

Connect the Coastside – May 30, 2020 Overview Meeting

Small Group Discussion Notes

What have you learned about your transportation experience during this time of shelter in place?

Group	Notes
A	<ul style="list-style-type: none"> • Traffic has been great during shelter in place. Traffic has recently gotten worse during the weekends. • Shelter in place (SIP) showed us how bad traffic was previously. • More people may be teleworking at least part time, so daily commute traffic on the coast may get worse. Non-commute traffic may get worse, though.
B	<ul style="list-style-type: none"> • Gardening, love Zoom, need for cars • Not much travelling, flights are not crowded at all (one person took a flight to the Midwest) • Hardly any traffic, faster and easier to get around • Gridlock: coming back with beach restrictions lifted, Highway 92 and Highway 1, parking lot closures created difficulty for visitors, parking in neighborhoods • Facilities challenges during shelter in place • Older adults: people who do not drive are in danger, driving services were not available, leaving people stuck in their homes. • Communication from disability transportation • Trying to get funding for coordinated transportation system for older adults (lyft, Uber type service). Not everybody can use the bus. • Sign up for ready coast and Redi-Wheels: transit to medical appointments, with stops on the way • Challenges: people who do not have smart phone with App
C	<ul style="list-style-type: none"> • Haven't travelled to the coast, due to COVID restrictions. • Visitor traffic is irrepressible, coast experiencing problems during SIP; governor mistook closing parking for closing beach—parking just pushed into neighborhoods, significant impact. Beaches still in use; trash, waste, other impacts as well. Public's desire to visit coast is not diminished. • Initially there was a big decrease, then approx. 2 weeks later, returning to normal, despite SIP. Spillover parking is a big impact, as well as trash in neighborhoods... In general, a lot more pedestrian traffic on streets; some people using streets because it's easier to maintain social distancing, versus trails where distance can't be maintained. Possibly generating more danger for cars and pedestrians. • During SIP, easier to see daily patterns; garbage is increasingly worse—Cypress & Fitzgerald is fenced off, but many cars parked there, and much bad garbage. Not enough awareness of the impacts of visitors, residents on beaches, neighborhoods. • Overall, what mitigations can be added to projects to address these issues.
D	<ul style="list-style-type: none"> • Are breakout rooms discussion being recorded? • Why is the discussion limited to these 3 questions?

	<ul style="list-style-type: none"> • I was expecting a Zoom meeting where I could hear what everyone had to say vs. a small group discussion • Available parking, lack of bike racks • Traffic worst in the last week, normal problems exacerbated, lower speed limits, litter fines (problem at the highway), traffic enforcement needs to improve • Hopeful that this experience will allow employers to let people work from home. We won't need anywhere near as many transportation improvements if people can work from home more. • The pandemic has solved our transportation problem. The question is whether this is going to last (teleworking). • Question DKS analysis; Resist Density did their own study and pointed out flaws. Think we need to go back to the drawing board before spending \$150M. The only think I can see that would merit these changes is if we allow population expansion, and that will be limited by water and sewer. • I have been biking a lot more. I have been moving my car to the street and have to leave it there. • Traffic in the beginning was better, but has been worse over the last 2-3 weeks. I have seen more people biking. I'd like to think about how we look at things differently than the frame that the county has put this in around traffic improvement. I'd like to see lower speed limits. I'd also like to address the litter problem along the highways. We should think about litter fines for individuals and locals. Traffic enforcement needs to improve. There is hardly any speed limit enforcement. I saw some enforcement of parking but not a lot.
E	<ul style="list-style-type: none"> • Traffic much easier in Shelter in Place without rush hour commute for job (San Mateo and SF from/to Coast). Traffic is picking up this week. Still avoiding driving on weekends due to congestion. • Participant lives in South SF, Planning Commissioner. When she tries to drive to coast, Highway 92 is congested. She hasn't tried to drive to Coast during Shelter in Place. Traffic in general seems better now. • Traffic better during Shelter in Place.
F	<ul style="list-style-type: none"> • Unsafe driving in residential streets in Moss Beach (Cypress Avenue and near Distillery) <ul style="list-style-type: none"> ○ Speeding has gotten worse over last two months during SIP ○ Walkers and with baby having to avoid vehicles, confrontations with speeders • Great deal of traffic on Highway 1 on weekends <ul style="list-style-type: none"> ○ Crosswalk on highway is ignored by motorists when pedestrians are waiting to cross ○ Motorists driving through crosswalk when pedestrians are waiting on both sides ○ Crosswalk is good, needs better implementation • Parking challenges near Quarry Park and residential area <ul style="list-style-type: none"> ○ Hopes that parking lots are never closed again as it impacts residential neighborhoods

	<ul style="list-style-type: none"> ○ People parking along highway – recommendation to park on west side not the east side ○ Parking in Harbor District should be open for public outside of crab & salmon season ● Traffic reductions from SIP has made the area feel like 30 years ago <ul style="list-style-type: none"> ○ Mixed feeling about having less people coming to the coast ● Question: Why was El Granada left off of the map?
G	<ul style="list-style-type: none"> ● Capistrano Road is dangerous to walk along the route to Highway 1 – happy to hear that the road may have some bike lanes and sidewalks ● El Granada sidewalk situation is very random – makes it very difficult to walk in the neighborhood ● Walking north from El Granada is very difficult due to a lack of infrastructure ● Safe routes to school is very important ● Feeling very isolated – hard to go outside ● From Moss Beach to Half Moon Bay – hard to walk and bike, public transit is not effective ● Concerned about the rate of development on the coast ● Addressing traffic concerns is important and a concern due to funding and budget impacts at federal/state/local levels ● People rely on cars way too much when shelter in place was not in effect ● People driving recklessly while shelter in place ● Can be very hazardous to ride a bike on the coast – almost no bike lanes along the coast ● Crossing Highway 1 is very dangerous/unsafe – dependent on the drivers to slow down and allow for pedestrians and bike riders to cross safely ● Hope the plan will slow traffic where it is recklessly fast and speed it up where it is very slow
H	<ul style="list-style-type: none"> ● The number of people coming to the coast has increased; parking has been a challenge ● Driving to and from work is just right due to less traffic but traffic has increase during weekend ● Schools closed has increase bike riding with children more risk of traffic or being hit ● Crosswalk improvement needed for safety ● Connect communities; traveling safely to connect family and friends; walking or traveling on bikes ● Difficult to get to town due to the hills by walking or hiking

What is your reaction to the goals of Connect the Coastside?

1. Improve existing traffic and roadway conditions on the Midcoast.
2. Lessen the cumulative traffic impacts from future development on the Midcoast.
3. Increase opportunities for walking, biking, and riding transit on the Midcoast to provide an alternative to motor vehicles and reduce roadway traffic.
4. Respect the character of Midcoast communities and protect coastal resources.

5. Maintain and improve access to coastal resources for both residents and visitors.

Group	Notes
A	<ul style="list-style-type: none"> • There is limited faith in the Connect the Coastside plan due to the constant changes in the plan and the lack of engagement for a sustained period of time. • There is concern over the road impacts of a new development project in the Moss Beach area. The roads aren't able to handle it. The community is concerned that the plan now seems to revolve around this new development. The housing plan is being rushed through. This is with regards to the Cypress Point development. • There is also concern about the traffic around Cypress. Likes the goal about respecting the character of Midcoast communities, but also likes safety goal and favors safety upgrades like roundabouts. • New element of plan is to divert traffic from the development through local city streets to avoid Carlos. Concerns this would conflict with the parallel trail. No sidewalks and two blind curves. • Focus on improving Carlos so cars, local traffic, and the parallel trail can all use it. Especially between Sierra and Etheldore. • Those of us who live on the coastside have to time their weekend traffic. Want to make it safer to turn on and off of the highway. Sometimes have to wait for 20 or 30 cars to go by to enter or leave a neighborhood. Easier access on and off of Highway 1 is important. Not a big fan of the bike trail in Half Moon Bay. 12-15 MPH is too fast for the coastal trail, so people ride on the shoulder. • Housing can be difficult for new residents, so it is good to incorporate housing opportunities into the plan. • It can be unsafe to cross the highway from parking to the beach. Signals might be helpful in improving pedestrian safety.
B	<p>Highlighted sections were said to be top priority by the group</p> <ol style="list-style-type: none"> 1. Improve existing traffic and roadway conditions on the Midcoast. 2. Lessen the cumulative traffic impacts from future development on the Midcoast.* <ul style="list-style-type: none"> • Planning Commission looks at individual projects. Must look at overall cumulative traffic impacts • Examples: harbor village RV park, cypress point • School buses: no school buses, not a priority for school districts, this is not helpful for middle income families, creates traffic for coastside residents shuttling students 3. Increase opportunities for walking, biking, and riding transit on the Midcoast to provide an alternative to motor vehicles and reduce roadway traffic. 4. Respect the character of Midcoast communities and protect coastal resources.* <ul style="list-style-type: none"> • Part of Plan Princeton: keep harbor charm • More visitor attractions = more traffic (limit visitor attractions) • Coastside Village feel vs. Fisherman's wharf feel 5. Maintain and improve access to coastal resources for both residents and visitors. <p>General Comments:</p> <ul style="list-style-type: none"> • Common sense goals • Compliments to group for being here, we are not rioting, this is a very tough time

C	<ul style="list-style-type: none"> • Must address cumulative impacts of transportation, and must have projects/measures to mitigate those impacts. Solutions for traffic impacts from future residential development must be addressed through lot retirement –or merger-- as mitigation for development of new lots, among other policies.) • Agree with comment regarding the impetus for CtC. • Not just the midcoast, also half moon bay buildout impacts; must be factored in. • Understand prioritization of parallel trail, but: there’s a lot of indirectness about roundabouts, plus idea that it will be easy to find funding for them—no clear short-term programs/policies to address traffic impacts. Frenchman’s Creek stoplight never fully addressed. Traffic concerns often get shelved, it seems—community would love to hear specific phasing to address specific traffic impacts.
D	<ul style="list-style-type: none"> • These are good goals, but the devil is in the details, how are these interpreted? What is the County’s understanding of these goals? • The cost dimension is missing, looks like a wish list, no consideration of holistic balance, Overall concept of sustainability and balance • Timeline? Different for these projects, what has gone to this point? That would be helpful. • Management plan needs to be comprehensive. It seems that the County’s interpretation is different from the Commission.
E	<ul style="list-style-type: none"> • Participant has read Plan. It is well thought out. Understands why issues she felt was important at first were not that important in the plan. • Such as public transportation (such as for disabled adults) which has low ridership. Construction projects might increase people coming to coast and how will plan adjust for new patterns? How to prioritize projects based on timing of population density from future development. • Such as a traffic control in EG in her neighborhood. While she would want traffic control there, there’s less traffic there than in other places on Coast as shown in the Plan. Goals: <ul style="list-style-type: none"> ○ Access to Coastal trails ○ Safety is very important. ○ Parking for visitors is important • Coast is for everyone. Trails and parking need to be accessible to everyone, including ADA access. • Disconnect with CTC. Plan is focused on traffic and safety. Real answer is pedestrian underpasses which provide 100% safety in terms of collision with autos, and 100% traffic flow without stops for pedestrians. Crosswalks timed for slowest walker, which results in wasted wait time for cars. • Traffic lights that exist can be better programmed. Road system has sensors (some are timed and some have sensors?) and knows rate of low and traffic breaks. Most efficient to use breaks or low points in traffic to allow cross vehicle traffic to turn. Volunteer sheriffs during Pumpkin Festival is more efficient to allow more thru traffic, this can be used for expected peak traffic periods on Highway 1.
F	<ul style="list-style-type: none"> • Agreement with goals, would move Goal #4 up as a high priority <ul style="list-style-type: none"> ○ Second for this being a high priority ○ Small-town, semi-rural

	<ul style="list-style-type: none"> ○ Paths > sidewalks, gutters in neighborhoods ● Future challenges with Big Wave development on traffic <ul style="list-style-type: none"> ○ Seems illogical to take traffic up Cypress to 1, opportunity to go through Princeton where there are bus stops, wider streets, less residential areas and children ● Interest to see walking and biking made easier as reflected in goal #3 <ul style="list-style-type: none"> ○ Clarifying plan impacts along the highway ○ Interest to see a plan for getting around the neighborhoods ● These goals are good, seem long term facing, deep construction projects <ul style="list-style-type: none"> ○ Great infrastructure projects for long term ○ Would like to see short term actions <ul style="list-style-type: none"> ▪ Enforcement – has made requests of Sheriff and has not seen increased enforcement. <ul style="list-style-type: none"> ○ Speed limit is 25 miles per hour ▪ Signage ▪ Speed bumps ▪ Resident unsure of costs, very scared about walking along road and is open to creative fundraising
G	<ul style="list-style-type: none"> ● Goal #3 – important to capitalize on the opportunity to walk/bike/ride transit – but we are currently missing links to all of these opportunities. Plan needs to be comprehensive to move traffic appropriately (where it is slow – improve the flow; where it is fast – slow it down safely). ● *No funding for school busses so we need to think about other alternatives/opportunities for students and faculty/staff to get to schools ● Goal #3 – improving opportunities and encouraging people to walk and bike more on the coast and enjoy our surroundings – improve quality of life, the environment and traffic flow (in a safe and quick manner). All modes of transit need safe infrastructure and accessibility. Weekends are particularly challenging since beaches/areas receive visitors from all over the Bay Area and great Northern/Central California region. ● Goal #3 – voted for it but all five goals are equally important and linked to each other. Safety and emergency response a concern as well as maintaining community character. Creating a much more effective contiguous trail system along the coast and over Highway 92 possibly for bike trails
H	<ul style="list-style-type: none"> ● Improving the existing traffic rather than future projects; very little done to improve existing traffic over the years; ● Appreciate to the county for asking people their opinion to fit the community ● Talk about the funding for these investments; how to prioritize assistance from the state in addition to local funding (Measure K, Measure W) ● Taking into account evacuation; emergency situation; how to incorporate

Which one or two project ideas are most important to you for improving transportation for the Coastside? (see also overview fact sheet)

- **Walk:** A multimodal trail parallel to Highway 1, safe crosswalks across Highway 1, add sidewalks where missing, complete Coastal Trail
- **Bike:** Multimodal trail, bike lanes along Highway 1, bikeway along Airport Street, widen the shoulders of Capistrano Road for bike route, install bicycle parking
- **Drive:** Add turn lanes, acceleration lanes and passing lanes; add stop signs, where missing; add roundabout or signals at intersections with heavy traffic; traffic calming projects; parking improvements; Highway 1 shoulder improvements
- **Public Transit:** Bus stop improvements, increased weekend and commute SamTrans service, Park and Ride lots
- **Land Use Programs:** Lot Merger Program, Lot Retirement Program, Transportation Impact Mitigation Fee

Group	Notes
A	<ul style="list-style-type: none"> • Driving is most important, as we won't be able to get people out of their cars. Safer driving infrastructure will also improve bike/ped safety as people will drive more safely. • Given the current environment, it may not be viable to expect SamTrans to expand weekend service (multiple people agree on this point). People commute all over the Bay Area, so carpools and transit can be difficult. Some residents may not want change, but something needs to be done to improve traffic safety. • Drive options should be the priority- turn lanes, stop signs, roundabout or signals at intersections. • If there was a decent public transit express from Montara to the BART station, it might get use, but the existing service isn't working well. Multiple people like the express bus idea.
B	<p>*Walk: multimodal trail parallel to Highway 1, safe crosswalks across Highway 1, add sidewalks where missing, complete Coastal Trail</p> <ul style="list-style-type: none"> • Age friendly: older adults riding tricycles, also for children • Problems with surfaces: use walking poles, Jean Lauer Trail with gravel • Space: • Nobody asks about ongoing needs • Bluffs were previously improved with crushed granite, potholes have been an issue due to motor vehicles • Many dog walkers • Lack of consideration by fast bicyclists – zooming by with no bell • Dangerous to walk: no sidewalks, roads are narrow • Mountain biking road – ocean blvd closed: people have been injured here <p>*Bike: Multimodal trail, bike lanes along Highway 1, bikeway along Airport Street, widen the shoulders of Capistrano Road for bike route, install bicycle parking</p>

	<p>*Drive: Add turn lanes, acceleration lanes and passing lanes; add stop signs, where missing; add roundabout or signals at intersections with heavy traffic; traffic calming projects; parking improvements; Highway 1 shoulder improvements</p> <ul style="list-style-type: none"> • Coming and going out of Cypress: need an acceleration lane going North out of Cypress (Moss Beach) • South bound – there is a lane • Suicide lane/waiting lane • Plan may include roundabout there <p>*Public Transit: Bus stop improvements, increased weekend and commute SamTrans service, Park and Ride lots</p> <p>*Land Use Programs: Lot Merger Program, Lot Retirement Program, Transportation Impact Mitigation Fee</p> <p>Themes:</p> <ul style="list-style-type: none"> • COVID Traffic: gridlock, beach visitors parking in neighborhoods • Age Friendly: transit, bike lanes • Condition of walkways and roads • Driving out of Moss Beach (Cypress) – make similar to Montara • 7 streetlights in Montara, 1 in Moss Beach
C	<ul style="list-style-type: none"> • In moss beach, some mitigation measures are actually a negative impact on the community—projects in very difficult places, very hard to avoid the impact of street closure, intersection work, etc. What’s the net gain for the community of these changes? They often seem like losses.
D	<i>None listed</i>
E	<ul style="list-style-type: none"> • Most Important Project Ideas: • Drive and Public Transit • Walk (ped underpass crossings) • Drive (more vehicle lanes on 92) and walking trails
F	<ul style="list-style-type: none"> • Pedestrian and Bicycle safety projects are most important (seconded) • Lot merger program
G	<ul style="list-style-type: none"> • All are important – voted for biking since it is particularly lacking. Public transit is not very viable at the moment. Walking a concern, but no one path for biking – patch work of different paths throughout the community. Hard for kids, adults, visitors to bike in a safe environment – a physical barrier is needed along Highway 1 to provide safe infrastructure • Biking extremely important. Crosswalk at Moss Beach installed with no lights (really needed to make it obvious to drivers that someone is using it). • Biking highest priority/land use (lot merger and retirement will be helpful). Bike share program along the mid-coast to Half Moon Bay (parallel the coastal trail). More public transit would be helpful and is needed on the coast.
H	<ul style="list-style-type: none"> • Land use program component can really help; there is funding to improve public transportation as long as we request it for the coast; walking and biking improvement can help people get out of their cars if planned with public transit

	<ul style="list-style-type: none">• Hard to get people out of their car; very few amenities; everything needs driving; not much access to public transportation; not just about public transportation but it is also about access; car at times is the only mode of transportation; not near by• Driving situation improved; city planners need to look at it and provide improvements• Driving; traffic circles; bikes lanes; the mile solution how to help people get to public transit; on demand models (similar to lift) but from public transit; home pick-up
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