

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

Chris Johnson **Lisa Ketcham** **Dan Haggerty** **Erin Deinzer** **Dave Olson** **Laura Stein** **Claire Toutant**
Chair Vice-Chair Secretary Treasurer

Date: May 11, 2016
To: Supervisor Don Horsley
Steve Monowitz, Community Development Director
Cc: Joe LaClair, Rob Bartoli, Camille Leung
From: Midcoast Community Council/ Chris Johnson, Chair
Subject: **Roundabout Feasibility at Cypress & Highway 1**

The Cypress roundabout feasibility study (Sandis, 2016) commissioned by Big Wave Project was brought to the attention of the MCC at our April 13 meeting. The cursory study and conclusion that a roundabout is not feasible was not received with confidence from the community. What is the decision-making timeline and public process for this intersection improvement?

Big Wave Conditions of Approval require mitigation of traffic impacts at Cypress/Highway 1 by installation of a signalized intersection or roundabout. Caltrans requires that a roundabout be considered when evaluating potential intersection improvements. Approval by County Community Development Director and Caltrans of design and construction details for the intersection improvement is required before a building permit is issued for any Big Wave building with a business use. Construction of intersection improvements is required before occupancy of any Big Wave business space, unless Caltrans has determined that the signal or roundabout should not be installed until the signal warrants are met.

The intersection treatment at Cypress will be key to any hope for a context-appropriate village circulation plan for Moss Beach as was outlined in the 2012 Safety & Mobility Study. The potential for a roundabout at each end of town would calm highway traffic without stopping it and favor right-turn side-street highway entry with convenient U-turns at each end of town.

Strong community support has been building for roundabouts as an alternative to traffic signals on Highway 1 in the Midcoast. Whatever misgivings people may have had about unfamiliar roundabouts seemed to evaporate when two traffic signals were proposed for Moss Beach (at California and Cypress) in the draft recommended transportation improvements for the Comprehensive Transportation Management Plan (CTMP).

Modern roundabouts:

- Promoted by Caltrans, the Federal Highway Administration, AARP.
- Eliminate head-on or broadside crashes -- 75% fewer injury collisions and 90% reduction in overall fatalities. Highest Midcoast accident rates are at signalized Capistrano & Coronado.
- Keep traffic moving through intersections.
- Significantly less delay than signals when managing peak-hour cross-street traffic.
- Increased intersection capacity due to lower speeds and resulting smaller gaps between vehicles.

- Reduced fuel consumption, vehicle wear and tear, emissions, and noise, from less stopping, starting, and idling.
- Traffic calming – long desired for Moss Beach.
- Pedestrians cross one direction of traffic at a time, without stopping traffic.
- Large trucks can make U-turns via the central truck apron.
- No signal maintenance or blinking-red signal malfunctions causing extensive backups.
- More aesthetically pleasing with opportunity for landscaping.

The community clearly wants a better solution than a traffic signal at Cypress in Moss Beach. The analyses presented for Big Wave and as part of the CTMP seem superficial and pre-disposed to be dismissive of a roundabout.

The MCC would like to see a more detailed and creative traffic engineering analysis of solutions that gives due weight to the safety and other advantages of roundabouts. The MCC would like to participate and offers to contribute funds toward this process.

Thank you for your consideration.