



**NORTH COAST FACILITIES AND MANAGEMENT PLAN (NCFMP)  
STAKEHOLDER INTERVIEW SUMMARY  
Friends of the North Coast (FONC)**

**Date/Time of Meeting:** Monday, October 10, 2022, 11:00 am-12:30pm  
**Format:** Virtual (Zoom)

## **ATTENDEES**

### Project Team:

- Isabelle Minn, Principal, PlaceWorks
- Janet Chang, Senior Associate, PlaceWorks
- Rob Tidmore, Park Planner IV, County of Santa Cruz

### Participants:

- Jonathan Wittwer, President
- Marty Demare, Board member and Coast Road resident
- Bob Berlage, Board member and Communications Director at Big Creek Lumber Company

## **SUMMARY**

Janet Chang welcomed stakeholders and the group did a round of introductions. Janet gave a brief presentation to provide context about the project, including the project scope and schedule, the draft vision and goals, and community engagement. After the presentation, there was a time for questions and discussion. FONC stakeholders submitted an outline document to PlaceWorks, which included a list of key North Coast issues for discussion. They also submitted a memo and series of maps describing the concept design for the Yellow Bank parking lot at the Yellowhead trailhead. The following is a summary of comments provided by FONC.

### Discussion

#### *General*

- The NCFMP should acknowledge the privacy of existing residences and other uses in the North Coast.
- Highway 1 should be maintained as a roadway for existing uses and residents.
- Early collaboration with stakeholders and having an opportunity to provide input is important. Example: FONC, Davenport North Coast Association, and Rural Bonny Doon Association are working

together to appeal Bureau of Land Management (BLM)'s Resource Management Plan Amendment (RMPA) of the California Coastal National Monument Management Plan for public access to Cotoni-Coast Dairies National Monument. FONC is not trying to prevent public access altogether, but making sure wildfire safety and the protection of natural resources are adequately considered.

- The Working Group should continue to meet and coordinate after the life of the NCFMP.
- North Coast project website or email list is desired to receive updates about the project.
- A meeting with residents who about the Coastal Rail Trail is desired.

### *Traffic*

- There needs to be an accurate travel/traffic survey completed for the North Coast, especially along Highway 1. The survey should collect data at appropriate times and places, including at proposed left turn lanes, and how cell service and "selfie tourism" contribute to visitation. Previous traffic counts and studies have been limited.
- Parking on Highway 1, particularly from Davenport to Santa Cruz, is an issue. Drivers are accelerating and decelerating, parking areas have no striping, logging and agricultural trucks are impacted, people have died from crossing Highway 1, and lanes are blocked on Highway 1 from people trying to find parking.
- Safety and access should be addressed and balanced upfront in the planning process before any project implementation occurs.

### *Potential Excursion Train*

- FONC does not have a stance on an excursion train but the NCFMP should consider opportunities for alternative forms of access. Future train access would also impact the implementation of other projects.
- An excursion train would appeal to visitors to reduce visiting the area via car and thus reduce traffic along Highway 1. The use of jitneys would also be very appealing as an alternative form of transportation.
- Currently, the train tracks are very overgrown and lack maintenance.

### *Parking Lots and Amenities*

- There should be a publicly available source of potable water to service visitors at the Panther or BLM lot since the next nearest source of potable water is at Wilder Beach or a business in Davenport. Although there are restrictions from the City water department there could be an exception here, such as at Wilder Beach. Water tap connections from Laguna could be used and extend along the Coastal Rail Trail. The water could also be used for a restroom, which is needed in this area.
- Coordination between BLM and Regional Transportation Commission (RTC) is needed to manage the the Panther and Yellowbank parking lots and pedestrian/bicycle overpass.
- The Panther Beach parking lot was reduced from 168 spaces to 40 spaces, which will incentive people to park on Highway 1.

### *Public Safety Agreements*

- California Coastal Commission (CCC) desires 24/7 access to beaches but others do not. Allowing 24/7 access would incentivize increased visitation and prevent law enforcement of activities and use of beaches during dark hours. CCC is part of the working group and has been participating.
- Parking is currently prohibited after 10pm at beaches but the Trail Manager is unable to adequately enforce the rule.
- There is an MOU between BLM and the Sherriff, but it does not include Fire agencies.

### *Signage Coordination*

- The Panther Beach parking lot needs to have signage that people cannot park there overnight – this is needed since Caltrans does not intend to put a gate at the lot.
- To access Cotoni-Coast Dairies in the future, there also needs to be signage that directs people to go to the north end of Cement Plant Road rather than getting off right at Cement Plant Road at the south end near Davenport (this is what GPS currently directs).
- The bike trail may also not stop at the parking lot in Davenport, but travel further and connect to the bike trails at the northern entrance of Cotoni-Coast Dairies.

### *Housing Infrastructure for Management or Enforcement*

- It is important to have management or enforcement staff on-site such as a BLM ranger.
- The old “life estate” house on Cement Plant Road near the Barn could be used for housing for this staff member.