



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

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Midcoast Community Council  
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Dear Midcoast Community Council Members,

We write in regard to the MCC's Connect the Coastsides – Midcoast Communities Priorities 5-Year Plan. Below is our response to the draft CTC plan, followed by our recommendations for near-term traffic and safety measures:

## **Connect the Coastsides - Our Response on January 2020 draft**

### **1. Update and correct data:**

- Update 2014 traffic data and information using more recent studies.
- Incorporate current buildout projections for both the Midcoast and Half Moon Bay.
- Update lot retirement data to the current situation.
- Audit and correct raw data as well as calculations across sections.
- Assess full cost estimates of all major components of improvement options, including grading, land acquisition, watershed / habitat mitigation, etc.

### **2. Satisfy defined LCP requirements for a Comprehensive Transportation Management Plan:**

- Include policies for new residential development to mitigate significant adverse cumulative impacts on public access to the beaches. These include substantive lot retirement policy implementation plans, incorporation of information on sustainability given water, sewer, roads and other public works.
- Include a final plan for lot merger, lot retirement and traffic mitigation fees, including County support for immediate implementation policies and enforcement.



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- Include evaluation of how traffic improvement options are designed to offset the demand for all new vehicle trips generated by new residential development on Highway 1, Highway 92, and relevant local streets.
- Discuss the impact of buildout and the constrained 2040 development forecasts on local infrastructure, as the LCP clearly indicates that both forecasts exceed current water and wastewater treatment capacity.
- Clearly state the cumulative impact that approved and planned large commercial and residential (multi-unit) projects will have on coastside traffic beyond that of buildout and 2040 development forecasts.
- Evaluate the impact of new development on Highway 1's use for emergency and evacuation of residents and visitors in cases of local emergencies or disasters.
- Outline how two separate CTC exercises (Half Moon Bay and Unincorporated San Mateo County Midcoast) will be integrated into one overall solution for the San Mateo County Coastside.
- Contrast and depict the Delay Index, Level of Service, Traffic Flow analysis in the final report. To remove and replace a deficient measure (Delay Index) gives an inaccurate picture of the traffic problem on the Coastside.

## **Traffic and Safety Now - Our Recommendations**

After several years of studies, even simplified recommendations for critical traffic and safety measures remain unimplemented. These ideas for improvements come from various studies of existing issues. Our list for resolving some critical points in the near term include:

### **1. Reduced Speeds and Acceleration Lanes**

In Moss Beach and Montara, a combination of reduced traffic speeds and acceleration lanes for cross traffic at a few intersections could provide near-term improvements to circulation and safety at low cost.

- Widen Cypress Avenue and California Avenue approaches at Highway 1
- Stripe separate lanes for right and left turns onto Highway 1 from Cypress Avenue and California Avenue
- Add acceleration lanes on Highway 1 for left turns from Cypress Avenue and California Avenue.



## **2. Safe Pedestrian Crossings**

- Add a bi-modal bridge from the north end of Carlos Street to the Montara Lighthouse. This would provide a safe passage across Highway 1 for cyclists and pedestrians. This bridge would have the added benefit of connecting the Parallel Trail from Montara to the Coastside Trail, via Vallemar Avenue to the Vallemar Bluff Trail or Julianna Avenue, then proceeding via Weinke Way to California Avenue.
- Remove the unsafe and poorly located crosswalk at Virginia Avenue and Highway 1
- Add smart pedestrian crossings on Highway 1 with raised medians and flashing beacons at California Avenue and 2nd St. (exclude Cypress Avenue - explained below).

## **3. Coastal and Parallel Trails between Moss Beach & Montara**

Another long overdue project is a partial implementation of the Coastal and Parallel Trails between Moss Beach and Montara. This highway section between 16th Street in Moss Beach and 14th Street in Montara is dangerous, particularly for school children to reach Farallone View School and for beach access. Without adequate public transit options, a bi-modal trail could provide relief from auto traffic and also improve safety.

## **4. Improve Bike Routes**

The following options have been discussed for many years. These could be done soon at relatively low cost for much improved safety and access.

- Improve bike/ped access on California Avenue west for Coastal Trail connection to Airport Street via the Dardanelle Trail at the Fitzgerald Marine Reserve. Don't encourage bike/ped use of Cypress Avenue west, as it is too narrow and unsafe and cannot be easily widened due to the creek.
- Improve bike/ped access on Airport Street.
- Add marked (Class II) bike lanes on Highway 1 from Devil's Slide to Half Moon Bay.

## **5. Improve School Bus Service for Kids**

The lack of adequate school bus service adversely affects peak commute traffic. We urge action on this issue with coordination between the schools and the communities involved.

## **6. Improve Safety at intersection of Highway 1 and Carlos Street**

Upgrade Highway 1 / Carlos Street north intersection:



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- No left turn from Carlos Street onto Highway 1
- Add median on Carlos Street to channel right turn traffic onto Highway 1
- Add right turn acceleration lane onto Highway 1
- Clear vegetation on south-facing berm of Highway 1 to improve sight distance.
- Shorten Highway 1 left turn lane approaches, north to Lighthouse and south to Carlos Street, to provide better separation from the left turn lane for 16th Street and eliminate "suicide arrows."

### **7. Address Emergency & Evacuation Concerns Now!**

With the growing threat of natural disasters, our coastal community is asking what can be done to manage traffic during emergencies.

- How will we ensure the safety of residents and visitors if a disaster should occur when Highway 1 traffic is already gridlocked?
- How will first responders and their equipment gain access in an emergency traffic situation?
- What if our only northern evacuation route through the Lantos Tunnel is closed?

Thank you for your careful consideration.

Regards,

Board of Directors