

# Connect the Coastside – June 15, 2020 Montara and Moss Beach Focus Meeting

## Small Group Discussion Notes

Which of the projects discussed today for Moss Beach and Montara are most important to you? Which projects are most important to encourage you and others to walk, bike or take transit?

GROUP	NOTES
1	<ul style="list-style-type: none"> <li>• Most important: slowing down traffic. Very unsafe for folks crossing Hwy 1. Roundabouts or some level of traffic control.</li> <li>• Agree that slowing down traffic is important. Speed limit should be lowered to 45. Seen people almost be hit. Like the bike path. More pedestrian and bike options.</li> <li>• Love the idea of bike path and trail. Agree to make it safer to cross. Happy to hear a way for kids to get to school at Farallone.</li> <li>• Intrigued by the idea of roundabouts. Never saw one in the middle of nowhere. Ambitious and expensive. If it works, hooray! I don't see people riding their bicycles to HMB. Not a priority to get to HMB on bikes.</li> <li>• If you're thinking of commuting from Moss Beach to HMB, unless you have an electric bike or an avid cyclist, you won't do it. All for bike lanes, for commuting within the neighborhoods. Not a concept that will reduce traffic. A fantasy. Not going to happen. County parks put large gravel on trail from Pillar Point to Harbor. Difficult for most people. Airport road would be the most likely road from Moss Beach to Harbor.</li> <li>• I would bike, going north to Pacifica. Needs to be other transportation options. Traffic is going to increase.</li> <li>• Individuals originally paid for roads themselves in some areas</li> <li>• Poor plan, hodge podge, people are older</li> <li>• Erroneous, railroad job. We don't want to have this "thing" in our neighborhood. Other MidPen properties notorious. The forum is "when should we start elk hunting in Moss Beach."</li> <li>• New resident. Loves it. Excited about some of these items.</li> <li>• Concerns about the process. I don't feel the county engages in good faith. Some good things. Bike and pedestrian access. Not opposed to roundabouts.</li> <li>• Great idea to talk about CTC. Often, the county doesn't seem to be communicating aspects of their ideas. Big issue of safety in traffic on the Coast. Wants to hear more about how CTC impacts development.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Vehicle improvements are high priority</li> </ul> <p>Questions:</p> <ul style="list-style-type: none"> <li>• Roundabouts               <ul style="list-style-type: none"> <li>○ How will they improve HW1 crossing?</li> <li>○ Handicapped, elderly, people on bicycles?</li> </ul> </li> <li>• Etheldore &amp; HWY 1 Park n Ride               <ul style="list-style-type: none"> <li>○ What is it for? Where is it connecting us?</li> <li>○ 1 mile away from "downtown" MB</li> <li>○ What is the reasoning behind this location?</li> </ul> </li> </ul>
3	<ul style="list-style-type: none"> <li>• Increase pedestrian trails along coast (high priority)</li> </ul>

	<ul style="list-style-type: none"> <li>• Improve bike safety along coast</li> <li>• Biking to work not realistic</li> <li>• Majority of residents drive to work</li> <li>• Improve bus stops/lanes</li> </ul>
4	<ul style="list-style-type: none"> <li>• Pillar Ridge Resident has not used Airport Road regularly, but with COVID, sticking around the neighborhood and walking along Airport Road. Challenging to avoid speeding vehicles and maneuvering between broken glass with dogs. Fatalities on the road and traffic. With Big Wave, there is room for improvement for ped/bike access. No sidewalk from Cypress down to Yacht Club; little access. Concern for ped/bike.</li> <li>• High School/Middle School students travel from Montara to HMB. Parallel Trail is very important. More students would walk/bike if that option was available. Safe Routes to School to Farallone ES is important. Residents walk/bike to post office to get mail since mail is not delivered to homes. Need a safe route from Post Office to Farallone.</li> <li>• Commute along Coastal Trail living in Moss Beach and has to cross Highway 1; challenging. Ped Xing at Country Market is inadequate; need improved crossing. <u>Current</u> crosswalk in Moss Beach is inadequate.</li> <li>• Parallel Trail without crossings would not be effective; need both (Hwy 1 xings).</li> <li>• What CTC suggests now for crossings is adequate.</li> <li>• Airport Road – Big Wave project mentioned options but wasn't clear what would be the final plan for the road (e.g., converting Airport Road to one-way). Pillar Ridge is next door to Big Wave. Heavily used road by teenagers/children; many children live at Pillar Ridge, many cyclists. <ul style="list-style-type: none"> <li>○ Airport Road not on overview fact sheets; may be in the plan or another plan. Airport Road is designated as a bike route; heavily parked.</li> <li>○ Felt hazardous to walk to El Granada ES on Airport.</li> <li>○ Teens using bicycles for mobility; job at the yacht club. Primary access point.</li> <li>○ Speed limit is fairly low, but people are still speeding.</li> <li>○ Speeding has always been an issue; its easy to speed on it and treated as a "back road"</li> <li>○ Abandoned vehicles, trash.</li> <li>○ Residents have reported abandoned vehicles to CHP and no action is taken. Side of road is obstructed with trash/vehicles, so forced to walk in the street.</li> </ul> </li> <li>• Important Highway 1 crossings – 2nd Street in Montara (where restaurant/beach is), 16<sup>th</sup> Street (with new bus stop; a lot of people use this location to cross when cycling), Virginia Ave (?) existing crossing is an important location but not safe as designed for peds or drivers</li> </ul>
5	<ul style="list-style-type: none"> <li>• Roundabout at Cypress and Hwy1- First to be done when there is funding. Looking forward to see it start. It has been a long wait. Already LOS F, worse on sunny days. It is too long of a wait to turn north onto NB Hwy 1, need either roundabout or acceleration lane.</li> <li>• No street lighting on Hwy 1, Montara has 6-7 and there is only one on California, need more highway street lighting for increased safety of pedestrians and vehicles.</li> </ul>

	<ul style="list-style-type: none"> <li>• No one on this part of the coast likes traffic signals. They may be OK in Half Moon Bay, but not here, Moss Beach is not a town, it is a small village that is not suited for a signal.</li> <li>• Insinuation of Mid Pen into the mix, they have their own agenda and not giving us opportunity to give our input. Serious issues with Cypress Point, moving too fast and not based on facts, public records and community input. Mr. Horsley understands the density and land use issues related to this. There is no reliable transportation. Impossible to get from point A to point B on bus. And daily activities cannot be done from Friday to Monday. One Rd in one Rd out of Mid Pen, no alternate routes. Wildfire risk is large for the coast. Need more transparency from Mid Pen. Connect the coast is transparent. Need more effort to address the evacuation plan. Need to address people going north to Pacifica. Caltrans needs to trim.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Most important – improvements to pedestrian safety including crosswalks on Hwy 1, parallel trail, safety improvements on Carlos St.</li> <li>• How do you get to conclusion that speed bumps and other proposed measures on Carlos St. are appropriate?</li> <li>• Cypress Ave between Hwy 1 and Fitzgerald Marine Reserve is very narrow and unsafe, only 1 speed limit sign posted. See Safe Streets group online petition w/165 + signatures – <a href="https://change.org/safestreetscoastside">change.org/safestreetscoastside</a></li> <li>• Most important is all projects that can be completed the soonest – 1) safe crossing (above and below grade crossing discussion needed); 2) completion of parallel trail; 3) roundabouts, at least 1 test case needed now. Studies have been long and drawn out and people want to see improvements now.</li> <li>• Multimodal trail concern – endangered species along Carlos Street – what about migration pattern of frogs? How will trail construction and other improvements be impacted by this? Joe LaClair’s MCC presentation identified there are frogs so how do we address them?</li> <li>• Traffic is going to increase along side streets around Cypress Point – how will endangered species be impacted from all of this?</li> <li>• How will anyone access bus stops with no road or sidewalk; what’s the time period for completion?</li> <li>• Primary concern is what’s the cost and what’s the motivation for CTC?</li> <li>• CTC from January is relying on outdated data; may not be traffic problem in Moss Beach post COVID.</li> <li>• Bike route proposed is not relevant.</li> <li>• Traffic analysis needs to be redone post COVID and used as baseline.</li> <li>• Additional mitigations are not responsibility of owners; should be responsibility of incremental development projects.</li> <li>• Cost to residents needs to be taken to public vote.</li> </ul>
7	<ul style="list-style-type: none"> <li>• Parallel Trail is important +1 <ul style="list-style-type: none"> <li>○ Provides for alternative method for mobility on the Coast</li> <li>○ Trail improvements have been segmented over the past 20 years, unsure of total plan. If parallel trail means connecting segmented work then this is a great project <ul style="list-style-type: none"> <li>○ Flurry of activity to Marine Reserve and to Airport, accessible area in Moss Beach and is unsure how this fits into bigger plan</li> </ul> </li> </ul> </li> <li>• Improving Main Street in Montara to be bike friendly <ul style="list-style-type: none"> <li>○ Not a new idea, has been on drawing board for 10 years</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ This question does not resonate as it has been asked and mapped out before, curious why this is continuing to come up.</li> <li>● Pedestrian Underpass is necessary <ul style="list-style-type: none"> <li>○ Need to have pedestrians cross the road without impacting traffic and provide safety for all (pedestrians and cars)</li> <li>○ Resident shares that 1,000 petitions from community members and visitors requesting underpass at Gray Whale Cove site (rather than having red flashing light crosswalk)</li> </ul> </li> <li>● Traffic issues in Moss Beach and Montara don't have much to do with residents <ul style="list-style-type: none"> <li>○ Incremental changes like changing direction of the road, added parking, new sidewalks are "dressing things up" and are fine, but don't improve quality of life on the coast</li> <li>○ Empty outside of peak times (weekends, good weather days, etc.) Better to think about what residents want.</li> </ul> </li> <li>● Get Montara properly connected to Moss Beach for Biking <ul style="list-style-type: none"> <li>○ Part of the Parallel Trail project – this is the most necessary connector for cyclists</li> </ul> </li> <li>● Nothing in the plan motivates residents to take transit or walk</li> <li>● Alternate question – Resident feels like these questions do not accurately capture feedback. Preference for: What would coastsiders like? Not how would people respond to given plan? <ul style="list-style-type: none"> <li>○ Most of what is given in the plan is not what resonates with resident</li> </ul> </li> </ul>
8	<ul style="list-style-type: none"> <li>● Interest in biking, be able to ride to HMB and the other way to get to tunnel and parking lot up there. Have to get creative to do it safely now. If you don't have a bike that can go on trail, you are near the highway. Really hopeful trails get built in the shorter term (not 10-20 years).</li> <li>● How slow traffic has gotten in general. It does not seem like the increase in traffic is because people on the coast are driving more. Seems like traffic is increasing from inland visitors. Seconding of traffic increase initiated by people coming from other places. Only see increase in traffic with increase with developments – Big Wave, Cypress, Devil's Slide Tunnel <ul style="list-style-type: none"> <li>○ We need to put limits on large scale developments</li> </ul> </li> <li>● Intersections near Fitzgerald. People weaving in and out of neighborhood to find parking. Solution: find one way roads throughout this neighborhood. Appreciated awareness about safety concerns around distillery. Safety for cyclists. Seriously looking into one way traffic in these neighborhoods. <ul style="list-style-type: none"> <li>○ Carlos</li> <li>○ Wienke</li> <li>○ Carbillo Highway</li> </ul> </li> <li>● Huge fan of roundabouts <ul style="list-style-type: none"> <li>○ Coming out of Dardanelle trail, crossing over Lake, going up California, which is the CA trail, going up Wienke <ul style="list-style-type: none"> <li>○ We should have one way traffic here to protect cyclists and people on trail</li> </ul> </li> </ul> </li> <li>● Sidestreets are a big issue. Different on east side of highway.</li> <li>● Carlos St is very narrow, windy and the most scenic street on the east side of the highway</li> <li>● Proposal for Cypress Point does not address where traffic is going to go</li> </ul>

	<ul style="list-style-type: none"> <li>○ Analyze traffic on the side streets. How can you base recommendations without doing an analysis?</li> <li>○ Carlos is on the Post Office box. Very common to drive to the post office (especially nowadays). VMT will be created more which is contrary to what this plan is trying to do.</li> <li>○ Go one way south, get on the roundabout, not sure where to come back home from post office</li> <li>● Roundabouts need to be considered if appropriate for coastal residents who frequent the post office</li> <li>● Roundabouts – sewer and water pipes run under the highway. There is no room for a roundabout. Roundabouts need to be considered <ul style="list-style-type: none"> <li>○ Are roundabouts a pipe dream? Not enough information given to make this a reality.</li> </ul> </li> <li>● Big picture: This plan has had a delay because this plan was supposed to look at roundabout alternatives. We are here 4 years later with no answers on the roundabouts and discovering new problems. <ul style="list-style-type: none"> <li>○ Confidence is important</li> </ul> </li> </ul>
9	<ul style="list-style-type: none"> <li>● General support for roundabouts, although there are some concerns (see below)</li> <li>● General support for parallel trail/ Eastern trail <ul style="list-style-type: none"> <li>○ Long term: we have to have a parallel trail on the East side of Hwy1 to connect all of the communities on the Coastside</li> <li>○ Good for neighborhoods and students going to school</li> </ul> </li> <li>● Concern with parallel trail access</li> <li>● Eastern trail / parallel trail (supportive) <ul style="list-style-type: none"> <li>○ Addresses pedestrians and cyclists</li> </ul> </li> <li>● Roundabouts <ul style="list-style-type: none"> <li>○ Address traffic issues</li> </ul> </li> </ul>
10	<ul style="list-style-type: none"> <li>● Highway 1 crossing at CA/Wienke Way (crazy intersection) in Moss Beach <ul style="list-style-type: none"> <li>○ Crossing at night is very difficult and dangerous. Makes stores inaccessible by walking (need to walk) from the other side of the Highway</li> <li>○ Need button with flashing lights (one commenter supports; one does not)</li> <li>○ Closure of Wienke Way is ok. Only 8 houses on this street</li> </ul> </li> <li>● Need study of neighborhood streets; new crosswalks may not be needed; need more stop signs (example: at Stetson/Sierra)</li> <li>● According to one commenter, walking on the east side of Hwy 1 in Moss Beach from eastern neighborhoods is hilly, steep, lacking in sidewalks (but some don't need sidewalks). Services are too far for most residents. Most people will drive.</li> <li>● Highway 1 crossing at 2<sup>nd</sup> street at La Costanera in Montara</li> <li>● Parallel Trail (safe and flat) to get to Moss Beach, as walking path alternative to driving on Sunshine Valley Road (can only bike in westward direction) which is curvy and steep. With Parallel trail, more reason to walk to Carlos. Geography between MB and Montara makes it hard to traverse through these areas without going to Hwy 1. 16<sup>th</sup> street is not a through street.</li> <li>● Please change plan to add Safe Route to Farralone View School</li> </ul>
11	<ul style="list-style-type: none"> <li>● Carlos one-way and interesting proposition. Accessing Hwy 1 @ Cypress challenging. Supports roundabouts. Pedestrian crosswalks along the Highway.</li> </ul>

	<ul style="list-style-type: none"> <li>• Continuation of the Coastal Trail, including up to Devils Slide southern access point. Between Gray Whale Cove and Tunnel...supports inclusion of Green Valley Trail project in CTC. Could help reduce congestion. What is the scope of the LCP v. CTC?</li> <li>• Is Half Moon Bay included?</li> <li>• There are four versions of the plan out there. It's confusing</li> <li>• Supports bike lanes. Transit is impractical for shopping. Concerned about three traffic lights or roundabouts in Moss Beach. Traffic lights slow traffic, will result in grid lock and use of parallel routes, e.g., Sunshine Valley Rd.</li> <li>• Evacuation Routes are needed. fire hazard risk increasing, along with traffic, makes evacuation challenging.</li> <li>• Traffic congestion mitigation is needed. Supports roundabouts but unsure about how well they'll work with traffic Need better access to the County of San Mateo</li> <li>• Solutions need to be based on Half Moon Bay development and traffic.</li> <li>• Bike lanes and routes important...both for shopping and recreational rides. Facilities for all kinds of cyclists.</li> </ul>
12	<ul style="list-style-type: none"> <li>• Bike paths most important – great plan so far – works in HMB – school bike path would be used</li> <li>• Lives in Moss Beach – works from home right now – did commute to Mt. View – does work from home</li> <li>• Moss Beach – works in SF</li> <li>• Crossing of Hwy 1 is most important – lights would be helpful – no one respects the crossing signs – lights in HMB works – could work here too – trails too narrow right now – could be expanded to allow bikes side by side</li> <li>• Still taking it in – projects are vague – a bit confused on what is being presented – what could actually be funded? Carlos – parking and biking – unsure? Concern about Hwy 1 slowing traffic flow – MB/Mon is a free area now – would this be a gridlocked section of the highway now too? Strange proposals at other meetings – trying to sort it out. Current crosswalk is dangerous – who put it in? Too many crosswalks on Hwy 1 maybe wouldn't be a functional highway. Its o.k. to get off Calif. Onto Hwy 1 – light could back things up – reluctant to say that one thing would be best solution. One main road – anything changed would have an impact. Would like to see pedestrian access improved from Montara to MB – along 16<sup>th</sup> - - Montara Creek habitat – sewer main are constraints – and big question is who is paying for it? Roundabouts – driving on E. Coast/Europe but have to be wide enough to allow for free flowing traffic – 16th isn't wide enough – at Calif with 5 streets coming in would be a problem – Burlingame – ECR road not highway – keep speed – don't slow to 25 mph</li> <li>• First time in meeting and looking at all this info – most important is safe walking and biking for families and kids – walking bridge over highway would be best, but that's not included. Makes most sense – traffic would increase with roundabouts – who is going to pay?</li> <li>• Walk/Bike/Transit Ideas:</li> <li>• Pedestrian bridge, anything else that would reduce use of cars – transit would take 3 hours to Mt. View!! Express bus up to the City would be a good idea. So much change not – concern about taking public transit with COVID – hard to imagine</li> </ul>

	<p>commuting other than by car – transit use may be wishful thinking. School traffic, local traffic? Bikes and bike routes would help and keep people healthy too.</p> <ul style="list-style-type: none"> <li>• Farralone View – busses were for Moonridge kids – local kids didn’t use the bus – safe paths is great idea from MB to Farallon. Transit doesn’t serve commuters and not safe now – won’t get on bus with kids!</li> </ul>
13	<ul style="list-style-type: none"> <li>• Prioritize evacuation routes</li> <li>• Cypress intersection</li> <li>• Walking to Pillar point bluffs, along Cypress and Airport – no sidewalks, fast traffic</li> <li>• Most issues cross-way traffic, rather than along Hwy 1, concern that new measures would slow traffic further.</li> <li>• Roundabouts - not sure if right location because of traffic patterns. Some in favor, majority opposed.</li> <li>• Max speed in Moss Beach 45 mph</li> <li>• Current traffic conditions are horrendous - concern about traffic getting worse as more people move to the area.</li> <li>• Concern about meeting format vs in-person meetings</li> </ul>
14	<ul style="list-style-type: none"> <li>• Closing Carlos street is unworkable; proposal isn’t acceptable on this street.</li> <li>• At last meeting Cypress Point project (reason for a lot of these projects); Cypress Point not being brought up at this meeting—why not? Cypress Point will create traffic impacts, create potential dangers, not being addressed specifically in this meeting. Should address impacts of Cypress Point in Moss Beach and interrelation to Connect the Coastside. Connect the Coastside should address the entire length of Carlos, not just between California and Etheldore; walkers, bikers, etc use that route primarily.</li> <li>• The expected increase and impact of Cypress Point on surrounding streets and on non-car users on those routes should be directly addressed by CTC. Section that CTC does talk about are disconnected from Cypress Point.</li> <li>• The traffic going down Carlos seems to be in the opposite direction from the proposed Southbound 1-way street. CTC changes won’t adequately address impacts foreseen as a result of Cypress Point.</li> <li>• Even absent Cypress Point, Carlos should be better-addressed in CTC; there are existing issues, connectivity to 16<sup>th</sup> Street, location of bus stops, other issues that are not included. The portion of Carlos addressed in the plan isn’t the portion that should be the focus.</li> <li>• None of the improvements listed in the plan to-date seems to have the potential to be beneficial on any of the aspects—bike, walking, dog-walking, etc—that need improvement.</li> <li>• End of Carlos @ 16<sup>th</sup> to be closed and converted to recreation? (Unclear) Should remain open.</li> <li>• There are a lot of developments and various improvements happening, and it seems that there’s a lack of coordination across projects to address both potential impacts and potential projects to address them. Projects are being addressed too quickly, and too individually, without assessment of cumulative impacts. People don’t feel like all of the impacts are being assessed together, and will create significant issues. More integration is needed.</li> <li>• Concerned with traffic on Hwy 1; traffic studies done in 2014? Too early, doesn’t reflect current impacts of traffic, volumes of traffic. Particularly during</li> </ul>

	<p>COVID, more use of these streets, high volume, high impact. Traffic studies don't capture covid or pre-covid traffic volumes accurately. Should be a current traffic study.</p> <ul style="list-style-type: none"> <li>• Idea of traffic lights is inferior to roundabouts; Gray Whale Cove traffic light is particularly bad, will impact quality of life on a daily basis. Roundabouts are better.</li> <li>• Crossing at Montara Beach is dangerous, particularly with high traffic volumes; maybe a yield sign or something short of a traffic light, but improvements are needed. Cars are high speed, volumes are high.</li> <li>• "Temporary" lights never actually come out; short-term lights are a bad idea, because they become permanent—roundabouts are a better solution.</li> <li>• Moss Beach and Montara portions of CTC, and Cypress Point, are connected. Because the Cypress Point improvements alone can't meet traffic volume without CTC improvements.</li> </ul>
15	<ul style="list-style-type: none"> <li>• Most people work over the hill, need more projects to help that traffic.</li> <li>• Safety for getting on Hwy 1 and crossing Hwy 1, but adding more crosswalks could be problematic.</li> <li>• Parallel Trail was in Measure A 16 years ago, but hasn't been built yet.</li> <li>• Is the Parallel Trail being routed up the hill from Carlos Street?</li> <li>• There are technical problems with putting roundabout at California &amp; 16<sup>th</sup> Street.</li> <li>• Roundabouts lead to congestion. In traffic roundabouts are filled with cars, and people can't get into the roundabout.</li> <li>• Want cars to be able to get on to highway 1 and pedestrians to cross highway 1.</li> <li>• Too many lights will bring traffic to a halt. Suggest starting with one light. Suggest either 16<sup>th</sup> or Cypress Street.</li> <li>• Slow traffic down in Moss Beach with a 40 mph speed limit on Highway, and leave the speed limit in Montara at 40 mph.</li> <li>• Participant likes roundabouts, say they work in Europe. Traffic lights will slow traffic down and create a choke point.</li> <li>• Most people would like to use public transit to commute to San Francisco but need a direct bus to a BART station (Daily City or Colma). The bus also needs to run frequently enough to work.</li> <li>• Need decent bus service from Montara to Half Moon Bay, the bus needs to be frequent enough.</li> </ul>

**What else could the County do to improve transportation options in Moss Beach and Montara? What is missing from the plan for Moss Beach and Montara?**

GROUP	NOTES
1	<ul style="list-style-type: none"> <li>• What is missing from the plan is that lowering the speed limit is effective (45). It would make it a lot safer. Never been added back into the plan. Concern about development tied to this. Elephant in the room that needs to be addressed. Some options seem to encourage more traffic. Feels like the county is planning to urbanize the coast, like Santa Cruz. I hope that doesn't happen. Park and Ride in Moss Beach? Did not see it in the plan. Garbage along the road and trails.</li> <li>• Reducing speed limit is important. Not changing randomly along the corridor. If the county wants to reduce traffic , it needs a transportation plan that works. Bus</li> </ul>

	<p>requires waiting a long time and is not efficient. Real public transportation within the corridor.</p> <ul style="list-style-type: none"> <li>• Much better public transportation is needed. Get dropped off at beaches. As it is no one is going to do that.</li> <li>• Some people wanted to have a safe way to get across Hwy 1 at Moss Beach. Every year somebody gets killed there. Wanted something done to get across the Hwy. The money spent because they want a new development seems to be endless. Seems kind of “convenient” now that crossings are being discussed (because of development, money wasn’t there before.)</li> <li>• Near Fitzgerald, someone died crossing the Hwy. Personal experience hit by a drunk driver. I imagine a lot of folks have similar experiences. Speed limit is way too high.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Are these options appropriate for good/ bad weather?</li> <li>• Public transit northbound <ul style="list-style-type: none"> <li>○ Improve to visit Pacifica/ beaches</li> </ul> </li> <li>• Tsunami/ emergency planning</li> <li>• Hospitals far away-- how will this improve accessibility?</li> <li>• Airport Blvd will be expensive to control <ul style="list-style-type: none"> <li>○ Pillar point bluffs for bike transit</li> <li>○ Need to go slowly, no cars</li> <li>○ Improvements to “wayfinding” to enable usage</li> </ul> </li> <li>• Walking along the Bluffs <ul style="list-style-type: none"> <li>○ Cell phone dead zone</li> <li>○ Emergency call boxes/ signal boxes?</li> </ul> </li> <li>• Cypress connection to HW1 @ Lighthouse (across the street) <ul style="list-style-type: none"> <li>○ What is the plan? Roundabouts, stop light, etc?</li> <li>○ Carlos, next to Sierra St</li> <li>○ Concern for crossing safety, accessibility to Cypress Point</li> <li>○ Desire: “they should compliment each other” <ul style="list-style-type: none"> <li>▪ Regarding Cypress Point project and HW1 improvements</li> </ul> </li> </ul> </li> </ul>
3	<ul style="list-style-type: none"> <li>• Heavily focused around proposed development projects</li> <li>• Provide plans to alleviate traffic</li> <li>• Evacuation/safety plan (high priority)</li> </ul>
4	<ul style="list-style-type: none"> <li>• Airport Road and slowing traffic there</li> <li>• Sidewalks on Airport Road – some sort of pedestrian trail that feels safe from vehicles <ul style="list-style-type: none"> <li>○ Existing makeshift path that does not feel safe as is; close to vehicles</li> </ul> </li> <li>• Stop signs (route to Farallone ES) – on 5<sup>th</sup> St option – there are (2+) locations that do not have stop signs at intersection. Need to resolve this if it’s a path for students. Will need to check specific locations (2/3 East, Le Conte, and Farallone)</li> <li>• Having bicycle lane on Highway 1 could add to traffic.</li> <li>• Different kinds of cyclists – one who might ride on Highway 1 v. student/leisure rider who would not</li> <li>• As a driver, question bicycling on Highway 1</li> <li>• Cycling route – south on Etheldore and come out on north end of Airport and only way to get to coastal trail is to cross the road and go to light at Princeton – or road near Mezzeluna restaurant (morning commute)</li> </ul>

	<ul style="list-style-type: none"> <li>In evenings, can't cross Highway because of traffic. On Highway 1 from Princeton to Etheldore for about 2 miles. Feels safer on Highway 1 because of wide shoulders that are marked. Not sure if bike lane would create a different impact because shoulders are already well marked.</li> </ul>
5	<ul style="list-style-type: none"> <li>County idea of paving sidewalks on Sierra Street with bike sharrows from Joe LaClair's presentation to the MCC. This is a non-County maintained road and it's all dust and potholes at the moment. To improve options for kids who walk to Farallone View on Hwy 1 it is important to put sidewalk for them so they are not walking on dirt and it is not safe.</li> </ul>
6	<ul style="list-style-type: none"> <li>Short term solutions need to be developed at lower cost that provide most beneficial impacts.</li> <li>What happened to the land management plan/policies for these areas – if communities were more self-sustaining through land management policy/practices, it could lower traffic, such as lot retiring, lot consolidation, etc. Need to prioritize developing land management plan - needed in concert with CTC, not after, including cost assessment for land management measures.</li> <li>Evacuation routes need to be assessed for roadway closures, including fire hazard, and what the rescue routes for emergency services will be and making sure rescue routes are considered and available.</li> </ul>
7	<ul style="list-style-type: none"> <li>Reconstructing question: What do residents want and think is best? <ul style="list-style-type: none"> <li>Safe pathways not necessarily sidewalks <ul style="list-style-type: none"> <li>Sidewalks may be needed in some areas, but there should be a minimum to respect the character of the coastside</li> <li>Do not urbanize the coastside</li> <li>No digital feedback signs to maintain character of the community <ol style="list-style-type: none"> <li>Pedestrian underpasses would work in place of these signs</li> <li>Concerned about light pollution from road lights and digital feedback signs. Also concerned about being blinded by light while driving at night.</li> </ol> </li> </ul> </li> </ul> </li> <li>Missing resident perspective – Seems like plan prioritizes developers over current residents <ul style="list-style-type: none"> <li>Lack of thought in this planning process</li> <li>Large development gets approved before improvements for residents and visitors are planned</li> <li>Bigger problem on the Coast is that we are inviting development and progress without the right planning or concern about longterm effect on the coast</li> <li>Tonight's topics were fairly innocuous --- small enough projects, but Planning needs to think more long term to protect character of the coast</li> <li>County priorities are not in sync with community, development and plans need more thought and carefulness for long term impacts</li> </ul> </li> <li>There are many things in the Plan <ul style="list-style-type: none"> <li>Discussion lacked specifics</li> <li>Questions during presentation could have been answered with more detail</li> <li>Likes crossing at 2<sup>nd</sup> street</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Discussion on midpen at Carlos St. was not addressed today during discussion <ul style="list-style-type: none"> <li>▪ This is a big conversation and needs to happen</li> </ul> </li> <li>● Discussion on some of the critical projects and concerns was lacking during presentation. <ul style="list-style-type: none"> <li>○ What's going to happen at Cypress? Plan does not address potentially huge traffic problem.</li> <li>○ Planners could have provided timelines, images showing what's there and what's missing and what is going in</li> <li>○ More time is needed for community to discuss/debate pros and cons of different elements with Planning <ul style="list-style-type: none"> <li>▪ Traffic lights vs. roundabouts</li> <li>▪ Community needs to discuss pros and cons of all these elements with the County</li> </ul> </li> </ul> </li> </ul>
8	<ul style="list-style-type: none"> <li>● Bikeways – Not seeing anything in the plan about connecting the trail to Devil's Slide area. Wide former highway that connects the two parking lots on either side of the tunnel but the only way to get there in by driving. Biking in this area can be really dangerous. Bike routes could be used on this area that I take on single track. Can be easily adapted to be used as a path. North side of Devil's Slide, climbing the hill up from Pacifica is probably the most dangerous part of the route right now. Both are challenging areas. Basically, if I want to bike on the Devil's Slide pathway and do not want to take single track, my only option is to ride along the highway. Gray Whale cove parking lot to tunnel cove entrance, the dip in either direction provides very little shoulder. <ul style="list-style-type: none"> <li>○ North on Montara bike pathways are the area of concern</li> </ul> </li> <li>● COVID-19 has provided even more complexities to this plan. Transit options are very limited and now even more so with social distancing. <ul style="list-style-type: none"> <li>○ Very likely that things will deteriorate because there is no money to increase transit options. No money to add bus routes in the future. <ul style="list-style-type: none"> <li>▪ These meetings should take place at least six months from now so maybe there would be a better idea about what the future is going to look like</li> <li>▪ Bus/Public Transit money has taken a big hit because there is virtually no ridership currently</li> <li>▪ We are not ready to know how to modify transportation because of COVID-19</li> <li>▪ One of the goals of Connect the Coast is to make sure the coast is accessible to people. The amount of buildout that is zoned in is not sustainable. Goal of this is to find a plan to make it sustainable but that is not represented in the current plan.</li> <li>▪ Need to find a way to retire some lots that are too small, not buildable, try to change zoning on those.</li> <li>▪ See what improvements can be done for transit but that is not in this plan</li> <li>▪ A realistic plan is needed. The current Connect the Coastside plan does not seem like something we can sink our teeth into at this point.</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Some of these recommendations about traffic just don't make sense anymore</li> <li>○ Bike path on cypress point takes people up a steep hill – doesn't work. Taking kids out on this trail can be really dangerous.</li> <li>○ We can't do this in a vacuum. Take into account <ul style="list-style-type: none"> <li>▪ Planned Princeton</li> <li>▪ Big Wave</li> <li>▪ Cypress Point</li> <li>▪ New hotel in HMB</li> <li>▪ Potential impacts from Dunes Beach development</li> <li>▪ Cannot have this discussion without including impacts of HMB and these proposed developments</li> </ul> </li> </ul>
9	<ul style="list-style-type: none"> <li>● Details of parallel trail @ Carlos street commercial section need examination <ul style="list-style-type: none"> <li>○ Carlos Street : problematic <ul style="list-style-type: none"> <li>▪ Too busy, especially for visitors (a lot going on, streets intersecting, pedestrian crossing, etc.)</li> <li>▪ Don't close off norther terminus of Carlos St.</li> <li>▪ Connect Carlos to 16<sup>th</sup> and put a roundabout in proposal <ul style="list-style-type: none"> <li>○ Short term: Connect Carlos to 16<sup>th</sup> or even make it right turn only, but don't close it</li> </ul> </li> </ul> </li> <li>○ Suggestion: No one way segment <ul style="list-style-type: none"> <li>▪ Proposed between Vallemar and California</li> </ul> </li> <li>○ Suggestion: No speed humps</li> </ul> </li> <li>● Recommendation to add roundabouts/one roundabout at each end of Moss Beach (one member)</li> <li>● Can there be short term solutions for safe crossing of Hwy 1 before the long term solutions are implemented?</li> <li>● Parallel trail : who will pay for it? What is the concrete or rough timeline?</li> <li>● Roundabouts: <ul style="list-style-type: none"> <li>○ Cost concern <ul style="list-style-type: none"> <li>▪ cost upwards of \$5M</li> <li>▪ Is it viable?</li> <li>▪ Who will pay for it?</li> </ul> </li> <li>○ Safety concern <ul style="list-style-type: none"> <li>▪ Coastside residents are familiar with the area, but visitors may not be <ul style="list-style-type: none"> <li>○ May be difficult to navigate</li> <li>○ Could cause collisions</li> <li>○ Visitors tend to haphazardly decide when/where to park and turn on and off of Hwy1 <ul style="list-style-type: none"> <li>○ This could add confusion and danger to driving around this area</li> <li>○ Could cause slowing or traffic issues</li> </ul> </li> </ul> </li> </ul> </li> </ul> </li> <li>● Parallel trail between 14<sup>th</sup> and 16<sup>th</sup>: allow people access to the trail <ul style="list-style-type: none"> <li>○ Could just prune hedges/simple short term solution?</li> </ul> </li> <li>● For both Carlos St. and parallel trail, start less expensive short term solutions before long term projects are completed <ul style="list-style-type: none"> <li>○ Terminus of Carlos St. (mentioned above)</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Parallel trail <ul style="list-style-type: none"> <li>▪ Pruning vegetation to allow access?</li> </ul> </li> </ul>
10	<ul style="list-style-type: none"> <li>● One commenter says that improvements may not actually increase walking in neighborhood due to weather. No one uses trail that extends to Miramar that goes over drainage/creek. But another commenter says that people do bike on trails a lot.</li> <li>● Carlos street closure at the north end (at Highway 1)- closure does not make sense. Need right turn only onto Highway 1 from Carlos Street.</li> <li>● Open Main St in Montara to Moss Beach. It dead ends now. Main Street can connect to Carlos Street with Bridge over creek.</li> <li>● Most Important to one commenter is Samtrans needs to overhaul bus route system. Little buses currently used for senior transport. Need to extend routes to neighborhoods, Hwy 1, Hwy 92. Less need for trails, signals and roundabouts (not that much traffic now).</li> </ul>
11	<ul style="list-style-type: none"> <li>● CTC uses outdated traffic data. Why is HMB not part of the data? Evacuation routes need to be addressed in CTC. 3 million visitors, and new development (Cypress Pt. and Big Wave) add up to 2,000 daily trips.</li> <li>● Green Valley Trail missing</li> <li>● Congestion due to ped/bike/car traffic interactions...exacerbates traffic problems. Need to give folks safe ways to cross, reduce haphazard crossings.</li> <li>● Sierra St. connects to California and is unsafe for bicycles.</li> <li>● Data is 6 years old.</li> <li>● A lot has changed on the Coastside since Covid.</li> <li>● Need pedestrian under crossings of Highway 1 at busy places like Sam's</li> <li>● Love living on the Coastside, many visit, so there are no perfect solutions and we need to find compromise solutions.</li> <li>● CTC should be a community transportation plan. It's used to promote development. Plan should serve existing community and tourists.</li> </ul>
12	<ul style="list-style-type: none"> <li>● Over or under passes – anything that doesn't slow the flow of traffic. Gray whale cove – accidents – underpass would be safer – and in Montara/Moss Beach too.</li> <li>● These are a really cool option – safe and can walk and see neighbors, sip coffee.</li> <li>● And would be safe!!</li> <li>● Any other ideas?? Carlos St. might be safer as a one way street and would be great to have bike/ped</li> <li>● Pacifica overpass/bridge would be great in MB or at Gray Whale Cove – concern is money...</li> <li>● School going down hill due to lack of resources – doesn't understand the one way street on Carlos – it's pretty wide so not sure why – would create challenges to get to PO – why? Is it being pushed to support Mid Pen project? Change neighborhood roads that are quaint and functional – concerned about that.</li> </ul>
13	<ul style="list-style-type: none"> <li>● Evacuation plan</li> <li>● Trying to fix something that residents don't want to have fixed – not broken</li> <li>● Should be more sustainability on how coast is developed – fragile area with natural resources</li> <li>● Put improvements on developers rather than residents</li> </ul>

	<ul style="list-style-type: none"> <li>• Don't feel like they're dealing with current issues in Moss Beach</li> <li>• Plan focuses along Hwy 1 rather than side streets where daily living occurs</li> <li>• Find out what residents want.</li> <li>• Care more about people who live there – listen to them.</li> <li>• Bike and walking paths would help the most – will not help with daily traffic (shopping)</li> </ul>
14	<i>None</i>
15	<ul style="list-style-type: none"> <li>• California is called out as condition F, but that is not the experience of living there. Need a more inventive option than roundabouts and stop lights (for example, taking alternative routes that avoid traffic)</li> <li>• Another participant agrees about that the California experience is not an F right now, but California is getting worse, needs a future improvement.</li> <li>• The worst traffic problems are getting into Half Moon Bay or Pacifica.</li> <li>• Adding lanes to Highway 1 needs to be part of the solution.</li> <li>• Lights should be coordinated or synchronized if they have to be put in.</li> <li>• Consider adding an on ramp or off ramp to Highway 1 at the airport end of Moss Beach.</li> <li>• The lights between Vallemar and Rockaway beach.</li> <li>• The intersection of Hwy 1 and Hwy 92 has backed up traffic.</li> <li>• The first light in Pacific is not geared towards traffic coming from the south.</li> <li>• Suggestion to look at Harris Ave &amp; Hwy 1 because it has unique interface, people can pull out and the lane is all theirs.</li> </ul>

**What questions do you have or what would you like to know more about?**

GROUP	NOTES
1	<ul style="list-style-type: none"> <li>• What are the funding sources? More specifics available on website so people can see it.</li> <li>• What other options have been explored to cover these things other than development?</li> </ul>
2	<ul style="list-style-type: none"> <li>• Cypress Point may use Carlos, Sierra, Stetson, Kelmore, etc Moss Beach crossings at HW1</li> <li>• Focus is on bike/ ped improvements--needs to account for increased car traffic as well</li> </ul>
3	<ul style="list-style-type: none"> <li>• Would proposed stop signs near Farallone View Elementary school increase traffic?</li> <li>• Proposed closure of Carlos Street going north? Public safety concerns. Significant impacts to traffic. Is the main purpose to accommodate affordable housing project (i.e. 71-unit affordable housing project). Not appropriate location and community does not have adequate infrastructure to support. Ideal location for affordable housing would have walkability, access to health care, access to jobs, etc. Services/amenities in the county are expensive. Access to grocery stores are limited.</li> <li>• Why is there a proposed park and ride at Etheldore Street and Highway 1?</li> <li>• Community wants to alleviate traffic not increase traffic with additional parking.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Alignment of Parallel Trail – will it be shared v. separate and on what sections? Want clarity on this</li> </ul>

5	<i>None</i>
6	<ul style="list-style-type: none"> <li>• Concern that comments were not captured in notetaking, need email address for where comments can be sent in.</li> </ul>
7	<i>None</i>
8	<i>None</i>
9	<ul style="list-style-type: none"> <li>• Real timeline <ul style="list-style-type: none"> <li>○ In the meantime, what short term solutions can be implemented?</li> </ul> </li> <li>• How will projects/roundabouts be budgeted?</li> <li>• Details of parallel trail</li> <li>• Concerns about roundabouts <ul style="list-style-type: none"> <li>○ Cost</li> <li>○ Safety</li> </ul> </li> <li>• As density of the Midcoast increases, how will the county address traffic?</li> </ul>
10	<i>None</i>
11	<i>None</i>
12	<i>None</i>
13	<ul style="list-style-type: none"> <li>• When will we learn more about evacuation?</li> <li>• A proper traffic study is needed (more recent than 2014)</li> <li>• What about the EIRs that need to be done?</li> <li>• Notable different post-COVID in traffic levels</li> <li>• Address previous resist density traffic studies point by point</li> <li>• Are parallel paths solving current issues?</li> <li>• Who will pay for improvements? Concern about residents being responsible.</li> <li>• How will kids travel to school?</li> <li>• Will transit be cost effective (time and money)?</li> <li>• What does "fair-share" mean?</li> </ul>
14	<i>None</i>
15	<i>None</i>