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Subject: **MCC Notes for 22 April 1998 meeting**
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Reply-To: "Coastside Discussion List" <Midcoast-L@lists.sanmateo.org>

Notes from Mid-Coast Community Council Meeting 22 April 1998 at Seton Coastside Hospital

[See disclaimer at end of notes; these are not official minutes.]

Agenda for Meeting and Summary of Actions Taken

1. Recommendation concerning the CalTrans proposed traffic light at intersection of Coronado and Highway One in El Granada. Sponsor: Joe Gore
Requested CalTrans (or the County) to disclose, or develop, a master plan for the segment of Highway One from Montara to Miramar. Approved unanimously.
Endorsed a "smart" signal at the intersection of Highway One and Coronado, requesting CalTrans to evaluate the possibility of retaining the two-lane nature of that intersection. Approved by a 4-3 vote. (Those opposed concerned about the four-lane potential future width.)
2. Follow-up on Mid-Coast Community Council Retreat. Sponsor: David Spiselman
Discussion of internal Council procedures. Referred to Protocol Committee.
3. Any urgent items received from County Planning too late for placement on the agenda.
No items were considered under this item.

Introductions, Pledge of Allegiance; meeting started about 7:15 pm

Council Members present: Joe Gore, Mary Hobbs, Ric Lohman, Chris McComb, Paul Perkovic, David Spiselman (Chair), Laura Stein

Announcements and Public Comment

Leonard Woren ?Granada Sanitary District changed their regular meetings

to the third Monday of each month to avoid conflicts with other community meetings. Commented on the fog horn realignment; some people apparently miss it.

Gary Wood ? Lives adjacent to the Vallemar Bluffs property that has been discussed previously. There is a Board of Supervisors meeting on April 28 (or perhaps May 12) where the test well permit appeal will be heard.

Kathryn Slater-Carter ? At Mirada Surf EIR Scoping Session, a local resident showed her the Draft EIR for the Montara / Moss Beach / El Granada Community Plan from 1978, which was later incorporated into the

Local Coastal Plan. She made copies and contributed one to the Council.

Chuck Kozak ? MidPeninsula Regional Open Space District will hold a meeting on the coast to discuss the possible expansion of their service area.

The meeting will be Thursday, April 30, at 7:30 pm at the Ted Adcock Community Center in Half Moon Bay.

Paul Perkovic ? Announced Montara Sanitary District's Public Workshop No. 2 for Thursday, April 23 at 7:30 pm at Montara Gardens at 6th Street

and Le Conte Avenue, to discuss waiting list, fixture units, connection

charges, processing of connection permits, septic systems, design requirements, and inspection procedures. Any member of the public in the

Montara Sanitary District is welcome to attend. Announced a vacancy on Montara Sanitary District Board of Directors, interested residents should

send in resume or letter of interest by April 30, 1998, and plan to attend

the

May 7, 1998, Board meeting to be interviewed. The District office is at

8888 Cabrillo Highway and the District Administrator can be reached for

further information at 650-728-3545. Announced Pancake Breakfast on Saturday, April 25, from 8:00 am to 10:30 am held by Assemblyman Ted Lempert at the Half Moon Bay High School Multipurpose Room.

David Spiselman ? Next Mid-Coast Community Council meeting (on May 13) will have as the single agenda item further discussion of the County's

Annexation / Incorporation study. Please contact Martha Poyatos at 650-363-4224 for copies of the draft report.

Chris McComb ? Mourns the passing of the foghorn, and sadly comments on the person who requested the change. He also mourns the passing of the

Coastside Infant Toddlers Center Brew-Ha-Ha, which has been replaced by

Sweets by the Sea on Saturday, May 2 at the Ted Adcock Center from 7 to

10 pm. Tickets are \$15 in advance, \$20 at the door.

Joe Gore ? Sunday, April 26 is the Dream Machines at the Half Moon Bay Airport. Joe thanks Bob Senz for his organizational efforts.

Committee Reports

Mary Hobbs ? Bank balance same as last meeting, \$629.93. On behalf of Parks and Recreation Committee, there will be an additional public meeting

on the Fitzgerald Marine Reserve Master Plan, on Wednesday, May 6, at Farallon View School at 7:00 pm. What happens with this master plan will

affect the entire community. The Parks and Recreation Committee drafted

some questions that they sent off to the County. Call Mary at 728-5012 for further details.

Laura Stein ? Planning and Zoning Committee will move its regular meeting to Monday, May 4, at 7:45 pm at Three Zero Cafe at the Half Moon Bay Airport to avoid conflicting with the Fitzgerald Marine Reserve

Master Plan meeting on Wednesday. Expects to discuss further comments on the Half Moon Bay Airport Master Plan, as well as discussions on the

Coastside County Water District El Granada Water Pipeline Replacement Project. They asked CalTrans to prepare an EIR for both of the proposed

traffic enhancements, the possible signal at Coronado and Highway One, and the possible widening in Montara. The Committee (with Chuck Kozak managing the subcommittee on Mirada Surf) attended the Mirada Surf EIR Scoping Session last Monday, April 20, and expects to follow up with a complete written document. Community members who have concerns for the Environmental Impact Report should get them directly to the County planner, Dave Holbrook, with copies to the Mid-Coast Community Council.

The County will be sending a revised time line for this project. The Protocol Committee had an initial meeting with the goal of making the meetings more effective. Recommendations are to limit the Public Comment period at the beginning of the meeting, to be suspended at 7:30

and continued, if necessary, at the end of the meeting. We will be using

speaker slips experimentally. Asks members of the public to try to confine

comments to three minutes. Next Protocol Committee meeting will be Wednesday, April 29, at 7:30 at Three Zero.

Ric Lohman ? Has been drafting a proposed ballot measure to accompany our letter to the Board of Supervisors asking for a question within the

District on the Mirada Surf proposal. [David Spiselman asked that Ric Lohman get a draft of the proposed question to the Planning and Zoning Committee and to the Parks and Recreation Committee, for approval by the

full Council.]

Regular Agenda

1. Recommendation concerning the CalTrans proposed traffic

light at intersection of Coronado and Highway One in El Granada

Bill Uesugi (with CalTrans Traffic Office) ? For the Montara project, there are currently two proposals. The preferred proposal would close off Tenth Street, allow a southbound left turn from Highway One onto Ninth Street, and a southbound left turn from Ninth Street onto Highway One. The other alternative would allow right turns from Tenth Street onto Highway One northbound.

Laura Stein ? Asked for the warrants and project study, which Bill Uesugi has forwarded to her. Read from a January 30 letter from Blair King, Half Moon Bay City Manager, to Bijan Sartipi, requesting a signal at Mirada Road (south), approximately ? mile south of the Coronado intersection. A

follow-up on February 10 indicated the City had no objection to an ?all red?

signal at Coronado facing eastbound traffic from the Mirada Road segment

near the parking lot (allowing right turn southbound only), asked for coordination with a Coastside Trail project in the area.

Chris McComb ? Reported on Traffic Subcommittee meeting held on Saturday, April 18 at 3:00 pm at Three Zero Cafe. [See attached Traffic

Subcommittee notes.] Subcommittee reached a consensus that it is important to develop (or disclose, if one already exists) a master plan for

Highway One through the Mid-Coast communities ? there are other intersections, such as those in Moss Beach at California or Cypress, that also seem to have a high degree of danger.

Laura Stein ? Claims there are no funds for the proposed signal this year; the County of San Mateo has nothing budgeted. The proposed signal would

require a Coastal Development Permit (CDP), according to Jack Liebster with the California Coastal Commission. Bill Rozar indicated that no such

permit has been applied for. Neil Cullen, Director of Public Works, said this

intersection is on the SHOPP (State Highway Operational Project Plan [?]),

not the safety, program, because the safety index does not meet a minimum

requirement of 200. This project might be funded in fiscal year 1999.

According to Bill Rozar, the CDP would require a traffic study and an

initial study on environmental impacts; the Planning Department would determine whether a Negative Declaration was sufficient; hearings would occur before the Planning Commission, then the Board of Supervisors, and possibly (on appeal) before the Coastal Commission. Urged support of a master plan for the entire stretch of Highway One through the unincorporated areas.

Bill Uesugi ? The County's share of costs would be 25% of the signal cost; CalTrans would budget for all paving costs and the other two legs of the signal (and, presumably, the "all red" leg in Half Moon Bay).

Brian Perkins (Assemblyman Lempert's office) ? He thought that the money had already been budgeted, and wondered whether this was a "use it or lose it" project.

Bill Uesugi ? The project is currently projected for the mid-cycle SHOPP, and once the project is programmed it would be funded under that program. If it was a candidate for the mid-cycle SHOPP, it would have been submitted sometime last December, probably, and would be approved sometime in April. The project was funded in a previous cycle, but was not ready for design, and the funds went to another project.

Mary Hobbs ? Did the application go in last December? It sounds like the decision point is very soon.

Bill Uesugi ? Not working with SHOPP, he doesn't know for sure; we would have to ask Bijan Sartipi.

Brian Perkins ? Trying to measure the risk of losing funds versus not losing

funds, is there a possibility that if this process is delayed the funds would go off to another project? What's the window of opportunity for exploring other options?

Bill Uesugi ? It was very unusual that the original project lost its funding

(to an emergency project on Route 37). When a project is programmed, then you do not lose the funds if there is a delay, such as for additional design work. A project report for approval to proceed with this project is

still being prepared.

Paul Perkovic ? Frankly, would like to see the funding deferred until the proposed developer of Mirada Surf has an opportunity to pay a portion of the costs as mitigation for traffic impacts of his development.

Joe Gore ? This project is already paid for by gasoline taxes, etc., doesn't

think it should be pushed off or held hostage for the sake of Mirada Surf.

Mary Hobbs ? How would we know if a categorical exemption process were started for this project (as was done for Highway 92)? How can we assure that the Council will be notified before a categorical exemption is requested?

Bill Uesugi ? When they are preparing the project report, CalTrans? environmental group would evaluate whether to apply for a categorical exemption or a negative declaration.

Joe Gore ? Presented an additional 15 pages of petitions from members of the community (in support of a signal). ?The undersigned respectfully request that the San Mateo County Board of Supervisors request CalTrans

to expedite the installation of a traffic light at the hazardous intersection of Highway 1 and Coronado Street in El Granada. This intersection is used by school buses entering Highway 1 from Coronado, by everyone travelling north and south along Highway 1, by the pedestrians from South El Granada going to the coastal bluff trail and beach, and numerous others.

This intersection has had many serious accidents and meets the CalTrans warrants for a traffic light. At the meeting of the Mid-Coast Community

Council on Wednesday, January 28, 1998, the CalTrans traffic engineer who presented the details of this project indicated that the funds were

available for construction this year.? He supports the idea of a master plan, but he also wants to support a signal now, to respect the requests of those in the community who have signed these petitions.

John Plock ? About six weeks ago, he delivered a batch of over 400 signatures to the County. Neil Cullen unequivocally supported the

project,
and stated that funds were available. The children's letters were not solicited; they came from the Wilkinson School, where the children see and hear the accidents that happen at this intersection. He is disappointed with

those members of the Council who are not supporting the light. He also supports a master plan, separate from this traffic light proceeding.

Barbara Mauz ? This is something you cannot rush in to. It implies much

more than you see on the surface. What happened to our petition for a moratorium on Mirada Surf, and the park? Why did these people circumvent the Council and go directly to the Board? The current LCP is

more dangerous than Highway One ? the buildout numbers are erroneously high. This LCP, along with Half Moon Bay's General Plan, should be revised down. They would create 5,000 additional cars. Widening Highway

One and putting in additional stoplights will not solve traffic problems;

revising the LCP and reducing the number of houses, will. Highway widening goes along with these traffic lights; four to five lanes in front of

all of El Granada goes along with these lights. Do we want that? The problem is that the highway speed is too fast. Suggests that the speed limit

be reduced, put up a sign that says "Slow, merging traffic," put in Bott's Dots.

Dan Glick ? Strongly against too much development on the coast; but agrees that the stoplight is the right thing to do. We need a master plan for the whole highway, but we need a stoplight as soon as possible.

Lou Bertolucci ? Before there was a stoplight at Capistrano, there was a flashing yellow caution light. Seven people were killed at that intersection

before they put in a full signal. You've got over 700 people who have signed petitions requesting this light. If somebody gets killed or hurt down

there, it's going to be on your head. Has lived in El Granada since 1938. If

everyone at the south end went to Capistrano, traffic there wouldn't move

at all.

Brian Perkins ? Thanks the Council for holding a public hearing. He?s received a lot of phone calls, thanks CalTrans for coming out and trying to straighten things out. When Ted Lempert was on the Board of Supervisors,

he supported the light, and thinks it is a safety issue. This is a very well

researched light.

Joe Caruso (Supervisor Richard Gordon?s coastal liaison) ? Supervisor Gordon would like Joe to tell us that it is a safety issue, there are people

running across the road, the fire department access, etc. Questions of a light should always be about safety. Would hate to have one of us go to someone?s home to tell him or her that a child, or a parent, had been killed

at that intersection.

Leonard Woren ? Doesn?t think there is any disagreement that this is a dangerous intersection. The visibility problem that we have talked about

before ? with the right turn lane being short and those waiting to turn left

from Coronado not being able to see through traffic ? could be solved by

lengthening the right turn lane. Thinks we shouldn?t be railroading this

thing through. What if the signal doesn?t fix the problem? We?ve already

seen that the signal at Capistrano doesn?t eliminate the accidents. If you

think the Coronado intersection is dangerous, you always have the option of

going to Capistrano. If I wanted to live in a place with a signal in every

block, I?d live in Redwood City.

Kathryn Slater-Carter ? Missed Saturday?s Subcommittee meeting. There?s

a concept in the California Environmental Quality Act called piecemealing.

Have you asked people what their reaction would be if a light causes more

traffic past the Wilkinson School, or changes the traffic patterns in El

Granada? If the lights aren?t sequenced correctly, people may cut through

the residential streets to avoid Highway One.

Fran Pollard ? Was originally against the signal, felt we had been railroaded into this. Has heard conflicting stories about funding. If it isn't funded, we should do a full master plan.

Laura Stein ? Very confused because she doesn't see what we lose by gathering more information. We know that we aren't going to have a light

put in this year. What are we losing by looking at other alternatives?

Why does the Council feel such an incredible pressure to take a position right now, without all the facts? We have not seen an Environmental Impact Report.

Ric Lohman ? When you look at the sequence of projected lights from Miramar up through Coronado, it looks like the highway will be a four-lane highway almost all the way through the area. Doesn't think there is any

other assumption you can make. Wants to see the petitions also cite the eventual likelihood of four lanes through the coast, not just the light.

Doesn't want to vote on something that says either ?Put a light in? or ?Don't put a light in.? We should look at the overall plan and overall impact. This doesn't slow down a light ? we're not going to get a light

tomorrow ? we can certainly look at all the issues, parking, crosswalks, etc.

Paul Perkovic ? Prepared to support a master plan. Prepared to support a signal, but only with a single through lane in each direction.

Mary Hobbs ? Agrees with Paul. The major problem is in the morning, when commute traffic overlaps with school traffic. Thinks the light should definitely be timed with the Capistrano signal, and should be a ?smart?

signal. Struck by Joe Caruso's list of safety issues ? you can use the same argument for a light at almost every intersection along the coast. Totally supports a master plan; supports a light there, but wants to look at other alternatives.

Laura Stein ? We all want safety. Our LCP is our real threat, because of the

overall impact of growth. We don't know for a fact that a traffic light is going to produce safety at that intersection. Thinks the petition is misleading. Doesn't know why the Council is being forced to take a position on something that we have inadequate information about.

David Spiselman ? Will vote the will of the people. Despite his own concerns and considerations about the light, he's going to vote for it, because that's what people are telling him to do. There is an issue with piecemealing; there is an issue with mitigation for development; but this is

really a safety issue. He wants to see a master plan for what CalTrans will do with Highway One, so we can see what will happen and can plan appropriately. Doesn't want to see a four-lane highway, doesn't want to see a gap closure project. Reminds us that C/CAG (the City / County Association of Governments) rates Highway One as Level of Service F ? the worst possible. Would like to see two separate motions.

Chris McComb ? Would like to know if there is life after death. He would like to know what happens to his soul. But he doesn't know. Every day he is required to act based on the information he has. We kind of have the opportunity to get in front of a funding issue. He hears some of his colleagues saying, "If it isn't funded yet, I don't have to vote on it." The

idea that somehow an additional 35 homes creates a greater problem than the hundreds that are already up in El Granada, he just doesn't get. He can only see two solutions at that intersection: Either eliminate all left turns, or put in a traffic light. The wording of the petition is irrelevant. Will support the installation of this traffic light. Had planned to support two lanes each way; if CalTrans tells him that traffic flow will not be destroyed by leaving just one lane each way, he'll support that; and he'll support the idea of a master plan.

Joe Gore ? Will take a page out of Barbara Mauz's book, and read an editorial out of today's Half Moon Bay Review [and Pescadero Pebble]. [See editorial in the April 22, 1998 Review.] The people who know best,

from Assemblyman Lempert, through Supervisor Gordon, to CalTrans, to the Highway Patrol, to the Sheriff, all think we need a signal. We can't

continually try to stop projects because we're concerned about growth. If you're so smart, vote for a light, and then fix it the way you want it to be.

Laura Stein ? Thought it was funded.

Chris McComb ? It seems to have been put into the funding cycle, but the various approvals may not be complete yet.

Bill Uesugi ? Sorry he can't provide a definite answer about whether it is on the approved SHOPP budget, but as Brian indicates, he thinks it was on the request list.

Chris McComb ? Moves that the Council send a letter to CalTrans, with a copy to the Board of Supervisors, requesting either the disclosure or

the development of a master plan for the segment of Highway One from Montara to Miramar. Seconded by David Spiselman. Unanimous approval.

Chris McComb ? Moves that the Council send a letter to CalTrans and the Board of Supervisors, endorsing a "smart" signal at the intersection

of Highway One and Coronado, timed with the Capistrano signal, and asking CalTrans to evaluate the possibility of retaining the two-lane nature of that intersection. Seconded by David Spiselman. Passed 4-3 (Gore, McComb, Perkovic, Spiselman in favor; Hobbs, Lohman, Stein opposed)

Ric Lohman ? The Board of Supervisors has a history of selecting which petitions they decide express the "will of the people." The Board should

take a careful look at how they determine public opinion, and should either accept all petitions, or none of them; and not pick and choose which ones to

accept.

Mary Hobbs ? Concerned that in two years she will be hearing the same argument for California Street in Moss Beach, and then two years later, the same argument for Second Street in Montara.

Laura Stein ? The Council, and the community, has nothing to lose by

looking at all alternatives. Still confused as to why there was such an urgency to make a decision tonight. Concerned about manipulating little children in support of their parent's positions.

Chris McComb ? Consideration was given to the concerns of several members of the Council, in the spirit of cooperation, and they still voted against the proposal. That's bad politics.

2. Follow-up on Mid-Coast Community Council retreat

David Spiselman ? Reviewed our retreat held January 24. [See handout.] Discussed how the committees are working, and that each Council member should attend each Committee or designate an alternate.

Joe Gore ? Has concerns that the proposed alignment of our committees with the County structure was intended to provide a single point of contact with County staff, but finds that we have defeated our purpose by having

other Council members going directly to County staff around the Committee chairs.

[Further discussion not included in notes; referred to Protocol Committee for full consideration.]

3. Any urgent items received from County Planning too late for placement on the agenda

No items were considered under this agenda item.

Future Agenda Items

For the May 13 meeting:

Presentation on Incorporation / Annexation Study

Pre-Application Process (replacing Concept Plan)

Future agendas:

County Parks General Plan for Fitzgerald Marine Reserve and Pillar Point

Marsh

Ocean View Farms

Adjourned at 10:40 pm.

[Disclaimer: These are preliminary, unreviewed notes taken in real-time by a Council member and participant. They have NOT been augmented by viewing the broadcast of the meeting on Thursday, April 23, 1998. Although they attempt to be a neutral summary of points made by each speaker, they are neither a verbatim transcript nor official minutes. Additions, clarifications, and corrections from the community are welcomed. As with the previous notes, these notes will be made generally

available via hard copy and electronically on the Montara Web Site and via the MIDCOAST-L@LISTS.MONTARA.COM community distribution list server, to enable the Council and the community to keep a relatively clear and complete written summary of the discussions. Complete videotapes of

meetings are broadcast by MCTV, cable Channel 6, following each meeting, and archived copies of these tapes may also be available for review, if appropriate. My apologies to the grammarians for mixing voice; the first person sentences were more-or-less direct quotations of statements

made by the speaker, the third person sentences were my summary of what was said. Where you find bracketed ellipses, such as [?], it indicates that the speaker said something that was lost in the notes.]

[DRAFT] Notes from 22 April 1998 Mid-Coast Community Council meeting 2 Page 1
Prepared by Paul Perkovic. See disclaimer at end of notes. Revision 1.0

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