

LAND USE POLICIES §1.8 (p.10), 4.1.1 (p.45), 4.2.4.1 - 4.2.4.3 (p.63), 4.3 (p.64)

Executive Summary states, “This plan includes new land use policies that will also help reduce traffic, protect natural resources and preserve coastal community character by limiting development.” This is not borne out by the only two land use policies selected, with notable reluctance and lack of urgency or thorough evaluation.

Substandard lot merger policy was adopted in 2006, but never implemented, even when the potentially merged lots were deducted from buildout in the 2012 LCP update. In the intervening years, some of these lots may have been sold into separate ownership.

Lot retirement program is limited in scope and would only prevent an increase in buildout due to “some” subdivisions. Implementation is not proposed until after the lot merger program is complete.

MCC requested immediate implementation of these two policies in 2016 to ensure no net increase in residential buildout. The 2016 Land Use Policy Options report describes a successful Buildout Reduction Program in Cambria with incentives to permanently retire development rights. MCC 4/13/16 letter suggested a conservation lot purchase program to reduce residential buildout numbers and provide broader benefits such as rounding out existing parkland or adding adjacent parking, managing retreat of subdivided and/or developed areas that are in the path of Sea Level Rise and coastal erosion, and avoiding development in environmentally sensitive and hazard areas.

Use of a 2040 development forecast, instead of LCP Land Use Plan buildout, masks the consequences of inaction on land use policy, and thus delays or avoids needed action, letting our best opportunities slip away.

BUILDOUT

Consistent terminology for “buildout” is crucial for the CTMP. Referring to a 2040 development forecast as buildout is seriously confusing and misleading.

Maximum Buildout Forecast (MBF) is defined (p.36) as buildout of the LCP Land Use Plan, consistent with LCP policies 2.42.a, 2.47, 2.53.

Constrained Development Forecast (CDF) is defined as maximum development by 2040 with the continued constraint of maximum 40 dwelling units per year.

That seems clear enough, and could be referred to as LCP Buildout and 2040 Forecast. Tables 13 & 14 correctly label 2040 forecast, but subsequent tables and narrative refer to what I assume is the 2040 forecast as buildout. Table column headings could just as easily be labeled 2014 and 2040, and thus provide clarity. Additional terminology in the report includes “Buildout projections”, “updated buildout analysis”, “25-year buildout horizon”, “Buildout Conditions”, “Buildout (2040) Conditions”, “Buildout potential”, and “Buildout Deficiencies”. In §4.1 (p.45) we have “revised Buildout Forecast” -- Is that supposed to be revised LCP Buildout or revised 2040 forecast? Do the SR-1 Buildout Conditions Report (2014) and SR-92 Mitigated Buildout Analysis (2020) represent the 2040 constrained forecast?

ROADWAY SEGMENTS/DEFICIENCY TABLE

Please provide one table showing all CTMP SR-1 and 92 road segments, both unincorporated and within HMB city limits, and showing both LOS and delay index at existing, 2040, and LCP Buildout. This is necessary for public understanding, and should be easily accomplished since SMC and the City of HMB use the same base traffic model and share their best information on projected growth as inputs to the traffic model. While HMB has its own LCP and makes their own decisions on traffic mitigation, it is important to understand the complete picture of highway traffic impacts of Midcoast residential development.

PUBLIC TRANSIT

Midcoast residents are familiar with the significant easing of the morning commute when school is out. Please evaluate potential funding sources to bring back school buses and methods to encourage ridership, such as limiting or charging for high school parking and making the bus ride free.

Please update the discussion on SamTrans Route 17 and 18. Weekday headway is one hour (not 30 min/ 2 hr as stated). Suggested bus stop improvements for the Cypress Point project lack awareness of basic SamTrans routes that are not new, namely, the major weekday am/pm route shift through Montara & Moss Beach, which uses Sunshine Valley Rd instead of SR-1 for all school and commute traffic to/from HMB (§2.4.2.1, p. 33). This also affects the proposal to reroute 17 to directly serve Cypress Point (via 16th, or from downtown Moss Beach (§4.2.3, p.60). Half the time the nearest bus stop is 7th & Main, or Sunshine Valley & Etheldore, each six-tenths of a mile from Cypress Point.

Please compare the cost/benefit of express bus connections from the Midcoast to key transit hubs such as BART and Caltrain, compared to roadway projects such as SR-92 bike lanes and passing lanes.

INFRASTRUCTURE PROJECTS

SR-1 Shoulder Treatment (R3): Hwy 1 Safety & Mobility Improvement Study proposes various context-sensitive solutions to achieve the goal of a consistent highway cross section to slow motorists and improve safety. Each Midcoast community has different conditions.

In **Montara**, the highway-fronting businesses merit a sidewalk between 7th and 9th on the east side. On the west side, a 6'-wide pedestrian path can be provided by simply controlling vegetation encroachment on level ground off the paved shoulder for alternate CCT route to access the spectacular shoreline views from the street ends Seacliff to 10th.

Through the center of **Moss Beach**, the wide Caltrans ROW includes an open field landscape on both sides, with a very rural vibe. On the east is the village frontage road, and on the west the businesses are set well back from the highway with side-street access. Edge treatments here should be context sensitive, and residents prefer a more rural treatment to better blend with the community character.

- Instead of concrete curbs and gutters, a consistent cross section could be as simple as tactile edge striping and colored bike lanes and medians, as suggested in the Safety & Mobility Study.
- Add a west side pedestrian pathway or sidewalk at the outer edge of the Caltrans ROW (next to businesses, not highway), between Cypress & California. Paint side-street crosswalks at those locations. This will improve access to west-side businesses and enable west-side residents to comfortably reach crossing locations.
- No sidewalks are desired along the highway edge in Moss Beach. If curbs are needed to deter informal vehicle access, they should be asphalt to fit the setting. Any curbs installed along the highway must allow space for motorists to move out of the roadway for emergency vehicles to pass.
- Close or reduce block-long unrestricted direct highway access in the west-side commercial district, as requested by MCC. We don't need any extra unpredictable turning movements in the Moss Beach village area, which has nine highway intersections with full turning movements within seven-tenths of a mile.

Cypress Ave Signal/Roundabout (R5): If this project is further delayed, or in lieu of a “temporary” signal, please consider MCC 11/25/18 request to widen west-side Cypress highway approach for separate turning lanes and restripe the highway center lane for northbound merge/acceleration. This acceleration lane was included in Phase 1 of the 2015 Hwy 1 Congestion & Safety Improvement Project but never implemented.

Carlos St Terminus Realignment (R7): This project is needed near term, independent of a potential 16th St roundabout. MCC and community members have advocated for this since at least 2014 during highway crossing discussions.

- Concept plan: Deleting unneeded northbound splitter & right turn lane onto 16th in the concept plan will result in smaller footprint. 16th St is dead end with only 2 houses.
- Project needs consistent terminology: Carlos St closure in Table 18 & 22, but closure & realignment in Table 19, terminus realignment in Table 1, and reconfiguration in §4.2.1.
- Closing access at Carlos & SR-1, except for emergency vehicles, is strongly opposed by the community. Residents of east Moss Beach commonly use this intersection when traveling to and from the north, as seen in AM/PM peak-hour traffic counts. Closing this access will increase Vehicle Miles Traveled and re-route existing traffic to already congested California Av and vicinity. County DPW commented on the Cypress Point 2018 Traffic Impact Analysis: “The closure of Carlos St to all motor vehicles other than emergency vehicles is not acceptable as a mitigation measure.”
- A pedestrian bridge over Hwy 1 just south of Carlos St, proposed for future consideration in the 2012 Safety & Mobility Study, should be included in the CTMP. The existing grade separation at that location would reduce construction required for ADA access. The bridge would complete a key link in the Coastal Trail and provide safe access to the bus stops, without impacts to traffic or coastal views.

New Northbound Bus Stop 16th & SR-1 (Transit Facilities & Operations §4.2.3):

There is already a northbound bus stop at 14th just across the Montara Creek ravine. Note that this section of SR-1 only has bus service half the time. This change is project specific and ignores the much greater benefit of improving the roadside pathway across the ravine which is the route of both the Coastal and Parallel Trail. MCC has requested simple near-term improvements to the informal roadside pathway since 2013 (vegetation clearing, DG surface, guardrail at highway edge). Space is at a premium at 16th due to the ravine. Shifting a bus stop two blocks should not limit options for merging Carlos & 16th.

Carlos St commercial district (R9)

- **Traffic Calming** on Carlos St is not proposed in the 2012 Safety & Mobility Study, and certainly not in the form of speed humps and digital feedback signs. The commercial segment has very short blocks with stop signs at each cross street.
- **One-way traffic** in the post office block would introduce additional circulation complexity and confusion to the area. The existing bicycle share-rows would be preferable.
- **Drainage** is a problem on both sides of this block, with standing water at the low spot at the post office entrance and at the Carlos/California culvert inlet which backs up due to poor drainage in the Caltrans ditch. The isolated ditch, surrounded by busy roadways, could be considered a lethal wetland enticement for any wildlife that can't fly.
- **Bike/Ped:** The near-term priority should be to complete the sidewalk and the bike share-rows in the commercial blocks. A Class 1 trail along this 4-block segment of Carlos will be challenging due to the narrow space and frequent side streets at busy highway intersections.

8th St/SR-1 Center Left-Turn & Acceleration Lanes: Please include a project to convert the highway bidirectional center turn lane into dedicated left turn lane into 8th and dedicated left turn acceleration lane out of 8th as proposed in 2012 Safety & Mobility Study p.46 (or see concept image for CTMP Project R10, Main St Traffic Calming).

Airport St. Class I/II/III bike route (B4): The 2015 Princeton Preferred Plan (not referenced in the draft CTMP) includes a multi-use path along the east side of Airport St (in §3 Circulation & Streetscape), which would enhance multi-modal accessibility for 227 low income households at Pillar Ridge and other users of the Airport St Corridor. Airport/Cypress are already designated a Class 3 bike route which has not provided any safety. We've had both pedestrian and bicyclist fatalities. Although the posted speed limit is 35 mph, the long straight rural road commonly leads to speeds of 50 mph. There is no lighting district west of Denniston Creek and south of Marine. Airport St connects to equally hazardous Cypress to reach SR-1, but there is a safer bike alternative via the Dardenelle Trail through FMR to California St (the route of the CCT).

Given the robust community participation for Plan Princeton 2013-15 and the frustrating hiatus since then, it seems inappropriate for the CTMP to propose, without explanation, different projects for Princeton streets.

Striped Ped Crossings with Beacons: The 2012 Hwy 1 Safety & Mobility Study introduced the benefits of crossing one direction of traffic at a time, via center medians and roundabouts, for greater safety and less disruption of highway traffic flow. The 2015 outcome of the Hwy 1 Congestion & Safety Improvement Project (aka Crossings) was a community preference for raised median refuge crossings -- <http://www.midcoastcommunitycouncil.org/h1-crossings/> This history should at least be acknowledged in the discussion, along with its connection to the preference for roundabouts. Each proposed crossing location should be evaluated for opportunity to utilize a median refuge to enable crossing one direction of traffic at a time without the need to stop traffic. Please include the Virginia crossing with median refuge from the 2015 study.

SR-92 FACILITIES

SR-92 passing/climbing lanes (R11) between quarry and existing 2-lane uphill segment: This roadway section is not uphill. LCP Policy 2.44.a: On Route 92, limit Phase 1 improvements to: (1) slow vehicle lanes on uphill grades...

Left turn pockets and acceleration lanes would reduce crashes in this segment with some significant highway access points (HMB Nursery north & south access, quarry, Santa's Tree Farm).

SR-92 bike lanes (B2): Given the distance, mountainous terrain and athletic ability required, bike lanes over SR-92 would be unlikely to take many cars off the road or justify raising the acceptable delay index to 3. Prior Caltrans-proposed curve correction and widening project between lower and upper Skyline was dropped due to extensive mitigation and land acquisition requirements.

PARKING

Miramar beach parking is overcounted in the 2015 Coastside Access Study, claiming 49 spaces at restaurant lot and on Magellan. Restaurant users fill the private parking lot, and Magellan on-street parking is being lost to new driveway connections, with 3 houses built in the last 3 years and 2 more recently approved. Beach access from Magellan is increasing as Surfers' Beach erodes.

New off-street parking is needed near the Magellan trailhead for Mirada Surf West, for trail and beach access. Consider opportunities in the former railroad right of way, and lots coded tan for paper subdivisions on the map of Lots Eligible for Potential CTMP Land Use Programs.

ERRATA

- Substandard lot merger policy is proposed to be voluntary for 18 months on p.45, and for 21 months on p.64.
- Project Source (Table 1/2/3):
 - There are no projects for SR-92 in the Midcoast Hwy 1 Safety & Mobility Improvement Study.
 - Airport St Class I/II bike route upgrade **IS** from Safety/Mobility Study, and Plan Princeton Preferred Plan has Class I trail east side Airport St.
 - SR-92/SR-35 roundabout (R8): indicate upper or lower intersection or both.
- Travel direction on SR-92 is commonly referred to as east & westbound, not north & southbound. (Table 8 Roadway Segment Delay Index; §2.1.4.2 Roadway Segment Delay)
- Pillar Point Bluff (Jean Lauer Trail) is no longer packed dirt. It has been resurfaced as a gravel road by County Parks. (§2.2.2.3 Trails & Coastal Access, p.29, and §4.2.2.1, p.52)
- Coastal Trail (§4.2.2.4, p.56-57)
 - “Beach Way at Cypress Ave in Princeton” -- This location is not in Princeton. It is in Seal Cove, a neighborhood of Moss Beach.
 - “Coastal Trail extends west from the Bluff Trail along the West Beach Trail to Mavericks Beach” -- correct name is West Shoreline Trail.
 - “... terminus at the boat launch ramp, where it connects to the shoreline Coastal Trail in HMB.” The Harbor District built and maintains the CCT on District property from the boat launch ramp, south to the outer breakwater at Surfers’ Beach. From there, SMC maintains the Surfers’ Beach segment in Caltrans ROW, as well as Mirada Surf West, Magellan, Mirada Rd, and Medio Creek Bridge. HMB portion of CCT picks up south of Medio Creek bridge.
- Princeton fact sheet map should show 3 key streets: Princeton, Harvard, & Cornell (not seriously substandard Yale, and certainly not Ocean which is an underwater paper street).
- Signal warrant: p. 40 says Cypress & California meet the signal warrant; p. 22 says only Cypress.