What is Connect the Coastside?

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

Three Study Alternatives

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

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

## Evaluation of Improvements

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

Example: Continuous Parallel Trail

<table>
<thead>
<tr>
<th>Impact Metrics</th>
<th>Impact Subtotal</th>
<th>Cost Metrics</th>
<th>Project Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connectivity (0 to 3)</td>
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<td>Capital Cost (0 to 3)</td>
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</tr>
<tr>
<td>Access (0 to 3)</td>
<td>3</td>
<td>Annual Cost (0 to 3)</td>
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<td>Safety (0 or 1)</td>
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<td>Shoreline (0 or 1)</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Precedent (0 or 1)</td>
<td>1</td>
<td></td>
<td>3</td>
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<td></td>
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</tr>
</tbody>
</table>

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

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 9th Street and Etheldore St/Valleymar St and between Cypress Ave and Capistrano Rd (S)
  - Passing lane on SR-92 between Landfill Rd and Quarry Rd
Proposed Hybrid Alternative

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

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
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

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
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

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.
Workshop #2: Alternatives – April 15, 2015
Workshop #3: Land Use Policy Concepts (Date TBD)
Workshop #4: Draft Plan - August 2015