

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar
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Chair Vice-Chair Treasurer Secretary

Date: January 26, 2022
To: Chanda Singh, Katie Faulkner, Planning Commission, Erik Martinez (CCC)
From: Midcoast Community Council
Subject: Comments on the Final Draft of the CTMP (Connect the Coastside)

The Midcoast Community Council appreciates the years of hard work that produced the final draft, and the responsiveness to community comments and requests for more information. and particularly the emphasis on safety for pedestrians and bicyclists. The study of and recommendations for additional recreational parking is also much appreciated, since lack of parking slows traffic.

Community and council members are concerned that the work of the Connect the Coastside project be represented as a living document and process referred to as the Comprehensive Transportation Management Plan (CTMP), with public tracking of the projects, to be sure that they are actually built in a timely fashion, and that future significant County and development projects take the CTMP into account. We look forward to working with County Agencies, CalTrans, and the Midcoast community, in advancing improvements to this traffic corridor.

The MCC understands that once approved by the Board of Supervisors this document will be considered complete. There are recommendations such as the addition of the Delay Index Metric change to LCP 2.43 which will be discussed with the CCC as future LCP amendments. The MCC requests that potential LCP amendments be noted in the Executive Summary prior to Board approval, as well as acknowledging the omission of a lot retirement program.

The community is concerned that the CTMP remains focused almost exclusively along Highway 1, and not adjacent streets used by students and other pedestrians. The community would like additional Safe Route to School projects around Farallone View and El Granada to be accelerated.

There is strong concern within the Council and community that the final draft contains nothing to improve evacuation routes. We recognize this isn't part of the original charter of this process, however it has become a significant issue for visitors, as well as residents.

There is mixed opinion within both the community and the council about roundabouts, with some concerned about traffic being slowed down unnecessarily. Majority opinion has been shifting with time, and now the community majority as well as the council seems to prefer roundabouts over signalized intersections, so we appreciate the attention they were given. There is some community concern about multiple roundabouts close to each other.

With the exception of public transit improvements in the CTMP, some in the community and the council feel that there is little in the draft to address the impact of residential buildout on public access to the coastline.

The absence of any form of lot retirement increases the buildout impact on traffic. A lot retirement program should be added that is independent of specific development, to be funded by increased development traffic mitigation fees to be used to purchase lots with permanent easements placed on the lots to prevent development. Buildout impact is compounded by the changes in state law that allow ADUs administratively on almost all lots in the Midcoast. Similarly, dropping forced lot mergers results in separate parcel sales, and more potential homes. We disagree with the logic that mandatory lot mergers would accelerate building, because the primary issue is buildout impact on traffic, not the timing of development.

Some people on the council and in the community would like CTMP to include studies of non-grade pedestrian crossings, either below or above Highway 1, other than the overhead crossing near 16th St in Montara.

The proposed changes to Carlos St. that would result in one way traffic are disliked by most in the community and on the council. Alternatives to accomplish the goals are available, so we request that the recommendation for that one-way project be removed.

There is significant concern in the community about the long timeline for some of the projects with the biggest potential effect on reducing traffic and/or traffic delays. There is real need for accelerating planning and funding for these projects, particularly the Multimodal Coastal Trail, and improved transit service (and the absence of commitment from Samtrans).

Since the Executive Summary is the most likely document to be read and referred to in the future, it would be helpful to have the maps in the Summary annotated with the project numbers (e.g. R1).

This letter was approved unanimously by the Council.

s/Claire Toutant, Chair