

Midcoast
ECO



*Sensible planning and protection
for the San Mateo County Midcoast*

January 15, 2022

To: Midcoast Community Council - midcoastcommunitycouncil@gmail.com

From: the Board of Midcoast ECO

CC:

Katie Faulkner - kfaulkner@smcgov.org

Chanda Singh - csingh@smcgov.org

Re: Comment letter re Connect the Coastside Final Draft, October 2021

Dear Members of the Midcoast Community Council,

Per your request at the recent MCC Meeting, please see our comments / questions from November 2021 regarding the Final Draft of Connect the Coastside. We are working on additional comments which we will submit to the County in coming weeks.

Please also refer to our March 2021 letter regarding additional comments by Midcoast ECO regarding the CTC - [Click here for our March 2021 letter](#).

Thank you for considering our comments as you draft your letter to the County.

- Board, Midcoast ECO

November 2021 - CTC Final Draft Overview - Midcoast ECO Comments:

While the Final Draft is well written to make it reader friendly, the long-range timelines and high cost projections for most of these projects raise the question as to their viability, especially considering the many agencies involved and the changing environment over the 30-year timeframe. Does this plan actually provide timely mitigation for the impact of residential development on coastal access and environmental concerns as intended by the LCP or is it more of a County plan to serve as a fund-raising and development tool? Given that developers and planners will be pointing to the CTC in seeking approval for their projects, we have concerns that there is a disconnect between plan and reality:



*Sensible planning and protection
for the San Mateo County Midcoast*

- Final Draft is well written and well organized
- Timelines are overly optimistic and yet exceedingly long
- Price tags are very high and missing key elements
- There is a disconnect between Plan and reality
- How will this be utilized for new development?

The [Executive Summary](#) and the [Response to Comments](#) from previous reviews are short and a good place to start reading the Final Draft. The [memo on environmental review](#) addresses CEQA applicability. Below are some points we believe are important to note:

1. No Evacuation / Hazard Plan exists for the Coast - A real evacuation / hazard plan for the coast does not exist and the County declares CTC "is a transportation plan that intends to improve traffic conditions for typical conditions." Connect the Coastside has provided additional information on other County emergency response and evacuation efforts on p.167 of the Plan. However, the impact of further residential development is not addressed.

2. Significant costs and who will pay? - There is no funding identified for these projects. The process to secure grants and public funding is long and very competitive. [Click here to see the Cost Estimates \(also posted below\)](#). The CTC team added a clause in "Overview" section of Chapter 8, *"Implementation of Connect the Coastside will require strong partnerships with actors like Caltrans, other agencies, and ongoing support from the community to work together to find common ground on detailed project designs and funding mechanisms, such as pursuing competitive grants or using existing resources."*

Connect the Coastside is a conceptual plan and includes general estimates to guide planning. The CTC project team added language in "Planning-level cost estimates" Chapter 8: *"Cost estimates presented are planning- level and conceptual, using unit costs for key construction items, lump sums for environmental engineering, right-of-way acquisition, and utility coordination, and have additional contingency amounts added based on a percentage of total construction costs. As projects undergo further planning as part of the implementation process, assumptions will be revisited and revised which will affect costs. For example, any utility impact costs, such as relocation,*



*Sensible planning and protection
for the San Mateo County Midcoast*

will be evaluated in detail in future phases of project design and incorporated into the project cost."

3. Exceedingly Long Timeline - The project implementation timeline (Table 33) and early implementation actions (Table 34) are acknowledged as optimistic. [Click here to see the Timetable \(also posted below\)](#). We have highlighted a few major projects impacting the Highway 1 intersections along the Midcoast and note that they are **projected beyond 8 years out and likely beyond 16 years out**. Completion of the Pe2 Multimodal Coastal Trail and T3 Increased Midcoast Transit Service are out in the 8 to 16 year timeframe. The projects in the near-term completion estimate are either already underway or are lower in cost and of lesser scope.

"The key considerations that influence the timeline are included in Chapter 8, Implementation under 'Next Steps'. General assumptions included at least 1 full time equivalent in the Planning and Building Department to support implementation, and willingness from key partners (for example, Caltrans, SamTrans, and others) to engage with Planning and Building staff and work collaboratively to identify opportunities for implementation with their respective agencies. Although Planning & Building staff have led the development of Connect the Coastside, this department is not in charge of County resources nor infrastructure decisions, so can largely act in a leadership and convening role only."

4. Transportation impacts due to visitors / non-residents are not considered - "Connect the Coastside is intended to address LCP Policy 2.53 Transportation Management Plan, which is to address the cumulative traffic impacts of residential development. The Plan does not provide specific data on visitor-related traffic but does reference the impact of visitors more generally on travel conditions. Visitor traffic is an important consideration for the development of the recommendations and is incorporated into the analysis as part of weekend peak period traffic counts. The Plan's recommendations intend to mitigate for vehicle trips due to both residents and visitors with a focus on modal shift." --
- Yet the timeline projected for the modal shift depends on implementation of transit improvements and new modes of transportation, both of which are optimistically out in the 8 to 16 year projection at best.



5. No Coastal Commission Certification - "The County does not intend to amend the LCP Policy 1.23 which includes a 40 unit/year cap and is not pursuing California Coastal Commission (CCC) certification of the Plan because the Plan itself is not an LCP amendment. The County met with CCC staff in March 2021 to discuss the Plan and shared the Final Administrative Draft for feedback.... Individual LCP amendments stemming from implementation of Connect the Coastside will be brought to the CCC for consideration." --- The LCP identifies specific policies that are to be part of the comprehensive traffic management plan as well as evaluation of feasibility of in-lieu fee traffic mitigation, the expansion of public transit and the development of a mandatory lot merger program all of which remain incomplete in this final draft.

6. SamTrans Commitment Undetermined - "CTC is a plan and funding for implementation of its recommendations will need to be identified. The CTC project team has shared the Plan with SamTrans staff and worked with SamTrans staff to develop the cost estimates for transit-related projects..... SamTrans is currently leading its own service planning effort (Reimagine SamTrans) to inform service changes, inclusive of coastside service."

7. Environmental Review? - The SMC Planning and Building Department has determined that Connect the Coastside is not a project under CEQA and therefore not subject to CEQA review.



Table 35: Recommended Infrastructure Planning-Level Cost Estimates*

Number	Project Name	Cost (to nearest \$1,000)
R1A	Highway 1 Shoulder Treatment – Village	\$2,401,000
R1B	Highway 1 Shoulder Treatment – Fringe	\$1,603,000
R2	Highway 1 Side Street Stop Signs	\$27,000
R3	Gray Whale Cove Turn and Acceleration Lanes	\$438,000
R4	Highway 1 Turn and Acceleration Lanes at 8th Street	\$387,000
R5	16th St / Highway 1 Intersection Control	\$5,442,000
R6	California Ave / Highway 1 Intersection Control	\$4,961,000
R7	Cypress Ave / Highway 1 Intersection Control	\$13,983,000
R8	Main Street Traffic Calming and Bicycle/Pedestrian Connectivity	\$655,000
R9	Carlos Street Realignment to 16th Street	\$1,123,000
R10	Carlos Street Traffic Calming	\$329,000
R11	Highway 92 / Highway 35 (East, Lower) Intersection Improvements	\$254,000
R12	Highway 92 / Highway 35 (West, Upper) Intersection Control	\$619,000
R13	Highway 92 Truck Signs	\$2,000
R14	Highway 92 Left-turn Pockets	\$685,000
Pe1A	Highway 1 Uncontrolled Pedestrian Crossings	\$2,262,000
Pe1B	Highway 1 Pedestrian Overcrossing	\$4,804,000
Pe1C	Highway 1 and Coronado St. Improved Pedestrian Crossing	\$121,000
Pe2	Highway 1 Multimodal Parallel Trail	\$9,116,000
Pe3	Midcoast Alignment Completion of California Coastal Trail	\$1,951,000
Pe4	Highway 1 Sidewalks in Moss Beach and Montara	\$568,000
Pe5	Central Moss Beach Bicycle and Pedestrian Improvements	\$65,000
Pe6	Montara Safe Routes to School	\$310,000
Pe7	El Granada Safe Routes to School	\$1,162,000
Pe8	Capistrano Road (South) Intersection Improvements	\$256,000
B1	Highway 1 Bikeway	\$5,908,000
B2	Airport Street Bikeway and Princeton Connections	\$2,017,000
B3	Capistrano Road Bikeway	\$297,000
B4	Highway 92 Bikeway	\$4,833,000
B5	Bicycle Parking	\$340,000
T1	Transit Stop Improvements	\$4,274,000
T2A	Recreational Microtransit (Fixed Costs)	\$1,260,000
T2B	Recreational Microtransit (Annual Operating Costs) ¹	\$926,000
T3A	Increased Midcoast Bus Service (Fixed Costs)	\$3,060,000
T3B	Increased Midcoast Bus Service (Annual Operating Costs) ¹	\$3,400,000
Pa1	Upper Gray Whale Cove Parking Lot Improvements	\$1,219,000
Pa2	Wayfinding	\$185,000
TOTAL^{1*}		\$76,917,000

*Cost estimates are planning-level and preliminary and subject to change

¹Total excludes annual operating costs for transit service (T2B and T3B)



Sensible planning and protection
for the San Mateo County Midcoast

Table 33: Project Implementation Timeline

Project #	Project	Phases:			
		Near-term (0 to 7 years)	Medium-term (8 to 16 years)	Long-term (17 to 30 years)	
R1	SR-1 Shoulder Treatment (Village and Fringe)		Phases 1 - 4	Phases 5 - 6	
R2	SR-1 Side Street Stop Signs	Phases 1 - 4		Phases 5 - 6	
R3	Gray Whale Cove Turn and Acceleration Lanes	Phases 1 - 4		Phases 5 - 6	
R4	Highway 1 Turn and Acceleration Lanes at 8 th Street		Phases 1 - 4	Phases 5 - 6	
R5	16th St / Highway 1 Intersection Control	Phases 1 - 2		Phases 3 - 6	
R6	California Ave / Highway 1 Intersection Control	Phases 1 - 2	Phases 3 - 6		
R7	Cypress Ave / Highway 1 Intersection Control	Phases 1 - 2	Phases 3 - 6		
R8	Main Street Traffic Calming and Bike/Ped Connectivity	Phase 1	Phases 2 - 6		
R9	Carlos Street Realignment to 16th Street		Phases 1 - 4	Phases 5 - 6	
R10	Carlos Street Traffic Calming	Phase 1	Phases 2 - 6		
R11	Highway 92 / Highway 35 (East, Lower) Intersection Improvements		Phases 1 - 6		
R12	Highway 92 / Highway 35 (West, Upper) Signal			Phases 1 - 6	
R13	Highway 92 Truck Signs	Phases 1 - 6			
R14	Highway 92 Left-turn Pockets		Phases 1 - 2	Phases 3 - 6	
Pe1	New and Improved Pedestrian Crossings of Highways 1 and 92	Phases 1 - 6 (subset of crossings)	Phases 1 - 6 (subset of crossings)	Phases 1 - 6 (completion)	
Pe2	Highway 1 Multimodal Parallel Trail	Phase 1 - 2	Phases 3 - 6		
Pe3	Midcoast Alignment of California Coastal Trail		Phases 1 - 4	Phases 5 - 6	
Pe4	Highway 1 Sidewalks in Moss Beach and Montara		Phases 1 - 4	Phases 5 - 6	
Pe5	Central Moss Beach Bicycle and Pedestrian Improvements	Phases 1 - 2	Phases 3 - 6		
Pe6	Montara Safe Routes to School		Phases 1 - 6		
Pe7	El Granada Safe Routes to School		Phases 1 - 6		
Pe8	Capistrano Road (South) Intersection Improvements		Phases 1 - 6		
B1	Highway 1 Bikeway	Phase 1	Phases 2 - 6		
B2	Airport Street Bikeway and Princeton Connections	Phases 1 - 2	Phases 3 - 6		
B3	Capistrano Road Bikeway	Phases 1 - 2	Phases 3 - 6		
B4	Highway 92 Bikeway			Phases 1 - 6	
B5	Bicycle Parking	Phases 1 - 6			
T1	Transit Stop Improvements	Phase 1	Phases 2 - 6		
T2	Recreational Microtransit	Phase 1	Phases 2 - 6		
T3	Increased Midcoast Bus Service	Phase 1	Phases 2 - 6		
Pa1	Upper Gray Whale Cove Parking Lot Improvements	Phases 1 - 3	Phases 4 - 6		
Pa2	Wayfinding	Phase 1	Phases 2 - 6		