



**Connect the Coastsides Presentation** ↗  
**Workshop #2 – Transportation Alternatives**  
April 15, 2015

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## What is Connect the Coastsides?

↗ The Plan will identify measures to ensure future residential and non-residential development can be supported by the future transportation system and infrastructure.





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## Project Objectives

- Estimate the residential and non-residential buildout development potential of the Midcoast and Half Moon Bay
- Identify the potential impacts of growth on traffic LOS, vehicular, pedestrian and bicycle mobility and safety
- Identify and evaluate measures to minimize and mitigate the impacts of growth
- Develop a plan for funding and implementing transportation improvements





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## Three Study Alternatives

- Alternative 1 – Low Cost/Low Impact Improvements
- Alternative 2 – Medium Cost/Medium Impact Improvements
- Alternative 3 – High Cost/High Impact Improvements





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# Alternatives Evaluation

- Feasibility and Design Considerations
- Cost
- Ability to address deficiencies
  - Defined Standards
  - Qualitative Scoring






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# Evaluation of Improvements

Metric	Description	Point Value
<b>Connectivity</b>	Measures the extent to which a project fills a gap in existing bicycle or pedestrian networks or transit connections.	<b>0 to 3</b> (low to high connectivity)
<b>Access</b>	Measures the extent to which a project provides new facilities or service to currently underserved communities or existing destinations.	<b>0 to 3</b> (low to high access)
<b>Safety</b>	Bonus priority for safety improvements.	<b>0 or 1</b>
<b>Shoreline</b>	Bonus priority for enhanced public shoreline access.	<b>0 or 1</b>
<b>Precedent</b>	Bonus for a project recommended in one or more previous studies	<b>0 or 1</b>
<b>Capital Cost</b>	Measures the extent of the estimated capital cost for a project.	<b>0 to 3</b> (high to low capital cost)
<b>Annual Cost</b>	Measures the extent of the estimated annual operating and maintenance costs of a project.	<b>0 to 3</b> (high to low annual cost)

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## Evaluation of Improvements


➤ Example: Continuous Parallel Trail

Impact Metrics					Impact Subtotal	Cost Metrics		Project Subtotal
Connectivity (0 to 3)	Access (0 to 3)	Safety (0 or 1)	Shoreline (0 or 1)	Precedent (0 or 1)		Capital Cost (0 to 3)	Annual Cost (0 to 3)	
3	3	1	1	1	9	0	3	12

- Achieves the highest possible score for impact metrics
- High capital cost, low annual cost

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## Proposed Hybrid Alternative


➤ Roadway and Intersection Improvements

➤ LOS Deficiency

- Signalization at Highway 1 & California Ave, Cypress Ave, Grand Blvd/Terrace Ave, and Main Street (S)
- Roundabouts at Highway 1 & Coronado St, Kehoe Ave, and SR-92 & SR-35
- Additional lanes on Highway 1 between 9<sup>th</sup> Street and Etheldore St/Vallemar St and between Cypress Ave and Capistrano Rd (S)
- Passing lane on SR-92 between Landfill Rd and Quarry Rd

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## Proposed Hybrid Alternative

- Roadway and Intersection Improvements
  - Safety or Circulation
    - Gray Whale Cove turn lane/acceleration lane
    - 16<sup>th</sup> Street median in Montara
    - Signage to restrict and consolidate turning




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## Proposed Hybrid Alternative

- Roadway and Intersection Improvements
  - Safety or Circulation
    - Traffic calming on main community streets
    - Defined curb and gutter and stop signs on unsigned approaches
    - Nurseryman driveway consolidation





# Proposed Hybrid Alternative

## ➤ Roadway and Intersection Improvements

### ➤ Safety or Circulation

- Left-turn pockets for businesses on SR-92



# Proposed Hybrid Alternative


## ➤ Bicycle and Pedestrian Improvements

### ➤ High Priority Improvements

- Parallel and Coastal Trail
- Sharrows on main community streets
- Bike lane on Capistrano Street
- Striped crossings with beacons along Highway 1 and SR-92






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## Proposed Hybrid Alternative

- **Bicycle and Pedestrian Improvements**
  - **Lower Priority Improvements**
    - Bike lane on SR-92
    - Traffic Signal updates for pedestrian and bicycle safety
    - Bike lane on Airport Street
    - Sidewalks along Highway 1 and main community streets in high demand areas

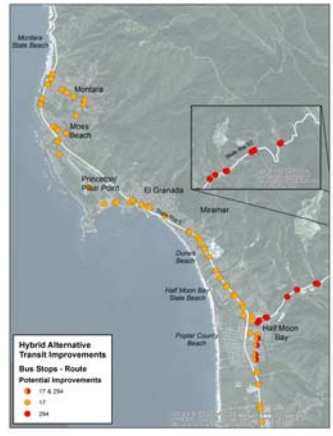




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## Proposed Hybrid Alternative

- **Transit Improvements**
  - **High-Priority Improvements**
    - Improved bus stops at high demand or unsafe locations
    - Shuttle bus service during special events
    - More frequent weekend SamTrans service
    - Park-and-ride shuttle at community lots
  - **Lower-Priority Improvements**
    - Local SamTrans Route
    - More frequent commute SamTrans service
    - School bus service



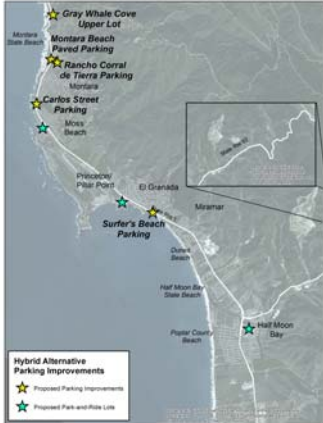




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## Proposed Hybrid Alternative

- Parking Improvements
  - High-Priority Improvements
    - Formalized Montara State Beach parking
    - Parking along Carlos Street
    - Beach parking for El Granada west of Highway 1
    - Wayfinding signage
  - Lower-Priority Improvements
    - Upper Gray Whale Cove parking lot
    - Rancho Corral de Tierra access parking lot







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## Conclusions

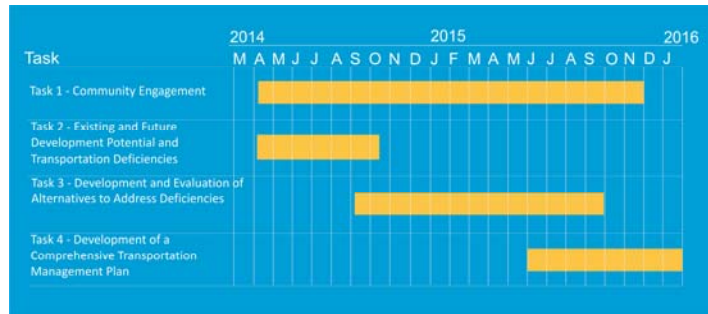
- Most improvements considered would be cost-effective ways to improve vehicular, pedestrian and bicycle mobility, safety and access.
- Even the most extreme improvements will not address all Buildout deficiencies.
- Land-use policy options or change in standards may be required.





# Project Schedule



Workshop #2: Alternatives – April 15, 2015

Workshop #3: Land Use Policy Concepts (Date TBD)

Workshop #4: Draft Plan - August 2015

