33	86
08:15 AM	7	1	0	1	9	0	0	0	0	0	0	0	38	0	38	22	0	1	0	23	70
Total Volume	31	9	0	1	41	0	0	0	0	0	0	6	143	0	149	152	0	12	0	164	354
% App. Total	75.6	22	0	2.4		0	0	0	0		0	4	96	0		92.7	0	7.3	0		
PHF	.646	.450	.000	.250	.788	.000	.000	.000	.000	.000	.000	.500	.831	.000	.866	.623	.000	.600	.000	.621	.750



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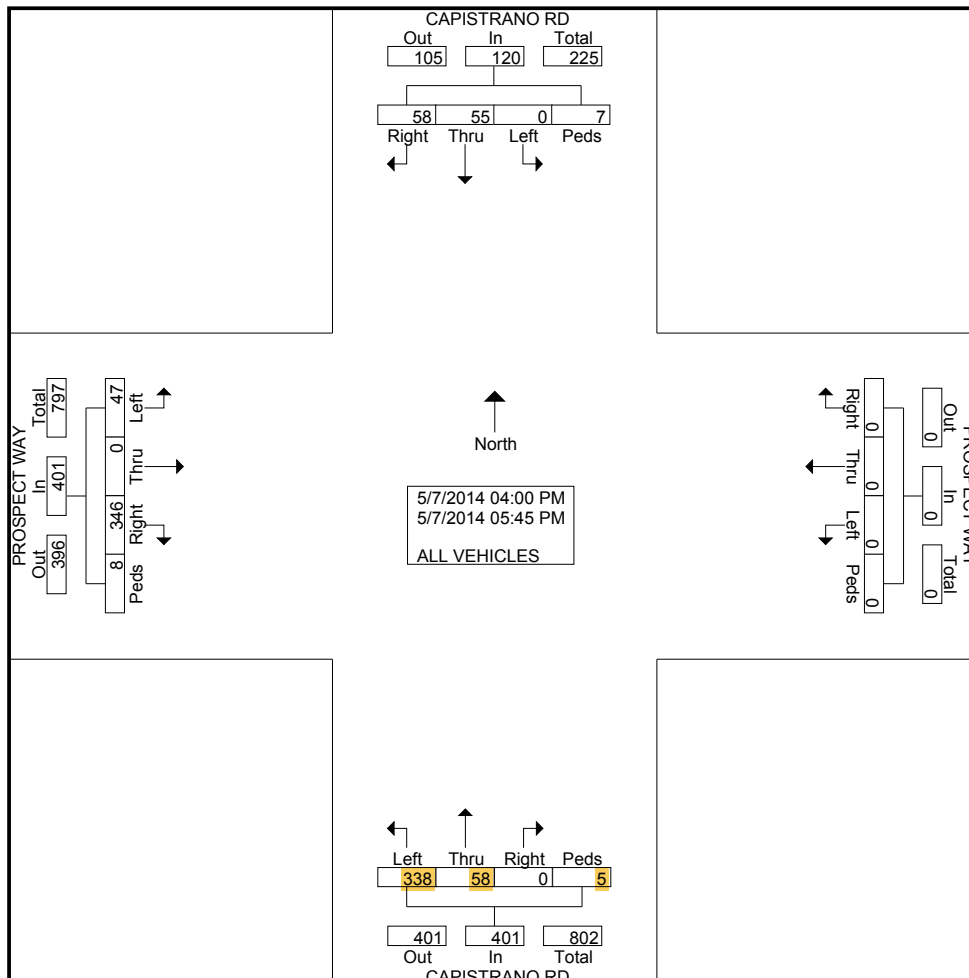
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04:00 PM	5	11	0	2	0	0	0	0	0	6	36	0	31	0	2	0	93
04:15 PM	5	2	0	1	0	0	0	0	0	3	54	0	35	0	9	2	111
04:30 PM	5	9	0	2	0	0	0	0	0	6	38	2	57	0	8	0	127
04:45 PM	11	11	0	0	0	0	0	0	0	8	51	1	37	0	4	0	123
Total	26	33	0	5	0	0	0	0	0	23	179	3	160	0	23	2	454
05:00 PM	14	7	0	2	0	0	0	0	0	12	35	2	38	0	5	2	117
05:15 PM	10	5	0	0	0	0	0	0	0	10	44	0	53	0	8	0	130
05:30 PM	2	3	0	0	0	0	0	0	0	2	36	0	51	0	9	2	105
05:45 PM	6	7	0	0	0	0	0	0	0	11	44	0	44	0	2	2	116
Total	32	22	0	2	0	0	0	0	0	35	159	2	186	0	24	6	468
Grand Total	58	55	0	7	0	0	0	0	0	58	338	5	346	0	47	8	922
Apprch %	48.3	45.8	0	5.8	0	0	0	0	0	14.5	84.3	1.2	86.3	0	11.7	2	
Total %	6.3	6	0	0.8	0	0	0	0	0	6.3	36.7	0.5	37.5	0	5.1	0.9	



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04:30 PM	5	9	0	2	16	0	0	0	0	0	0	6	38	2	46	57	0	8	0	65	127
04:45 PM	11	11	0	0	22	0	0	0	0	0	0	8	51	1	60	37	0	4	0	41	123
05:00 PM	14	7	0	2	23	0	0	0	0	0	0	12	35	2	49	38	0	5	2	45	117
05:15 PM	10	5	0	0	15	0	0	0	0	0	0	10	44	0	54	53	0	8	0	61	130
Total Volume	40	32	0	4	76	0	0	0	0	0	0	36	168	5	209	185	0	25	2	212	497
% App. Total	52.6	42.1	0	5.3		0	0	0	0		0	17.2	80.4	2.4		87.3	0	11.8	0.9		
PHF	.714	.727	.000	.500	.826	.000	.000	.000	.000	.000	.000	.750	.824	.625	.871	.811	.000	.781	.250	.815	.956

