



Midpeninsula Regional
Open Space District

R-26-134
Meeting 26-22
September 9, 2026

AGENDA ITEM 6

AGENDA ITEM

Resolution in Support of the South Coast Traffic Advisory Panel Recommendations for Traffic Safety Measures and Enhancements in San Mateo County

GENERAL MANAGER'S RECOMMENDATION

Adopt a resolution in support of the South Coast Traffic Advisory Panel Recommendations that will be submitted to the San Mateo County Board of Supervisors.

SUMMARY

Midpeninsula Regional Open Space District (District) owns and manages numerous open space preserves within rural San Mateo County, including but not limited to Purisima Creek Redwoods, El Corte de Madera, La Honda Creek, Russian Ridge, Skyline Ridge, Long Ridge and Cloverdale Ranch Open Space Preserves (Preserves). These Preserves are located along State Routes (SR) 84, 35, and 1, which are essential rural highways spanning the Santa Cruz Mountains that connect bayside, coastside, and ridgeline communities to important destinations and services. These SRs extend into the South Coast where District constituents, including local residents, have expressed concerns about traffic safety and transportation access. For these reasons, including the reliance of this regional road network system for the public to reach and access District preserves, traffic safety along these rural highways is relevant and of great concern to the District.

Under the leadership of Supervisor Ray Mueller of the San Mateo County Board of Supervisors (Board of Supervisors), a South Coast Traffic Advisory Panel (Traffic Advisory Panel) formed in 2023 to engage with state and local governmental agencies and communities in San Gregorio, La Honda, South Skyline, Skylonda, and Kings Mountain. The Traffic Advisory Panel worked together to develop and share recommendations for improving highway safety in the South Coast region. Supervisor Mueller plans to present the Traffic Advisory Panel's Recommendations (Attachment 1) to the County Board of Supervisors, seeking their support in submitting these recommendations to the State Department of Transportation (Caltrans) and in pursuing federal and state funding for their implementation. The General Manager recommends that the District Board of Directors (Board) adopt the attached Resolution in support of the Traffic Advisory Panel's Recommendations and forward the adopted Resolution to the San Mateo County Board of Supervisors (Attachment 2).

DISCUSSION

Due to concerns raised by members of the public regarding vehicular traffic safety concerns and roadway conditions on rural highways in San Mateo County, Supervisor Ray Mueller who

represents the 3rd District of San Mateo County prioritized the need to work closely with the South Coast community and other key stakeholders to explore options for engaging Caltrans on potential solutions. In 2023, Supervisor Mueller formed the South Coast Traffic Advisory Panel (Traffic Advisory Panel), comprised of six residents from the San Gregorio, La Honda, South Skyline, Skylonda, and Kings Mountain areas who are familiar with the traffic conditions and safety concerns along South Coast roads and highways. The Traffic Advisory Panel's charge was to review traffic speeds and traffic patterns on local roads and highways, including but not limited to State Routes (SR) 84 and 35, associated State and local highway intersections such as Four Corners (SR 84/35), SR 1/SR 84 and other SR intersections with County roadways (e.g., Stage Road, Sears Ranch Road, etc.) as well as nearby destination sites (e.g., Clouds Rest Vista Point) and develop recommended measures for improving traffic safety in the South Coast region. Supervisor Mueller is planning to present these recommendations to the San Mateo County Board of Supervisors, seeking their support in forwarding the highway safety recommendations to Caltrans and in pursuing subsequent legislative initiatives and federal and state funding to implement these measures.

Over the course of approximately three years, between 2023 and 2026, the Traffic Advisory Panel conducted extensive outreach with state, regional and local governmental agencies and sought input from representatives from the Office of the San Mateo County Sheriff, California Highway Patrol, San Mateo County Department of Public Works, Caltrans and staff from the Offices of Assemblymember Marc Berman and Senator Josh Becker.

In May 2026, the Traffic Advisory Panel finalized a report containing specific immediate, near-term and long-term recommendations for enhanced traffic enforcement, road maintenance and vegetation management within the Caltrans right-of-way, improved signage, new intersection traffic calming measures, speed limit reductions, placement of automated speed cameras within areas known for high speeds and vehicular accidents, and safety enhancements for known "hot spots" along SR 84 and 35. They held multiple working meetings as well as community meetings in La Honda, South Skyline, and Kings Mountain areas on May 8, June 16 and July 15, 2026, respectively, to share their report recommendations with and receive feedback from the public and local residents.

District Board members Zoe Kertsteen-Tucker and Margaret MacNiven with District staff attended several of the community meetings and met with Supervisor Mueller and his staff to discuss how the District could support the County in this endeavor. From these discussions, a request was made for the District Board of Directors to consider passing a Resolution in support of the Traffic Advisory Panel's recommendations. This Resolution along with the expressed support of other agencies, public members, and community leaders can help catalyze future initiatives and regional collaborations between the County, Caltrans and other road and highway jurisdictional agencies to improve rural highway safety within San Mateo County.

To further support these efforts, the District's Legislative Program will also stay apprised of any legislative and funding actions that it can support for the implementation of the highway safety recommendations. District staff and our state legislative consultants will remain available to support opportunities that may arise to further voice support for such measures with the legislature and with state and regional agencies. These actions are consistent with the Board-approved 2026 Legislative Program and the objectives listed under Goal 3: *Connect people to open space* and a regional environmental protection vision.

FISCAL IMPACT

None

PRIOR BOARD AND COMMITTEE REVIEW

None

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. A notice of this agenda item was also provided to Supervisor Mueller, members of the Traffic Advisory Panel, and members of the public who recently submitted comments to the General Manager supporting traffic enhancements for the affected rural highways.

CEQA COMPLIANCE

This item is not a project subject to the California Environmental Quality Act.

NEXT STEPS

If approved by the District Board, a copy of the Resolution in support of the South Coast Traffic Advisory Panel Recommendations will be transmitted to the Office of Supervisor Ray Mueller for inclusion in the San Mateo County Board of Supervisors agenda packet.

Attachments

1. South Coast Traffic Advisory Panel's Recommendations Report
2. Resolution of the Board of Directors of the Midpeninsula Regional Open Space District supporting the South Coast Traffic Advisory Panel Recommendations

Responsible Department Head:
Susanna Chan, Assistant General Manager

Prepared by / Contact person:
Jane Mark, AICP, Planning Manager



**OFFICE OF SUPERVISOR
RAY MUELLER**

May 8, 2026

REPORT

of the

**SOUTH COAST TRAFFIC
ADVISORY PANEL**

**Cindy Crowe-Urgo
La Honda**

**Barbara Hooper
La Honda**

**Jamie Kerr
Skylonda**

**Larry Mann
Kings Mountain**

**Neil Panton
San Gregorio**

**Kathy Simpson
South Skyline**

SOUTH COAST TRAFFIC ADVISORY PANEL

RECOMMENDATIONS

MAY 2026

IMMEDIATE

A. ENFORCEMENT OF TRAFFIC LAWS AND REGULATIONS:

In many areas current traffic laws --including speed limits, prohibitions on unsafe passing, tailgating, exceeding noise limits and commercial roadside photography -- are adequate but insufficiently enforced. Too many locals and visitors alike ignore traffic laws at their peril. The region, especially State Routes 84 and 35, is also plagued by cars, motorcycles and car clubs that travel at high speeds, make risky passing maneuvers and tailgate, all on narrow and winding mountain roads. These racers not only put themselves at great danger, but all other motorists on the road, as well as any residents and cyclists. Serious, often life-threatening accidents on these roads are a weekly occurrence. Moreover, the noise created by high-speed motorcycles and cars with modified mufflers pierces the quiet of mountain communities for miles beyond the roads themselves.

The four most common traffic violations:

- Speeding
- Unsafe passing
- Tailgating
- Noise violations

High problem areas:

- SR 84 - from the intersection of 84/35 (Four Corners) to the intersection of 84/ 1 (beach), especially:
 - through La Honda
 - through San Gregorio at Stage Road
 - on the straightaways
- SR 35 – from the intersection of SR 35/92 to the San Mateo County line, especially:
 - Kings Mountain at the Fire Station & Community Center (13889 Skyline Blvd)
 - Clouds Rest Vista Point – the straight stretch on SR 35 before and after the Vista Point

When traffic problems are worst:

- Weekends and Holidays - year-round, especially in nice weather
- Summer - with an increase in both beach traffic and car & motorcycle clubs
- Mornings – any day of the week, year-round

Recommendation:

- Increase enforcement by CHP and the Sheriff on the weekends, at the sites noted above. (not just the presence of uniformed officers, but actual enforcement of traffic laws)
- Stage concentrated law enforcement events 3-4 times / year at different sites
- Set up 2-3 ghost police cars at sites well known for speeding
- Set up driver feedback signs at high-risk areas (i.e. at the entrance to town of La Honda)

B. STOP COMMERCIAL ROADSIDE PHOTOGRAPHERS

Bay Moto-Photo and similar businesses set up on the sides of SR 35 and 84 to photograph speeding cars and motorcycles. This encourages dangerous and illegal behavior, especially by motorcyclists who may go by repeatedly, engaging in increasingly dangerous maneuvers to show off for the photographers

Recommendation:

Cite roadside photographers for commercial photography in the Caltrans right-of-way without an encroachment permit.

NEAR TERM**A. ROAD MAINTENANCE**

- Turnouts

Safe turnouts are needed for motorists to be able to pull over to let speeding and aggressive tailgaters go by. However, most of the turnouts are in such bad condition that motorists will not use them for fear of damaging their cars, a situation which contributes to road rage and a generally unsafe environment.

Recommendation:

- On SR 84 – have at least 6 turnouts from Four Corners to La Honda cleaned, with potholes filled
- On SR 35 – make more turnouts available along the whole stretch from Four Corners to Alpine Road

- Foglines:

Clearly marked foglines are a critical safety guide for drivers to stay on the road during low-visibility conditions like fog, heavy rain, or darkness. They define the boundary between the driving lane and the shoulder, helping motorists maintain lane position and avoid drifting into traffic. Clear foglines are also needed for the safety of the many cyclists who use our highways.

Recommendation: Repaint and maintain the foglines on these roads:

- Pescadero Creek Road
- Alpine Road
- SR 35
- SR 84

- Vegetation Management

Keeping sightlines free of vegetation intrusion at critical junctures is essential for traffic safety. At the intersection of SR 84 and Stage Road, for example, traffic accidents were sharply reduced after a large growth of brush that blocked sightlines in both directions, was cut back. Mowing, hand tool, or other non-herbicidal methods of removal should be used whenever possible.

Recommendation

While vegetation management along the entire stretches of our highways is optimal, it is costly, so we recommend that attention be focused on these critical sites:

- SR 84 at the intersection of Stage Road in San Gregorio
- SR 84 at PM 4.3
- SR 84 at PM 5.5 at the Equestrian Center
- SR84 for 2 miles west of 4 Corners (PM 13.0 to 4 Corners)

B. SIGNAGE

- Signage for turnouts

Motorists need to know in advance that a turnout is ahead, so that they may safely exit the roadway. This will reduce unsafe passing, tailgating and road rage. However, many of the current ‘turnout ahead’ signs are either hidden, in disrepair or nonexistent.

Recommendation

- Have existing signs cleaned up
- Add more “turnout ahead” signs

- Signage for speed limits

It is difficult to expect motorists to respect a speed limit when signage is hidden, hard to read or when speed limit signs are few and far between.

Recommendation

- Clean up existing signs to make them more visible
- Clear vegetation around existing signs
- Add more speed limit signs where few now exist, notably:
 - SR 35 around the Kings Mountain Fire Station & Community Center
 - SR 35 stretch between the intersections of SR35 /92 and SR 35 /84 (Four Corners)

- Signage for mile markers

Steel mile markers are critical location indicators for reporting accidents

Recommendation

Replace mile markers where they are missing

C. SPECIFIC SIGNAGE

There are specific trouble spots along our highways that have been the scene of repeated accidents. Clear signage that alerts drivers to upcoming hazards could prevent many of these tragedies.

- **Kings Mountain Fire Brigade / Community Center**

13889 Skyline Blvd. There is a partially hidden driveway that is well-used by the Fire Brigade and community members. Low visibility at this site make safe entry and exit difficult when motorists pass at very high speeds. Coupled with the recommendation for a lowered speed limit on that stretch, clear signage alerting motorists to the well-used driveway would greatly enhance safety for all.

- **SR 35 / Portola Heights Road**

Most passing motorists don’t realize that 53 homes lie behind the gate on Portola Heights Road, so too many of them speed past without regard to the need of the residents to be able to safely exit onto SR 35. Accidents and near misses are too common at this site.

- **SR 35 / Castanea Ridge Road**

Residents of this community also face great difficulty in exiting safely onto SR 35 when passing motorists are unaware of their driveway. Likewise, slowing to be able to safely exit SR 35 onto Castanea Ridge Road would be made safer by the addition of signage.

- **SR 35 / Clouds Rest Vista Point**

With nature preserves on both sides of SR 35 at this Vista Point, plenty of hikers and cyclists can be found crossing the highway year-round, many with pets and small children in tow. As motorists often drive at high speeds in the area where there are no other pedestrian crossings or intersections for many miles, signs alerting motorists to an upcoming pedestrian crossing are warranted.

A deer crossing sign would also help alert motorists to another common hazard.

- **SR 84 / Portola Valley Road to 4 Corners - truck warnings**

SR 84 narrows at many points along this stretch and many corners are tight, so trucks over 50 feet should be warned to take alternate routes so that they don't imperil other drivers when their long loads inevitably cross into opposing lanes on the tight corners.

Recommendation:

Add signage in the locations 4 locations noted above.

LONGER TERM

A. INTERSECTION TRAFFIC CALMING

Davenport, CA on SR 1 is an excellent example of what can and should be done for both La Honda and San Gregorio. The advance warning to motorists, the blinking traffic lights, the speed feedback signs and textured pavement all serve to slow traffic as people enter the small town of Davenport.

- **La Honda - SR 84 at Sears Ranch Road**

There is a pedestrian crossing from the town's residential area up to the elementary school, and across to the store, post office and fire station. Currently the crossing has no signal, stop sign or indication of a pedestrian crossing other than faded crosswalk markings. It sits on a straightaway already noted for high speeds (50+ mph).

Recommendation:

- Pedestrian demand lights
- Blinking warning lights in both directions
- Textured pavement
- Warning / notice of upcoming crosswalk at both entrances to the town
- Lowered speed limit through town (see Speed Limits below)
- "Reduced Speed Ahead" signs coming into town

- **San Gregorio – SR 84 at Stage Road**

Although it is not marked as such, the intersection of SR 84 and Stage Road is used by many pedestrians on the weekends by patrons of the San Gregorio Store many times a week for its music events. Moreover, the constant flow of beach traffic on SR 84 in the summers makes this a particularly hazardous spot for pedestrians. And as there are no other intersections or pedestrian crossings for 10 miles between La Honda and the coast, unfamiliar motorists need to be alerted to the presence of a pedestrian crossing at Stage Road.

Recommendation:

- Painted crosswalk
- Textured pavement
- Signage warning of an upcoming pedestrian crossing in both directions
- Blinking lights alerting motorists to an upcoming intersection

B. SPEED LIMIT REDUCTIONS

- **Four Corners**

The current speed limit of 40 mph through the intersection of SR 35/84 is too high given the volume of cars, trucks, motorcycles, pedestrians and cyclists moving through the area on any given day, but especially on weekends.

Recommendation:

Reduce the speed limit to 25 mph through the intersection of Four Corners

- **La Honda**

The current speed limit through town is 35 mph but is regularly exceeded by 20+ mph by those passing through. Lowering the speed limit to 25 mph, coupled with intersection calming measures and enhanced enforcement noted above, will reduce the hazards for school children and other pedestrians.

Recommendation:

Reduce the speed limit to 25 mph through the town of La Honda.

- **San Gregorio**

The current speed limit in the Stage Road area is 50 mph. Lowering the speed limit to 35 mph, coupled with intersection calming measures and the enhanced enforcement noted above, will reduce the hazards to both motorists and pedestrians.

Recommendation:

Reduce the speed limit to 35 mph through the Stage Road area on SR 84

- **Kings Mountain @ Fire Station/Community Center**

The current speed limit on SR 35 on the stretch around the Kings Mountain Fire Station and Community Center is 50 mph. Lowering the speed limit to 35 mph for ½ mile in either direction, coupled with the addition of signage alerting passing motorists to the existence of a well-used entrance to a Fire Brigade and Community Center will enhance safety for both the firefighters and community members.

Recommendation:

Reduce the speed limit to 35 mph before and after the entrance to the Kings Mountain Fire Brigade.

- **South Skyline**

The long straight stretch before and after the Clouds Rest Vista Point is exceedingly popular among racers, both motorcycle and cars. Speeding and showboating are common in front of the Vista.

Recommendation:

Reduce the speed limit before and after the Clouds Rest Vista Point

C. AUTOMATED SPEED CAMERAS

The vast distances to be covered by law enforcement on the South Coast, as well as funding and personnel constraints, point to the benefits of installing automated speed enforcement cameras in areas known for high speeds and accidents. However, the current state automated speed enforcement pilot program under AB 645 is limited to 5 jurisdictions, none of which are on the South Coast.

Recommendation:

That our state representatives explore ways to expand the current state pilot program for automated speed enforcement cameras to include high impact areas on the South Coast.

D. SAFETY ENHANCEMENTS FOR ACCIDENT HOT SPOTS

There are a number of turns on SR 84 that experience an unusually high number of serious, sometimes fatal, auto and motorcycle accidents. These tragedies not only take their toll on the accident victims themselves but also impact nearby residents who feel compelled to respond, day or night, to these emergencies as best they can. Local first responders, including the all-volunteer La Honda and Kings Mountain fire brigades, must devote an inordinate amount of their time to accidents that could be prevented.

Recommendation:

That Caltrans undertake safety reviews of SR 84 and 35 with a view to enhancing road safety with barriers and signage, and other measures as deemed appropriate, to significantly reduce accidents. The Panel suggests that these 'hot spots' merit special attention:

- On SR 84: 1.3 miles west of Four Corners
- On SR 84: mile marker 9.85
- On SR 84: mile marker 10.1
- Intersection of SR 1 and 84
- 1 mile in each direction from Four Corners on SR 84 and SR 35

Traffic Advisory Panel Meetings with Government Agencies

With the San Mateo County Sheriff's Department	November 8, 2023
With the California Highway Patrol (CHP)	January 24, 2024
With the California Department of Transportation (CalTrans)	April 24, 2025
With the San Mateo County Department of Public Works	June 5, 2024

Working meetings of the Traffic Advisory Panel:

August 9, 2023

September 13, 2023

January 28, 2026

April 15, 2026

RESOLUTION _____

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
MIDPENINSULA REGIONAL OPEN SPACE DISTRICT SUPPORTING
THE SOUTH COAST TRAFFIC ADVISORY PANEL'S
RECOMMENDATIONS TO IMPROVE ROAD SAFETY IN THE SAN
MATEO COUNTY REGION**

WHEREAS, given that the rural highway network in the San Mateo County South Coast region provides essential pathways for the public to reach and access their public parks and preserves, traffic safety along these rural highways is relevant and of concern to the Midpeninsula Regional Open Space District (District); and

WHEREAS, in 2023, Supervisor Ray Mueller representing San Mateo County District 3 prioritized the need to work closely with the South Coast community and other key stakeholders to explore options for engaging Caltrans on potential road safety solutions, thus forming the South Coast Traffic Advisory Panel, comprised of residents from the San Gregorio, La Honda, South Skyline, Skylonda, and Kings Mountain areas who are familiar with the traffic conditions and safety concerns along South Coast roads and highways; and

WHEREAS, over the course of approximately three years between 2023 and 2026, the South Coast Traffic Advisory Panel conducted extensive outreach with state, regional and local governmental agencies and sought input from the San Mateo County Sheriff's Office, California Highway Patrol, San Mateo County Department of Public Works, Caltrans and staff from the offices of Assemblymember Marc Berman and Senator Josh Becker; and

WHEREAS, in May 2026, the South Coast Traffic Advisory Panel finalized a report containing specific immediate, near term and longer term recommendations for enhanced traffic enforcement, road maintenance and vegetation management within Caltrans right-of-way, improved signage, intersection traffic calming measures, speed limit reductions, placement of automated speed cameras within areas known for high speeds and vehicular accidents, and safety enhancements for known "hot spots" along SR 84 and 35; and

WHEREAS, the District owns and manages several open space preserves within rural San Mateo County that are located along SR 84, SR 35 and SR 1, including but not limited to Purisima Creek Redwoods, El Corte de Madera, La Honda, Russian Ridge, Skyline Ridge, Long Ridge, and Cloverdale Ranch Open Space Preserves; and

WHEREAS, the District's purview is focused on the preservation of open space, conservation, supporting agriculture, and access to nature; and fulfilling the commitments of the Measure AA directives to enhance and provide ecologically sensitive access to these public open space lands; and

WHEREAS, the District Board supports the County's initiative to collaborate with Caltrans and other agencies with the intent of implementing enhanced road and highway safety measures, maintenance, and other improvements for the benefit of local residents and

commuters, including the visitors who travel to the District’s open space preserves and the District staff who commute to these preserves to perform vital operations and site maintenance.

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Midpeninsula Regional Open Space District hereby recognizes the importance of the South Coast Traffic Advisory Panel’s work and recommendations to improve the rural highways in San Mateo County for the vitality and sustainability of the region, and declares its support for the South Coast Traffic Advisory Panel’s Report dated May 8, 2026.

PASSED AND ADOPTED by the Board of Directors of the Midpeninsula Regional Open Space District on September 9, 2026, at a regular meeting thereof, by the following vote:

* * * * *

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

APPROVED:

Margaret MacNiven, Secretary
Board of Directors

Zoe Kersteen-Tucker, President
Board of Directors

APPROVED AS TO FORM:

Hilary Stevenson, General Counsel

I, the District Clerk of the Midpeninsula Regional Open Space District, hereby certify that the above is a true and correct copy of a resolution duly adopted by the Board of Directors of the Midpeninsula Regional Open Space District by the above vote at a meeting thereof duly held and called on the above day.

Maria Soria, District Clerk