

Connect the Coastside – June 25, 2020 Princeton, El Granada and Miramar Focus Meeting

Small Group Discussion Notes

Which of the projects discussed today for Princeton, El Granada and Miramar are most important to you?
Which projects are most important to encourage you and others to walk, bike or take transit?

GROUP	NOTES
1	<ul style="list-style-type: none"> • Great to see more improvements to facilitate travel by bike • Biggest challenge in EG is parents/kids go to school in HMB – too far to ride bikes – so improved transit would be key – buses fill up on the way to/from school – more service on school days and for visitors on weekends – make more frequent and easier to use • Concern about lack of separation between peds and bikes and cars – on coastal trail/multimodal trail – can be dangerous • Increase in traffic in 25 years has been difficult – can’t go anywhere on the weekend – very hard for residents – and concern about emergency situations as well • People will come – how to make improvements to handle it – is the scope of these projects enough to handle all the traffic – more or just different improvements – also problems on 92 – turning lanes, stop lights (e.g. at Frenchman’s Creek backs everything up – even for a few cars) – could it be on a timer so it doesn’t allow peds to cross as often during commute times. • Getting in/out of HMB is difficult during commute times/distances are great and make biking and walking difficult too • Likes proposed park and parking lots on Alhambra – how to control flow of traffic – get people across to the beach safely without backing up traffic is the challenge – don’t allow parking on HWY 1 if a parking lot is established to address safety/traffic flow • Crosswalks – no button on the one in Moss Beach – very dangerous • MCC is working with County to address the problems with the new cross walk installed by Cal Trans without community input.
2	<ul style="list-style-type: none"> • Big wave project (concern with being age and handicap friendly) • Age-friendly communities <ul style="list-style-type: none"> ○ Trails being accessible to people on 3-wheel bikes ○ Trail width ○ For California coastal trail and parallel trail (east side) • Safe pedestrian crossings, if they are used properly
3	<ul style="list-style-type: none"> • Comprehensive fix at Surfer’s Beach would be great—even on weekdays traffic is bad, but safety is the big issue. Multiple accidents, fatalities due to traffic, visibility issues, particularly at dusk. Pedestrians aren’t visible; pedestrians cross at random points. Wouldn’t put in new cross-walk—would get rid of east-side parking, and concentrate it at the stoplight. And use space from Harbor District.

	<p>Creating crossings w/out parking at those areas is counterproductive; but parking in those areas is also problematic because it removes valuable resources—parking in the right-of-way at existing stoplit intersections is best.</p> <ul style="list-style-type: none"> • Concerns with some proposed projects; many coastside residents value character of coastside, any improvements must respect that character. Sidewalks proposed instead of pathways—this takes away rural feel, and adds an urban character, which isn't preferable. Curb and gutter on Highway 1 also, and stop-lights detract from character. Similarly, bus shelters are good but the style of them needs to match the unique character of the coastside, rather than generic. Parallel trail is valuable; just not anything that advances urbanization or urban character. (Small percent of community is participating in process, not a robust account of community). • From Capistrano stoplight to Coronado stoplight (Hwy 1) people randomly cross the road, and a crosswalk won't make them use it—not productive, opposed to any crosswalk there. The big empty El Granada Elementary School parking lot—which is closed now—is unused during the weekends. Why not use as a beach parking lot? 50+ cars, much capacity. No crosswalks for Surfers Beach. Opposed to overpasses because of aesthetic impacts; underpasses because of crime, etc—negative impacts. Maybe have a shuttle (“beach bus”) to take people to designated locations, Caltrans lots. Directly across from new fire dept and Wilkinson School—people have converted a space into an informal parking lot, dirt lot—this should be stopped. Illegal/informal use, because of closed lots during COVID. • IMPROVEMENTS, IN PLAN, THAT ARE ATTRACTIVE? Airport Boulevard: both sides of the road are loaded with cars—abandoned? Or residents' overflow? Will be a barrier to bike lanes if there's parking there. Bike lanes on HWY 1: if you clear parking on east side at surfers beach, will facilitate constructing a bike lane, depending on Class of bike lane. Would be good to have Parallel Trail for pedestrians only. • Bike parking at Princeton/Pillar Point: good idea for bike owners. If needed for connecting to bus, need to expand bus service. But if for bikers coming from elsewhere by bike, it's good. Depends on purpose. • Coastal trail extension? On city streets through Princeton.... Assuming it's close to the water, in favor of improvements. • Regarding pedestrian underpasses: some people are in favor of some models. Currently being built in places all around the world. If well-lit, brightly painted, natural light, with surveillance technology, can be monitored. Can be done safely. (Various opinions). Heavily used underpasses are effective; police themselves because of traffic. Underpasses only way to truly improve traffic, because it doesn't interfere with vehicular flow. Underpasses remove need for stoplight; safe, no congestion. “Cadillac of crossings.” • Push cars over a bit but normal bike lanes on HWY 1 are not needed. Need a bit more room—but not widening of the highways. Formal bike lanes would probably require that; better effort is to use coastal trail & parallel trail. Give people options of routes, without expanding HWY 1.
4	<ul style="list-style-type: none"> • What projects can be implemented soon? Project time horizons are long, some 10 years or more. Do some crosswalks early. Transit revenues down. Is it realistic? Funding for bike paths? Zoning allows development that exceeds

	<p>infrastructure. Identify projects that can be done in the near term. Pandemic has changed things, e.g, traffic patterns are traffic studies still relevant? Identify crosswalks as first priority.</p> <ul style="list-style-type: none"> • Supports biking options, walking options for crossing Highway 1. We need to be asked what we don't like about this plan. Don't support more parking lots. Don't want to end up like Santa Cruz or Pacifica. Parking lot in Etheldore could disrupt natural habitats in the area. Parking lots are for people who don't live here, not residents. Good bus service is important, particularly for disadvantaged members. • More innovative environmentally friendly options to asphalt. Water permeable pavements. Coastal atmosphere needs to be protected. Urban area examples are grating. • A lot of tourists and visitors from the area already here, throwing trash, but there's nowhere like Mirada Rd. where one can access the coast as closely, so additional Miramar parking is needed. Magellan is jammed, Mirada Rd. too. • Extending the bike paths would be wonderful. • Keep the highway moving. Can't slow it down. Worried that roundabouts and signals will slow traffic too much. Not enough room to make roundabouts that allow faster traffic. May not be able to afford "smart" lights. • Increasing lanes is not the answer. • One roundabout would be a nice thing, make people safer. Need to slow traffic
5	<ul style="list-style-type: none"> • Moss Beach commuter to HMB via Hwy 1. • CTC is okay - feels like "band aid fixes." Hopes for specific plan to coordinate from tunnels to South of HMB to Pescadero. CTC is important but feels short-sighted. • Closing Wienke Way heading south at California makes sense. Challenging intersection and could include pedestrian crossing there with push button/lights. Access to coastside market - an important destination. • Walk near Alhambra, Surfer's Beach. Complicated area. People are parking in neighborhoods with increase in trash (when parking was closed due to COVID-19). Need improved access to post office near there. Connection with the sanitation district / park, and formal parking area. Valencia down to Obispo (runs parallel to open space), near fire station. Traffic along Highway 1 and pedestrian crossings feel risky. Crossing should be coordinated with where the parking lot is. • Bikes between Princeton Harbor and HMB. No bike lanes. Dangerous route. Wayfinding - google/waze - signs are up high and out of date. Using technology to help with wayfinding. • Capistrano/Prospect - need better crosswalk paint and/or crosswalks. Higher visibility paint. PAINT. JUST PAINT. • Half Moon Bay Distillery - no painted crosswalks. Need crosswalks here and at every intersection in Princeton Harbor and along Princeton Avenue. Lots of traffic and no marked crosswalks. • Have to go on the north side of Princeton Avenue to cross the street on bike.
6	<ul style="list-style-type: none"> • Anything that would improve traffic flow from stop light at Princeton to El Granada Elem/Wilkinson school. Particularly commuting hours and weekends.

	<p>Made worse by parking on Hwy 1 and randomly crossing Hwy 1 (could be improved by dedicated parking and crossing location).</p> <ul style="list-style-type: none"> ○ Look at where people are already crossing to determine crosswalk location. ○ Sam’s Restaurant traffic congestion ○ Need multiple crosswalks, people look for shortest route <ul style="list-style-type: none"> ● Unlikely to walk to Halfmoon Bay (distance/weather) ● Airport St east-side trail (if can be done without disturbing the wetlands). Bike trail because traffic is fast and dangerous. ● Parallel trail for students walking/biking to school. ● Sidewalks for students to get to school safely. ● Putting trail through Princeton will be problematic as streets are not designed to accommodate a trail ● Capistrano – islands in center, sidewalks, etc very tight roadway means a challenge to add a trail ● Could continue trail that’s on east side of Hwy 1 to Miramar/Montara. Would need ways to cross Hwy 1. ● Two types of users – some want directness, others want more scenic route <p><i>How likely to make location trips with walking/biking/travel without a car?</i></p> <ul style="list-style-type: none"> ● Depends on location (uphill/ downhill) ● Recreational walker – walking anyway, would appreciate safer routes, makes it more possible.
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**What else could the County do to improve transportation options in Princeton, El Granada and Miramar?
What is missing from the plan for these areas?**

GROUP	NOTES
1	<ul style="list-style-type: none"> ● More bus service during school hours – need more buses for the kids – so crowded now – if not more parents would feel comfortable putting kids on bus ● More signage would be helpful to help folks find parking and trails – places to turnaround – would help tourists who don’t know where they are going – paint the pavement to direct people so they don’t change lanes at the last minute – improve safety ● Bike to school days – more to encourage folks to get off the road and bike – provide incentives – would help the daily commute for commuters if local traffic is more bike/ped/transit
2	<ul style="list-style-type: none"> ● Roundabouts <ul style="list-style-type: none"> ○ Concern about roundabouts causing traffic congestion ○ Locations and effect unclear ○ Roundabouts making commute more time consuming ○ Roundabout addition around intersection and at north end of el Granada going into Princeton (suggestion) ● Safe pedestrian crossings <ul style="list-style-type: none"> ○ By surfer’s beach

	<ul style="list-style-type: none"> ○ Add one between El Granada stop light and end of surfers beach area? ○ Need a technique to handle periodic bulk crossing from east side of the street that is safe ○ How will pedestrian crossings affect traffic? How many will there be and where? ● Parking lot addition: <ul style="list-style-type: none"> ○ Parallel street parking not a traffic concern ○ May increase # of pedestrians needing to cross the highway at that location (all at once) ○ Pedestrians will cross wherever they want, regardless of new crossings <ul style="list-style-type: none"> ● Traffic concern ○ People don't use existing hwy 1 crossings, so why would they use the new ones? ● Pedestrian crossings and roundabouts won't work with a one lane hwy (cause more traffic) ● More traffic study needed <ul style="list-style-type: none"> ○ Around new development ● One access stairway down to the beach <ul style="list-style-type: none"> ○ Correlating beach access with where ped xings are might alleviate traffic ○ Parking feeding into crossings leading to the beach (suggestion)
3	<i>See notes in question 1</i>
4	<ul style="list-style-type: none"> ● As we improve transportation infrastructure, traffic will increase. ● Need lower speed limit ● Need more of a focus on environmental resources and protection, not just building things. More attention paid to garbage problem, mainly a weekend visitor problem.
5	<ul style="list-style-type: none"> ● Comprehensive plan across multiple organizations. Coastside sanitation - understanding the collaboration across the various organizations and how things will work together. Challenging to understand where to get voice and concerns heard with different entities and who manages what. Resources to understand who to go to speak with. Are there feedback sessions with multiple constituencies involved so the public can ask questions of multiple entities at one time? ● SamTrans needs to be coordinated with coastside - can supply different types of buses (e.g., hybrid, electric, etc.) and coordinate with express buses to 280. Important and they should be part of the comprehensive plan. Short range and long-range plan, and the long-range plan should include HMB, 92, SamTrans, and other variables. Highway impacts everyone, including people going to school. ● CTC Roundabout to put at crystal springs, 35/92, Miramar. It's an extensive plan, but trying to address whether we want it. Should we be planning right now during COVID times?

6	<ul style="list-style-type: none"> • Wilkinson School, Coronado and Santiago intersection: T shape, two bus stops, no crosswalk, only two stop signs (rather than three). Intersection is confusing and dangerous, especially for bus users. <ul style="list-style-type: none"> ○ Coronado – uphill off of Hwy 1, difficult to interact with pedestrians, and traffic flow. Series of difficult intersections. ○ Traffic funneling to Hwy 1 as well ○ People will take left at El Granada and Princeton to use as a short cut to get onto Hwy 1 ○ Potentially parking structure will help take traffic off Coronado • Questioning multi-use parking lot at Carlos and Hwy 1 – concern about it being an unsafe location – why put parking lot here?
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What questions do you have or what would you like to know more about?

GROUP	NOTES
1	<ul style="list-style-type: none"> • Trail improvements/signage – how to preserve the area? Get people aware of erosion problems and wildlife – better beach access in some places to prevent people from scrambling down the bluffs – safety and to preserve the environment • Parking lots – and will there be bathrooms? May need other facilities, safe place to cross, and bathrooms – needs to be coordinated to all come together
2	<ul style="list-style-type: none"> • Age friendly communities: Will trails be age and disabled friendly? <ul style="list-style-type: none"> ○ Wide enough • How many roundabouts will be built on hwy 1? Where will they be? <ul style="list-style-type: none"> ○ 2 proposed • How many crossings? • How will projects affect traffic? (not discussed in presentation) • Why not talk about all of the projects discussed in the general meeting? (around the highway)
3	<i>See notes under question 1</i>
4	<i>None</i>
5	<i>None</i>
6	<i>None</i>