

<b>Midcoast Comments on Connect the Coastside - taken from Minutes for June - August, 2020 MCC Meetings</b>		
<b>Category</b>	<b>Person</b>	<b>Comment</b>
Virtual Meetings	Ann Rothman	Ann preferred to know what everyone else was saying and wanted questions answered
Virtual Meetings	Barbra Matthewson	Barbra said the community dislikes the format and feels has misinformation around the issues.
Virtual Meetings	Cid Young	Her breakout group included only her until near the end. She felt that having leaders familiar with the area would lead to better reporting of resident's thoughts
Virtual Meetings	Claire Toutant	Claire thought that the County had put effort into improving the meetings but that problems remained with breakout sessions.
Virtual Meetings	Dan Haggerty	Agrees with Lennie Roberts' concern that there has been a failure with the breakout system. Individual comments were filtered out.
Virtual Meetings	Dan Haggerty	Unhappy with the meetings
Virtual Meetings	Dan Haggerty	Dan felt that breakout sessions are unable to deal with community concerns.
Virtual Meetings	Dave Olsion	Disliked breakouts. He thought that no group should have fewer than 3 participants
Virtual Meetings	Dave Olsion	Dave thought the breakout groups were a way to limit group communication
Virtual Meetings	Dolores Silva	Dolores Silva felt unlistened to in groups.
Virtual Meetings	Greg Dieguez	Gregg noted that a recent 5-hour meeting of MSWD on rate increases was successful at listening to and answering questions from participants, unlike the CTC meetings.
Virtual Meetings	Harald	Harald was reminded of earlier meetings about the MidPen project where he felt that comments were not noted by facilitators. He advocated for facilitators more familiar with the community.
Virtual Meetings	Kimberly Williams	Kimberly Williams also was concerned about transparency and wished to find a way to make the meetings more productive and easier to participate in for everyone.
Virtual Meetings	Len Erickson	All the virtual meetings I observed had very low attendance of true participants
Virtual Meetings	Marcia Yates	Frustrated with Virtual Meetings
Virtual Meetings	Michelle Dragony	Michelle Dragony felt that questions from herself and others were not answered.
Virtual Meetings	Michelle Weil	more specifics and breakout groups tailored to specific areas of concern.
Virtual Meetings	Michelle Weil	Michelle thought that better-prepared and trained group facilitators and recording of sessions would be helpful
Virtual Meetings	Claire Toutant	Claire said that some specific suggestions were lost because group leaders were unfamiliar with the area
Virtual Meetings	Dan Haggerty	Dan cited multiple difficulties, including transcripts not being available.
Virtual Meetings	Dolores Silva	Dolores wished she could have seen remarks in the chat box at the final meeting.
Virtual Meetings	Dolores Silva	Dolores asked for clarification on number of community participants—probably around 100 unique individuals.
Virtual Meetings	JQ Oeswein	JQ thought there was not enough time for people to speak and felt isolated from community process.
Virtual Meetings	Kimberly Williams	Kimberly Williams reported technical problems hearing all participants and noted that report-out omitted some points.
Virtual Meetings	Marcia Yates	Marcia thought the process was fragmenting rather than unifying and was distracted by technical issues.

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Virtual Meetings	Michelle Dragony	Michelle Dragony compared the meetings unfavorably to MWSD Prop 218 meeting and asked MCC to hold its own meeting.
Acceleration Lanes	cid Young	Cid—Study session should improve upon meetings held by the County. There should be acceleration lanes and increased lighting.
Acceleration Lanes	Marcia Yeates, Moss Be	Supports acceleration lanes.
Access from side roads	Michelle Weil, Moss Be	Sometimes it takes 5 minutes to turn left out of Cypress Ave.
Buildout	JQ Oeswein	Nice to have memorandum (dated 7/14) on differences between buildout and constrained 2040 forecast.
Buildout	JQ Oeswein	We should not do traffic changes to support buildout, since it is not realistic.
Bus stops	Cid Young	Bus stops need to be clean, well-lit, covered, and have trash cans.
Bussing	Cid Young	Supports bringing back school buses, but thinks CUSD will be opposed.
Bussing	Dave Olson	School district can't afford buses. They tried to get parents to pay for it a few years back and that didn't work out. Samtrans did add #18 bus for school hours, but is cash strapped and likely won't do any more.
Bussing	JQ Oeswein	Maybe what we really need is school buses to get kids to school.
Calming	Gregg Dieguez, Montara	Traffic calming 100% of the traffic for 1/15th of it is "madness".
Caltrans	Dan Haggerty	Whatever is done through Moss Beach, Caltrans will use their standards.
Carlos	Dolores Silva	Currently Carlos Street is very popular for both pedestrians and bicyclists. The Parallel Trail is not very pedestrian friendly, and she is worried about that here. She thinks there should maybe be a bicycle trail on the highway. Currently there is not enough traffic on Carlos that you would need that.
Carlos	Chuck Bell	Question on Carlos and Parallel Trail. Would that involve closing Carlos to through traffic? Answer is no.
Congestion	Dolores Silva	Traffic is much worse during commute time when school is in session. The idea of school buses hasn't been brought forward.
Consistency of Data	JQ Oeswein	Concerned about inconsistent numbers in CTC Report. Example on table 16.
Consistency of Data	JQ Oeswein	Noticed in memo from Joe LaClair inconsistent data in tables 3 and 4.
Cost	Dolores Silva	Is neither for or against roundabouts, but is worried that the costs will be exorbitant, especially considering the sewer lines along the highway.
Cost	Harold Herman	CTC has 2 or 3 roundabouts on Hwy 1, remembers cost estimates of \$6-7M which doesn't include land cost.
COVID	Gregg Dieguez	Received letter this week from transportation engineer questioning the idea of mass transit due to COVID, which could be with us for several years.
crossing	JQ Oeswein	Add pedestrian crossings on Hwy1 with raised medians and flashing beacons at California Av and 2nd St. (exclude Cypress Av).

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Crossings	JQ Oeswein	Improve bike/ped access on California Av west for Coastal Trail connection to Airport St via Dardanelle/Bluff Trails and Cypress Av. Don't encourage bike/ped use of Cypress Av west, as it is too narrow and unsafe and cannot be easily widened due to the creek.
Curb and Gutter	Dan Haggerty	Thinks that curb and gutter along Highway one is absurd.
Cypress Point	Cid Young	Cid—Could not follow Dave's presentation and wants to see it in writing. Joe LaClair discussed CtC and Cypress Point in a single presentation, which made it unclear which was which.
Cypress Point	Dolores Silva	Dolores—What is the scope of CtC versus changes related to Cypress Point?
Data analysis	Len Erickson	Would like to see a way to quantify visitor traffic when considering parking lots.
Data Currency	Greg Dieguez	Gregg was glad to see more detail on land use but was uncertain how to access some of it and wondered how much of it was up-to-date.
Development Fees	Len Erickson	Len asked how "fair share" was determined and was told that currently that was a production of ad hoc negotiation
Emergency vehicles	Ann Rothman, Moss Beach	Speed at which fire trucks would be able to get out to the highway and respond to calls.
Emergency Vehicles	Dolores Silva	Wants to know how this will affect emergency vehicles.
Endangered species	Ann Rothman, Moss Beach	Worried about endangered species (frogs) in the ditch. Has video.
Entry	Dan Haggerty	Need to enable cars to get on highway safely.
Error in tables	JQ Oeswein	MCC should request an audit of CTC raw data and calculations, as the Jan 2020 draft document is rife with errors.
Evacuation	Harold Herman	Agree with Cid's comments about evacuation route. Additional population with Big Wave and Cypress Point will create bottleneck.
Evacuation	Cid Young	No emergency evacuation plan for Coastside.
Fuel Consumption	Cid Young	Roundabouts save fuel.
Goal 4	Cid Young	On Goal 4 of CTC, they said they wanted to reflect character of Coastside. Doesn't want any stoplights north of Harbor and doesn't want any money spent on Grey Whale Cove before they spend money on the community.
Goals	Cid Young	Goal 3 on CTC Executive Summary, but no money for it.
Hawk	Kimberly Williams	Also supportive of Hawk signals. Does not support stoplight.
Highway Studies	greg Dieguez	Gregg wanted an updated traffic study, delineation of costs and their sources, a potential public vote on any costs to local residents, and clearer accountability for whatever doesn't go well.
In lieu fee	Cid Young	LCP 2.53 adopted in 2011 calls for a CTMP for development. Wants the answer from Joe LaClair on whether they have been collecting "in-lieu fee". Dave Olson says no, they have not been collecting fee.
Information	Lucy Wicks	Lucy Wicks—What documents should she study to understand the issues?
Interseciton - Roundabout	Kimberly Williams	Supports the option of roundabouts. Hwy 1 is a rural highway, not a major thoroughfare. There is a roundabout in Fort Bragg that is similar to what we would have here.
Intersection - near term	JQ Oeswein	Agrees with Len, there are things we can do that are less expensive yet effective.
Intersection - roundabout	Cid Young	Highways in Sedona, AZ have roundabouts that work well.

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Intersection - Roundabout	Dan Haggerty, El Granada	To reduce it from 50 to 20mph is going to create enormous backups.
Intersection - Roundabout	Dan Haggerty, El Granada	The community will lose break spaces between platoons of cars on highway that are used for cars to enter highway, so it will be almost impossible to enter the highway safely.
Intersection - Roundabout	Gregg Dieguez, Montara	Lived in Massachusetts and Europe and knows people who were killed in a roundabout at wet weather at night, and another friend who had a significant car crash. All were sober and young.
Intersection - roundabout	Harold Herman	Has recently visited Lake Tahoe, situation at roundabout was not as the video showed.
Intersection - Roundabout	Michael Prieto	Roundabouts are not designed for highways.
Intersection - Roundabout	Michelle Weil, Moss Beach	Roundabouts also allow pedestrians to cross the highway.
Intersection - Roundabout	Michael Prieto	Has recently been in Fairfield, and roundabouts tend to work best on streets that don't have heavy traffic.
Intersection - Signals	Gregg Dieguez, Montara	At 1/7th the cost, a smart signal seems like a better alternative.
Intersection - Signals	Michelle Weil, Moss Beach	Not a fan of signals at all. Going South through signals in El Granada and HMB can take 30 minutes during commute hours.
Intersection Safety	Dave Olson, El Granada	Safety at intersections with signals is not great. Better than stop signs, but very dangerous in terms of collisions.
Intersections - Access	Dan Haggerty	Whoever is in the roundabout will have right-of-way.
Intersections - Cost analysis	JQ Oeswein	Assess full costs of all options, including grading and land acquisition.
Intersections - ICE review	JQ Oeswein	Perform ICE for Hwy1/California Av. Highlight Coastal Trail access here.
Intersections - ICE review	JQ Oeswein	Reassess/update ICE for Hwy1/Cypress Av. Focus on vehicle traffic improvements only. Do not encourage bike/ped traffic on Cypress Av west.
Intersections - near term	Len Erickson, El Granada	If we look at any form of control, that process takes years. Assuming it takes 4-5 years, we should consider a combination of acceleration lanes and/or medians in the interim.
Intersections - roundabout	Ann Rothman, Moss Beach	Has some concerns about the roundabout:
Intersections - roundabout	Dan Haggerty	Looked at the Arizona example through Google Maps and saw that is a 25mph thoroughfare.
Intersections - roundabout	Dan Haggerty	Responded to Len's question of how many should be built with "let's start with one".
Intersections - roundabout	Dave Olson	Roundabouts are designed with apron in middle for emergency vehicles and large trucks.
Intersections - roundabout	Dave Olson, El Granada	In favor of roundabouts over signals. With signals, once traffic stops, it takes a while to get going again. If there is no traffic load, adding 15 seconds going through Moss Beach is not a problem.
Intersections - roundabout	Dave Olson, El Granada	If we have a roundabout at each end of Moss Beach, he suspects left turn lanes will go away.
Intersections - roundabout	Gregg Dieguez	If downstream from roundabout, you will have a difficult time getting out. Roundabout traffic will be continuous.
Intersections - roundabout	Gregg Dieguez	Lived through three roundabouts in 1.5 miles in Massachusetts, and they had to pull one of them out.
Intersections - Speed	Dan Haggerty	Studies have showed that high-speed collisions are reduced but low-speed collisions increase.

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Intersections - Speed	Dave Olson, El Granada	There are a number of roundabouts on California highways that have a faster speed limit. With the lower speed limits, that won't be a problem.
Intersections - Study	Gregg Dieguez, Montara	Agrees that we need a study. Off the cuff he thinks that a smart signal is better and an acceleration lane is even cheaper, but you don't make decisions off the cuff.
Land Use	Kimberly Williams	Not anti-development, but thinks it will take a lot to slow county on this.
Land Use - Lot Merger	JQ Oeswein	CTC must include a final plan for lot merger, lot retirement and traffic mitigation fees, including County support for implementation and enforcement.
Land Use - Utility Capa	JQ Oeswein	CTC should acknowledge that both the Buildout Projection and the Constrained Development Forecast will exceed MWSD's current water and sewer capacity (In 2017, they stated that they could not support more than 1,000 new connections).
Land Use / Enforcement	Marcia Yates	Marcia Yates feared that conditions placed on development might not be enforced, citing Big Wave. She felt unlistened to and believes that Caltrans is reluctant to spend money in this locality.
Land Use / Lot Retirement	Dave Olsion	Dave thought that lots indicated for potential retirement may already belong to landpreserving organizations,
Lighting	Ann Rothman, Moss Beach	Concerned about lighting as roundabout would need to be well-lit.
Lighting	Cid Young	Carlos Street has amber lighting, maybe that could be moved closer to highway.
Lighting	Dan Haggerty	Lighting is important, imagine a freeway-lit corridor through Moss Beach. There are other methods of lighting the road that would not destroy the rural feel of our community. We should look into that and explore options with the County and Caltrans. Does not like the bright white LEDs.
Lighting	Dave Olson	It is true that roundabouts require lighting, but signals also require lighting, possibly more than a roundabout.
Lighting	Kimberly Williams	Enjoys looking at stars. SMC is inadequate at complying with Dark Skies Initiative, but wants to make sure that we are compliant. Wants to keep bright lights out of this area.
Lighting	Marcia Yeates, Moss Beach	Supports lowering lighting so we can maintain night sky.
Lighting / Roundabouts	Gregg Dieguez	For safety, roundabouts have to be lit. Will need to compromise on night sky with roundabout.
Local Roads	Ann Rothman	Kelmore Street has never been mentioned in any studies. Why not? What are the plans for that street?
Local roads	Cid Young	Have been 3 fatalities on Airport Street, and will need lighting.
Local Roads	Dave Olsion	Dave—Sierra Street isn't part of CtC. Len—We have to try to develop a consensus.
Local roads	Dolores Silva	Heard that there was consideration of speed limits on Carlos Street, but that doesn't make sense to her.
Local Roads	Gregg Dieguez	Why are some things out of scope? (Airport Blvd)
Local roads	JQ Oeswein	Widen Cypress Av and California Av approaches to Hwy1, stripe separate lanes for right and left turns onto Hwy and add acceleration lanes on Hwy for left turns from Cypress Av and California Av.

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Local roads	JQ Oeswein	Defer any action on Wienke Way (include options analysis in Hwy1/California Av ICE).
Local roads	JQ Oeswein	Add marked (Class II) bike lanes on Hwy1 from Devil's Slide to HMB.
Local roads	JQ Oeswein	Improve bike/ped access on Airport St.
Modelling	Dan Haggerty	Dan—Wants more traffic modelling. Having too many meetings leads to division because nobody knows the overall picture.
Northbound / Cypress	Cid Young, Moss Beach	Living in Seal Cove and coming out of Cypress each day, it's "hell" to go North.
outside Moss Beach	Claire Toutant	Wants to make sure we don't close comments prematurely in this meeting in case people want to speak about areas other than Moss Beach.
Parallel Trail	Cid Young	They need to build a trail for bicycle that connects with HMB's multimodal trail.
Parallel Trail	JQ Oeswein	Complete Parallel Trail between 16th St and 14th St.
Parallel Trail	JQ Oeswein	Consider extending Parallel Trail south on Carlos St to California Av./Hwy1 crossing to connect to the Coastal Trail, rather than adding a new crossing at 16th St. Use multimodal trail "share the road" signage on Carlos, rather than widening.
Parallel Trail	Rob Carey	Wants to improve pathway on East side of Hwy 1 between 14th and 16th Street.
Parking	Cid Young	Do not put Park and Ride at end of Etheldore. Space is wetland and they couldn't build a community center there. Maybe they could use the extra parking lot at the top of Seton Coastside.
Parking	Cid Young	Not in favor of Park and Rides, but suggests Seton Coastside upper lot.
Parking	Cid Young	Existing paved lots or streets, like Los Banos Street in Seal Cove, could be alternative.
Parking	Cid Young	Traffic coming through Montara is very major, and there is not enough parking at Montara Beach. They should provide more parking. Good alternative to Grey Whale Cove. People will park in neighborhoods if there is not enough parking.
Parking	Claire Toutant, Moss Beach	Opposes Park and Ride lot in Moss Beach. Park and Ride lots are effective when they are at a natural point of where different commute paths intercept. It doesn't make any sense in the proposed location.
Parking	Dan Haggerty	Understands the community sentiment about Park and Rides. Would never advocate for a large parking lot. Should be smaller lots, spread out, well landscaped, that fit into community.
Parking	Dan Haggerty	Small parking lots would create the ability for people to go through the parking lot and turn around.
Parking	Dave Olson	Opposed to Park and Ride. Reason for proposal is carpool line, not mass transit.
Parking	Gregg Dieguez	Agrees with everyone with opposition to Park and Ride.
Parking	JQ Oeswein	Park and Ride is part of Samtrans improvements that is meant to get people out of their cars.
Parking	Kimberly Williams	Does not support parking lots, especially a Park and Ride in Moss Beach at Etheldore. Would encourage additional visitors, invite litter and require more lighting. Also there are foxes and wildlife there. Does not think they are necessary.

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Parking	Kimberly Williams	Does not support paved lots, since they cause more runoff and pollution. A lot is said about catchments but they are not maintained well. Surfrider is looking at how parking lots can be water-permeable.
Parking	Kimberly Williams	Seton parking lot is full or overflowing most days. Has been working with them on litter issue.
Parking	Kimberly Williams	Kimberly Williams—Doesn't support a parking lot in Moss Beach due to owl and other habitat.
Parking		Agrees with concern about Park and Rides. Would need to be relatively close to bus stops. Worth small trial, but no big lots.
Pedestrian Crossing	Len Erickson, El Granada	Also would like to look for something that can be done sooner for pedestrian access.
Pedestrian safety	Cid Young	Regarding pedestrian safety, there are a lot of inequities between Montara and Moss Beach. Turn lanes and lights. Moss Beach has one, Montara has six. In support of more lighting on highway at night.
Pedestrian Trails	Cid Young	Maybe they should build a paved pathway north of Cypress Point so the kids could walk to Montara safely, so they don't walk right along the highway.
Pedestrians / Bikes	Kimberly Williams	Would like the priority to be a focus on biking and walking.
Planning Process	Dolores Silva	Dolores sees no defined planning, rather proposals that are premature and uncertain
Plans	Dolores Silva	What is the future of Hwy 1?
Preservation of Rural C	Kimberly Williams	All the CTC discussion has been on development. Would like more emphasis on conservation, wildlife, preserving the rural character, etc., and not on development.
Problem in Delays	Dolores Silva	Delores feels that an unfortunate effect of the delay in finishing CTC is the loss of past leaders who were involved in and knowledgeable about the process
Process	Dan Haggerty, El Granada	Wants a clear communication to the community of the pros and cons of each option:
Process / ICE	JQ Oeswein	Intersection control evaluation for Cypress Ave. didn't include an assessment of acceleration lanes. Haven't done an evaluation for California Ave.
Process / ICE	JQ Oeswein	Acceleration lanes and smart signals should be assessed for both intersections.
Process / Mitigation fe	Cid Young	Wants to know how much the mitigation fees are for Cypress Point, and how they will be assessed.
Projections - Source	Marcia Yates	Marcia asked whose projections are used in reviewing proposed developments and Joe said that the project submits its studies to peer review
Property taxes	Dan Haggerty	Loves this area, wants to retire here and be able to afford property tax bill.
Roundabout	Michelle Weil, Moss Be	In support of roundabout. Lives in Seal Cove and turns out onto Hwy 1 on Cypress. A roundabout there would provide a way for people in Seal Cove and Pillar Ridge to safely get out onto the highway.
Roundabouts	Dan Haggerty	Every time a car has to go to the roundabout to turn out on Hwy 1, it will slow traffic.
Safe Crossings	JQ Oeswein	Main drive has been safe crossings, not just signal control and roundabouts.
Safe Crossings	Dan Haggerty	The other half of that equation is pedestrians crossing the road.

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Safe Crossings, Parallel	JQ Oeswein	JQ Oeswein thought that priorities for CTC include safe highway crossings immediately, a parallel trail in Montara and Moss Beach, and making Carlos a right-turn-only intersection at Highway One.
Safety and Mobility Study	Lisa Ketcham	Lisa agreed that CTC is a plan, not a project. She urged that important parts of the Safety and Mobility Study be included in CTC.
Side road access	JQ Oeswein	Upgrade Hwy1/Carlos St north intersection: no left turn, add median to channel right turn traffic, add right turn acceleration lane, clear vegetation on south facing berm to improve sight distance. Also, shorten Hwy1 left turn lane approaches north to Lighthouse and south to Carlos to eliminate "suicide arrows".
Side streets	Gregg Dieguez, Montara	In the traffic study, the ratio of traffic on Hwy 1 to the side streets was 14:1.
Sidewalks	Dan Haggerty	Understands that sidewalks are important in some areas, but is concerned that the roads are too narrow.
Signal	Michael Prieto	Would be in favor of signals.
Specific Recommendations	Greg Dieguez	Gregg Dieguez—Proposed bike routes through east part of Montara are unsafe and unrealistic. Would like the study session to report out specific recommendations. Lisa's letter is a good start toward this.
speed	Cid Young	Would not mind a lower speed limit.
Speed	Cid Young	Would like lower speed limit.
Speed	Dave Olson, El Granada	Big fan of lowering speed limits.
Speed	Dolores Silva	Supports the reduced speed limit.
Speed	Marcia Yeates, Moss Beach	Supports reducing speed limit in Moss Beach.
Speed	Michelle Weil, Moss Beach	Agree that it is a small inconvenience for people coming from the South to have to slow down, but it's a small price to pay.
Speed	Gregg Dieguez	Agrees with lowering the speed limit to 45mph.
Speed	Gregg Dieguez, Montara	Thinks the speeds of people who travel is too fast.
Speed / Moss Beach	Kimberly Williams	Would like speed limit in Moss Beach to be lowered to 45mph.
Speed / Moss Beach &	Dan Haggerty, El Granada	Wants to remind everyone that the effective speed through Moss Beach and Montara is ~60mph. He doesn't advocate for driving that fast, but it's common when there are no cars to enter highway.
Speed / visitors	Kimberly Williams	Speeds keep increasing, some newer residents and visitors drive 70mph, which is scary whether you're on a bike or in a car.
Studies / Delay Index	Dan Haggerty	Dan felt that using Delay Index to plan changes was complicated
Transit	Cid Young	Is also in favor of alternate forms of transportation.
Turn Lanes	Cid Young, Moss Beach	If the County doesn't have any money for improvements, she'd prefer that they put turn lanes like Montara has.
Turn/Acceleration Lane	Cid Young, Moss Beach	Moss Beach is deficient in turn lanes or acceleration lanes.
U-Turn	Kimberly Williams	Making a u-turn is a problem anywhere from HMB to Pacifica is a problem, and she can't support the idea of a parking lot just for that.
U-turns	Dan Haggerty	Our highway is in desperate need of the ability to make a u-turn. People often make a right turn when they want to make a left turn and then turn around at the next intersection.



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Under crossings	Cid Young	As a female, is not a fan of underpasses. Wouldn't use them as they seem scary.
Under Crossings	Dan Haggerty	Pedestrian underpasses are the only tax dollar investment that will actually improve the situation. There are many examples, including one in Southern California, one in Pacifica North of Rio del Mar used for connecting golf course, some for wildlife crossings that are large enough for humans to walk under including one for \$1M in Truckee area.
Under Pass	Rob Carey	Wants feasibility study for installation of pedestrian underpass in Moss Beach. Thinks it would have lower impact than overpass.
Underground utilities	Dave Olson	The consensus is that moving sewer lines out of the way will be minor cost.
Underground utilities	JQ Oeswein	One of the documents on roundabouts mentioned that you don't do a roundabout where there are manholes or where underground access is needed.
Underground utilities	JQ Oeswein	On Cypress Avenue, there are several sewer caps, but it was not noted in the intersection control evaluation.
Utilities	Dolores Silva	Dolores thought that unanswered issues included side streets, sewer capacity and public transport. She feared that the meetings were pro forma and not truly geared toward gathering significant public thought.
Utilities	Harold Herman	Water and sewer will need to be rerouted.
Utilities	Harold Herman	Carlos Street extension into 14th / 16th Street – MWSD recently replaced the sewer main along Hwy 1, and when you extend Carlos, it will need to be redone. The cost was about \$1-1.5M.
Utility Resources	Gregg Dieguez	Agrees with JQ, we do not have the water and sewer capacity for buildout.
Utility resources	JQ Oeswein	Sewer and water systems are going to be overburdened, and we will exceed the number of connections that they can support in either scenario.
Volume	Kimberly Williams	The more we open the roadway to more traffic, the more traffic we will have.
	Dan Haggerty	Concerned with process, feels like all the background work has been omitted.
	Dave Olson	Transit alternatives of various kinds are critical if we want to avoid getting 2-3 more cars on the road for every unit that is built.
	JQ Oeswein	Improve SamTrans service for school kids.