

Midcoast Community Council

An Elected Municipal Advisory Council to the San Mateo County Board of Supervisors

P.O. Box 248, Moss Beach, CA 94038 www.MidcoastCommunityCouncil.org

Lisa Ketcham . Dave Olson . Chris Johnson . Laura Stein . Erin Deinzer . Dan Haggerty . Joel Janoe

Approved Minutes: Meeting on Wednesday, June 25, 2014, at Granada Sanitary District Offices, El Granada, CA

Call to Order — 7:01 p.m.

Present: Councilmembers Ketcham, Olson, Johnson, Stein, Janoe, and Haggerty. Absent: Deinzer

- County Supervisor Don Horsley
- Aides Nicholas Calderón and Chris Hunter
- 12 members of the public

1. Board of Supervisors' (BoS) Report — Supervisor Don Horsley

—Golden Gate National Recreation Area (GGNRA) dog management plan.

At the BoS meeting on July 1, 2014, Supervisor Horsley will introduce a resolution opposing GGNRA's proposed dog management plan which would reduce the number of areas where dogs are allowed and bar off-leash dog-walking completely in its four San Mateo County coastal properties. The resolution will ask GGNRA to reconsider its dog restriction policy and consider a more inclusive community-acceptable plan for dog access, particularly for Rancho Corral de Tierra.

—Seton Medical Center Coastside (Seton)

The County will continue to provide funding to Seton through the end of the year by which time the hospital will likely be sold. After that the County will continue to underwrite them to some extent depending on what services the new owner offers. Seton emergency room services are limited. Major emergencies are better transported by ambulance or helicopter to a full service hospital. An urgent care facility would probably be more useful on the Coastside. It's also important to retain the long-term care facility at Seton. There are about 6 candidate proposals to purchase the whole Seton system. The County is not interested in buying. It's very, very difficult to close a medical facility - that's not likely to happen.

—Devil's Slide Trail (DST) Park connectors

- Green Valley Trail is planned to connect Grey Whale Cove to the south end of DST. Easements acquired by Caltrans are inadequate for the trail. The County is negotiating with the private property owner, and if that doesn't work, eminent domain will be used to acquire the necessary easement.

-Pedro Point Headlands trail would connect Pacifica to the north end of DST. The City of Pacifica is trying to obtain an easement from a private property owner, who prefers to sell a 14-acre parcel for \$1 million. The County has offered to use eminent domain if necessary to acquire the easement and will contribute \$360,000 to help with the purchase of an easement.

—Surfer's Beach

The County has procured funding for the preliminary study and permitting for work to protect the eroding beach that threatens Highway 1 at Surfer's Beach in El Granada. After the project studies have been completed, the State will build a sea wall (steel plate with rip rap) and a walkway down to the beach. The County is also talking to the Army Corps of Engineers about sand replenishment.

2. Public Comment

—Leonard Woren, El Granada—Announced that on June 27, 2014, there is a sea-level rise planning conference in Foster City. Also responded to a comment by Supervisor Horsley about Coastside infrastructure by mentioning two critical bridges on the

Midcoast (Frenchmen's Creek and Medio Creek) that could be damaged in an earthquake or tsunami. Feels the Midcoast could be cut off.

- Bill Kehoe, Moss Beach— Announced that the Red Cross is providing two upcoming shelters workshop/training exercises events on July 17, 2014, from 9:00 a.m. to 1:00 p.m. and on July 26, 2014, from 9:00 a.m. to 1:00 p.m. at the Coastside Emergency Operations Center in Half Moon Bay. To register, contact Michelle Ortiz at 650.726.5213 and mortiz@coastsidefire.org.
- Deborah Malone, Montara—Wonders what will be done about illegal parking along Highway 1, especially at Surfer's Beach. Announced that on Saturday, July 12, 2014, an annual Gay Pride event will take place at the Half Moon Bay Brewing Company in Princeton. Doors open at 2:00 p.m.; the show is from 4:00 to 6:00 p.m.
- Lisa Ketcham, MCC chair—Made multiple announcements.
 - The Plan Princeton Existing Conditions Report is available online at PlanPrinceton.com. The report completes Phase 2 of the multiyear land use planning effort for greater Princeton area. The next phase is Alternatives Evaluation—Presentation at MCC in early August; a community meeting is tentatively scheduled for September 11, 2014.
 - The HMB Airport Land Use Compatibility Plan (ALUCP) update is in its final phase. The ALUCP relates to Plan Princeton in that land use and zoning regulations for the area around the airport will need to be in compliance with the updated ALUCP. The Environmental Review documents (Initial Study and Negative Declaration) are available for public review and comment from June 23, 2014, to July 23, 2014. Section 7, Description of Project, discusses differences between the 1996 ALUCP and the updated ALUCP. Chair Ketcham has requested a more simplified summary of what has changed and why and will post it as soon as it is received. Check the MCC home page under Focus Topics.
 - Meeting #1 for the SMC Harbor District Strategic Business Plan, Pillar Point Community Priorities, is scheduled for July 10, 2014, from 6:30 p.m. to 8:00 p.m. at the Oceano Hotel, Montara Room, in Princeton.

3. Consent Agenda Approved 6-0

- a. Approved Minutes for May 28, 2014.

4. Regular Agenda

- a. (7:35) **Highway 1 Congestion and Safety Improvement Project.** Supervisor Horsley presented a modified process for moving forward with this project.
 - The process started about four years ago with a series of public workshops in two phases to develop concept plans during the Highway 1 Safety and Mobility Improvement Studies. This is the first implementation project to come out of that Study, specifically for crossings, raised medians, and left-turn lanes, identified by the community as near term, high priority. Planning and permitting are funded by a grant from the County Transportation Authority (TA).
 - Feedback at June 18 community meeting in Montara indicated changes are needed in the proposed designs.
 - Highway 1 belongs to Caltrans, not the County. The County has no money for construction – will have to look for grants.
 - Pedestrian tunnels are not feasible for Midcoast Highway 1. A tunnel 12 ft deep must be ADA compliant (maximum 5% slope), and will need additional space that the public doesn't own. It would be hugely expensive and disruptive. There is no reason to believe Caltrans would build a tunnel under the highway. Even if you did, it would serve only one particular area. A tunnel would be an invitation for homeless shelter. It would likely have to be dewatered due to the water table. At Grey Whale Cove ADA access would use up a lot of the parking lot and on the west side the

tunnel would exit on the unstable cliff face. Devil's Slide Tunnel was built with federal funds. Overcrossings have same type of problems - ADA compliance, view corridor.

—The County will begin talking to Caltrans about raised medians in Moss Beach. The first step required is to reduce the speed limit because Caltrans won't support medians at the current speed limit of 50 MPH. The speed limit cannot be arbitrarily reduced. The reduction must be supported by a speed survey showing that existing speeds are mostly within the proposed limit.

---To address traffic concerns at Cypress, traffic counts will be needed to start that process.

—The crossing at Surfer's Beach will not be pursued due to the recent objections.

—Roundabouts are not being considered for this project due to prior public comment during the Highway 1 Safety & Mobility Study.

—Supervisor Horsley has heard the community's comments about flashing lights, impact on visual corridors, and the impact of crossings on traffic flow. He would still like to pursue the crossings with lights and signals at Gray Whale Cove and 2nd Street in Montara. He feels that pedestrian crossings must have lights. These two crossings he wants to pursue. The others are optional and need more discussion.

—The previously proposed July public meeting has been canceled in order to allow time to complete speed surveys and traffic counts and to allow for more discussion with Caltrans.

—Supervisor Horsley would like concurrence from the MCC. Wants to form an ad hoc MCC subcommittee to work with him to facilitate an open dialogue about the other locations. Let's talk about rationale at each location. The County is pulling back after the comments it heard at the June 18 community meeting; some time is needed to reassess. Caltrans won't do anything if half the community doesn't want it. There must be some level of concurrence in order to be able to move forward. The goal was to have some safe crossings in the community.

—Bike lanes on Highway 1 would need to widen the highway, which is not the purpose of this particular project.

—Laura Stein—Can you summarize the changes you just presented?

A: Lisa Ketcham—Provided the following list:

-Cancel the July community meeting.

-Conduct a Moss Beach speed survey and traffic counts at Cypress.

-Cancel the Surfer's Beach crossing.

-Must have lights at crossings.

-An ad hoc committee will be formed to have a dialogue with the consultants.

—Laura Stein—Volunteered for the ad hoc committee. Asked if there is a rough time frame for the next round of community engagement.

A: Supervisor Horsley—The next community engagement meeting would likely be in September.

—Laura Stein—How can we get statistics on Midcoast traffic? Can Caltrans do some traffic modeling?

A: Supervisor Horsley—We will try to get the traffic statistics. We can ask Caltrans if they have traffic models.

—Dan Haggerty—Heard Supervisor Horsley's comments about tunnels and underpasses, but respectfully disagrees. Asked if Supervisor Horsley could comment on the traffic monitoring equipment that has been seen on the Midcoast recently.

A: Supervisor Horsley—Has not heard from Caltrans about their studies but thinks all traffic studies will need to be redone.

—Dave Olson—Volunteered for the ad hoc committee. Feels strongly that there is a real safety issue here and the Midcoast cannot wait for 100 percent agreement.

—Dan Haggerty—What about contrasting color/texture medians if raised medians are not possible?

A: Supervisor Horsley—Doesn't feel that painted medians are safe enough – need a more defined physical separation.

—Laura Stein—When would the ad hoc committee meet?

A: Supervisor Horsley—Within the next three to four weeks.

Public Comment

—Neil Merrilees, Moss Beach—Doesn't want the Supervisor to give up on the Midcoast. The June 18 community meeting was a tough one, but he believes that the community will get behind safe crossings. The Midcoast needs at least one safe crossing in each community. One problem with the meeting was the presentation of so many crossings with so many signs and lights. The objections don't mean that the people want nothing, but that they want less, something between a painted line and a stoplight. At Surfer's Beach you could extend the median from where it tapers off north of Coronado to where it starts again south of the RV park. If there is one crossing in Moss Beach it should probably be at Virginia between the market and the burrito stand. At the Montara lighthouse, let's keep an above-grade crossing on the back burner, as our pie-in-the-sky option. At 2nd Street we must have a crossing to the State Beach – that location is a funnel.

—Leonard Woren, El Granada—Signals are not necessarily the solution – most accidents happen at Capistrano at the signal. Supports a reduced speed limit at Surfer's Beach in order to get raised medians, or a quicker solution of painted median. States that roundabouts are not liked by some people but may work – need to do some serious polling. Proposes creating parking on Caltrans ROW near El Granada Elementary School on the east side of Highway 1 south of the Coronado stoplight so that people will then cross at Coronado.

—Bill Kehoe, Moss Beach—Referenced a letter that he sent to Supervisor Horsley today. Supports raised medians at California and Virginia in Moss Beach. Concerned about the location of the Gray Whale Cove crossing; feels it would be better positioned further south to optimize line of sight. Feels the Carlos Street/16th Street crossing in Montara is in a bad location because of the curve and the grade; wants it moved further north. Wants the County to consider merging Carlos Street and 16th Street to create a single entrance to Highway 1.

—Carl May, Moss Beach—Feels proposed locations for safe crossings are correct. It would be a shame to eliminate any of them at this time. Grey Whale Cove and 2nd St are recreational crossings; we must not give up on crossings in the communities. You get a lot of push back from the community because the designs look like a step towards more pavement and urbanization. Caltrans is responsible for maintaining a bike route along the coast – the Pacific Coast Bike Trail.

—Sabrina Brennan, Moss Beach—There seems to be a disconnect between what was discussed by the community and what planners came up with. Ad hoc subcommittee meetings should be open to the public. Striping a bike lane could be done quickly and provide some safety for cyclists. Consider an undercrossing for Gray Whale Cove. Consider roundabouts as part of the design alternatives for Cypress Avenue in Moss Beach. A trail along the east side of Highway 1 at Surfer's Beach could be the first segment of the parallel trail.

—Kate Handel, Moss Beach—Concerned about measuring traffic and speed during summer months because it may be inaccurate.

—John Qaqundah, Montara—Applauds Supervisor Horsley's idea for a subcommittee; feels that Caltrans must be present. Disagrees with Supervisor

Horsley about what is possible for this project; doesn't think all options are being considered. Tunnels are the best option because they keep traffic flowing and provide safe haven for cyclists and pedestrians. Suggests a tunnel at Surfer's Beach and one at Gray Whale Cove; likes an overpass at Carlos Street and 16th Street.

—Kris Liang, Moss Beach—Important to keep light pollution down. Supports northbound left merge lanes onto the highway at California Street and Cypress Avenue in Moss Beach. Feels that the Moss Beach community supports roundabouts and doesn't want the County to abandon this idea. Would like to see some traffic accident data.

—Deborah Malone—Encourages more non-Internet publicity because some people don't like or want to get their information from electronic sources. Wants a left-turn option at 9th Street in Montara because it affords longer sight lines.

—Len Erickson, El Granada (via email read at the meeting):

Each of the following "crossings" needs a separate meeting and review process and this order reflects my view of priority:

- Moss Beach (highest priority for Midcoast)
- Gray Whale Cove (highest priority for the visiting public)
- 2nd Street Montara
- 16th Street Montara (only useful with Caltrans participation)
- 7th Street Montara (and treatment of the middle lane)

The following should be deferred until related actions move forward:

- Mirada Road (incorporate with the design of the East Side multi-modal trail, Midcoast, which will intersect with the Half Moon Bay trail)
- Surfer's Beach (wait for design of west side improvements and allow the Granada Sanitary District to comment on a process for the role of their land)

Public comment closed.

—Dan Haggerty—Feels that the process might have been helped by more meetings, more rationale about how options were chosen, and more discussion of options with a summary of conclusions at each stage of the project. Supports further discussion.

—Chris Johnson—Appreciates that the County is taking a pause to reconsider and do more study and outreach. Doesn't like that options like underpasses/tunnels were dismissed before the process even started. Strongly supports underpasses and tunnels in a couple of locations, specifically Surfer's Beach.

—Joel Janoe—Thinks the community has changed during the course of this project. Thinks more public outreach would be beneficial. Supports more traffic studies and supports one safe crossing per Midcoast community.

—Laura Stein—Feels like there is a huge disconnect between the community input and the consultants' designs. Not sure that a pause is a good idea; wants to keep the momentum going.

—Lisa Ketcham—Doesn't think that the County totally missed the mark; the designs just need to be tweaked. In the Action Plan this was the first high-priority near-term project - to get some safe crossings. It's important to realize when someone says a tunnel would enable their 10 year old to cross safely, that a tunnel won't happen before that kid is grown up. The solutions need to be simple enough to be near term. We worked with Nicholas on the scope of this project. We knew what this was about - specifically for crossings, left turns, and raised medians, specifically at these locations. The only new concept that I brought up at the June 18 community meeting was the northbound left merge lane onto Hwy 1 at Cypress which fits within the scope of this project. Let's do what we can to work with Caltrans to achieve some traffic calming, and get some project on the ground.

—Supervisor Horsley—This is not a County project. The County will take the ideas to Caltrans, and it will be their project. County involvement stems from constituents asking for safe crossings. Tunnels are not doable. He is not discounting other crossing locations, but personally feels that the 2nd Street and Gray Whale Cove locations are the least controversial. Didn't mind the tone of the June 18 community meeting; appreciates the passion because it means that people love their community. It did give the County pause though; County needs more time to think things through. Feels that, ultimately, this communication and participation will lead to a better project.

—Dave Olson—The precedent for dropping speed limit has been set in Davenport.

b. Business Frontage Highway Access Openings: compliance with Caltrans and County regulations (Ketcham). MCC Chair Lisa Ketcham reviewed two sites in Moss Beach and explained how their access points to Highway 1 are not currently in compliance with Caltrans and County regulations. See <http://www.midcoastcommunitycouncil.org/storage/mtgs-com2014/2014-06-25-MB-hwy-frontage.pdf>.

—Leonard Woren, El Granada—Agrees with information and Suggested MCC Actions presented in the presentation. Would like a stronger statement, no highway access to any parcel that has access to a side street. Safest pedestrian crossings are between intersections.

—Bill Kehoe, Moss Beach—Fully supports the MCC proposal to ask for code compliance. Feels that the restaurant parking lot has degraded into a free for all. Supports safe crossings in Moss Beach at mid-block.

—Sabrina Brennan, Moss Beach—The current configuration of the restaurant lot is unsafe and unattractive. Supports the MCC on this issue.

—Ric Lohman, Miramar—Visibility at these locations is terrible and very confusing, disorienting, and dangerous.

—Lisa Ketcham—Asked Supervisor Horsley if he had any suggestions about what to do. Send a notice to County Code Compliance?

A: Supervisor Horsley: The MCC should work with the restaurant owner to beautify the property. Notify County Code Compliance on the gas station.

—Dan Haggerty—Wants the gas station code compliance taken seriously but feels the restaurant has been the same for 25 years and doesn't need to change.

—Lisa Ketcham—Has no problem with the restaurant, but notes that the safety issue for vehicles and pedestrians is part of the Highway 1 Congestion & Safety Improvement Project. Wants consideration for where people should safely walk along the highway to get to the proposed crossings.

—Laura Stein—Made motion to vote on the Suggested MCC Actions in the presentation and to submit the presentation as part of MCC's comments on the Highway 1 Congestion and Safety Improvement Project (CSIP).

—Joel Janoe—Recused himself from any vote due to a conflict.

—Lisa Ketcham—Seconded motion by Laura Stein.

—Dan Haggerty—Questioned whether adding the presentation to the MCC's comments on CSIP would be helpful. Made a motion to split the two points in the suggest actions and vote on each separately.

—Dave Olson—Seconded the motion by Dan Haggerty.

—Council members voted 3-2 to split the two points in the Suggested MCC Actions in the presentation and vote on each separately. Yes: Ketcham, Olson, Haggerty. No: Johnson, Stein. Abstained: Janoe.

—Lisa Ketcham—Made motion to request code compliance action on unpermitted removal and paving of highway buffer landscaping at Moss Beach gas station.

—Laura Stein—Seconded the motion.

—Council members voted 5-0 to request code compliance action on unpermitted removal and paving of highway buffer landscaping at Moss Beach gas station.

Abstained: Janoe.

—Lisa Ketcham—Seconded the motion by Laura Stein to include the presentation as part of MCC comment on highway crossing design.

—Council members voted 4-1 to include the presentation as part of MCC comment on highway crossing design. Yes: Ketcham, Olson, Johnson, Stein. No: Haggerty.

Abstained: Janoe.

5. Council Activity

-- Chris Johnson mentioned three items.

-On June 12, 2014, he attended the CDRC meeting at which the CDRC committee for El Granada voted to recommend for approval the Mavericks Apartment complex in El Granada by a vote of 2 to 1. Johnson chaired the hearing and voted to recommend for approval.

-On June 26, 2014, there will a community meeting at the I.D.E.S. Society Hall in Half Moon Bay at 6:30 p.m. to discuss the shooting of Half Moon Bay resident Yanira Serrano by a San Mateo County Sheriff deputy.

-On June 28, 2014, the Devil's Slide Ride bicycle event will start in Pacifica at 6:30 a.m. and will travel through the Coastsides as far south as Pescadero.

-- Dave Olson mentioned two items.

-The Half Moon Bay Library has finished its preview and public comment meetings. The results of these meetings will be presented at the July 15, 2014, Half Moon Bay City Council meeting at the Operations Center in Half Moon Bay. Documents pertinent to this presentation are available on the County Library website (<http://www.smcl.org/en/content/library-building-projects>).

-On June 19, 2014, Dave Olson attended the Granada Sanitary District (GSD) board meeting. At this meeting, the GSD board announced that they will be conducting public meetings and public outreach to discuss the newly passed Measure G initiative which will convert the GSD to a community services district. See the GSD website for more details.

6. Future Agendas

—Lisa Ketcham advised anybody interested in agendizing the Airport Land Use Compatibility Plan to contact her.

—The Big Wave NPA EIR will be available for MCC comment this summer.

—The Plan Princeton alternatives will be presented to the MCC in August.

Adjournment — 9:34 p.m.