Connect the Coastside Presentation
CTMP Technical Advisory Committee Meeting
February 17, 2016
Meeting Agenda

- Review of Project Objectives and Schedule
- Task 3 – Identification and Evaluation of Recommended Transportation and Land Use Alternative to Address Deficiencies
- Public and Stakeholder Outreach on Recommended Transportation Alternative
- Next Steps
Project Objectives and Schedule
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 buildout development potential of the Midcoast and Half Moon Bay as permitted by the LCP, General Plan, zoning and pertinent regulations

- Identify the potential impacts of growth on traffic, mobility and safety

- Identify and evaluate measures to minimize and mitigate the impacts of growth

- Develop a plan for funding and implementing transportation improvements
### Project Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
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<tbody>
<tr>
<td>Task 1 - Community</td>
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<td>Task 2 - Existing and Future Development Potential and Transportation Deficiencies</td>
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<td>Task 3 - Development and Evaluation of Alternatives to Address Deficiencies</td>
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<td>Task 4 - Development of a Comprehensive Transportation Management Plan</td>
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Workshop #1: Opportunities and Constraints - November 2014
Workshop #2: Alternatives - March 2015
Workshop #3: Land Use Forecast & Alternative Performance Standards - October 2015
Workshop #4: Recommended Transportation and Land Use Alternative – March 2016
Workshop #5: Draft Plan - October 2016
Task 3 - Recommended Alternative to Address Transportation Deficiencies
Background

- Buildout and Constrained Development Forecast used to understand potential impacts on transportation system
- Recommended measures to minimize and mitigate the impacts of growth
  - Transportation improvements
  - Land use policies
Midcoast Intersection Deficiencies

Unsignalized intersections that have a deficient LOS **and** meet a signal warrant (sufficient side street volume)

Signalized LOS worse than LOS D
Midcoast Intersection Deficiencies

Signalize

Moss Beach

Signalize
Intersection Deficiencies

- Unsignalized Intersections
- Highway 1 & California Avenue
Intersection Deficiencies

- Unsignalized Intersections
  - Highway 1 & Cypress Avenue
Half Moon Bay Intersection Deficiencies

- Widen
- Striping
- Signalize
- Restrict Turning
- Widen
- Signalize

North Half Moon Bay

South Half Moon Bay
Intersection Deficiencies

- Unsignalized Intersections
  - Highway 1 & Spindrift Way
  - Highway 1 & Grandview Boulevard

By separating the right- and left-turns, the signal warrant is no longer met.
Intersection Deficiencies

- Unsignalized Intersections
- Highway 1 & Kehoe Avenue
Intersection Deficiencies

- Unsignalized Intersections
  - Highway 1 & Filbert Street
  - Highway 1 & Seymour Street
Unsignalized Intersections
- Highway 1 & Terrace Avenue
- Highway 1 & Main Street South

Already Planned Design under Caltrans Review
Signalized Intersections

- Highway 1 & Ruisseau Francois Avenue
- 600’ four-lane section plus taper
Signalized Intersections

- Highway 1 & Poplar Avenue
- Connect four lane section at Kelly Ave and South Main
Roadway Deficiencies

- Travel time along a cars-only segment with longer than 2x freeflow travel time.
- Travel time along a multi-modal segment with longer than 3x freeflow travel time.
### Roadway Deficiencies

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<td>2.18</td>
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BOLD – Does not meet Standard (2.0)
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**BOLD – Does not meet Standard (2.0)**

Conversion of the roadway to a Multi-Modal Facility (Addition of a Class II Bicycle lane) will raise the standard to 3.0
Roadway Deficiencies

Causes of congestion and delay

1-lane section
Merge bottleneck

2-lane section
Signal bottleneck

1-lane section
Signal bottleneck
Merge bottleneck

North Half Moon Bay
Roadway Deficiencies

Coordination will allow for better flow through downtown Half Moon Bay

1-lane section

merge bottleneck

2-lane section

signal bottleneck

Coordination

signal bottleneck

merge bottleneck

North Half Moon Bay
Proposed Improvements will address all roadway and intersection deficiencies in the Midcoast and Half Moon Bay except for delay through downtown Half Moon Bay which will be partially mitigated by signal coordination.
Intersection Improvements

- Turn bay and acceleration lane at Gray Whale Cove
- Median and northbound turn bay and acceleration lane at 16th (Lighthouse)
- Stop signs added at unsigned locations
Intersection Improvements

Roundabout at SR-92 and SR-35 (will still be deficient, however it will improve operations at an LOS F intersection)
Roadway and Intersection Circulation and Safety

Roadway Improvements

- Defined curb and shoulder for consistent cross section
- Consolidation of access along Nurseryman’s Exchange driveways between Mirada Road and Young Avenue
Roadway and Intersection Circulation and Safety

Roadway Improvements

Implementation of calming improvements along:

- Main Street (Montara)
- Carlos Street (Moss Beach)
Roadway and Intersection Circulation and Safety

Roadway Improvements

- Left-turn lanes at major businesses along SR 92 in Half Moon Bay
- SR-92 climbing lane between the quarry and existing lanes
- “Trucks use right lane” signs along climbing lane
Cost for Deficiency Projects
$13.1 M

Additional Cost for Circulation and Safety Projects
$13.4 M
Pedestrian Deficiencies

Segments along Highway 1 with potential for pedestrian demand that do not provide sufficient pedestrian facilities (PEQI score)

Segments along Highway 1 with potential for pedestrian demand without crossing opportunities every \( \frac{1}{2} \) mile
Pedestrian Deficiencies

Pedestrian Improvements

- Pedestrian count-down timers on signalized crosswalks
- Signal timing adjusted to meet 3.5 feet per second crossing speed MUTCD requirement
- Pedestrian refuges on wide crossings
- ADA compliant walking paths along Highway 1 in Montara, Moss Beach, Miramar, and downtown areas of Half Moon Bay with:
  - 6’ wide obstruction-free path
  - Pedestrian scale lighting
Currently large portions of Highway 1 without pedestrian crossings
Pedestrian Deficiencies

Additional crossings to reduce the distance between crossings to ½ mile in pedestrian areas
Pedestrian Deficiencies
Pedestrian Improvements

- ADA compliant walking paths along Coronado and Ave Alhambra in El Granada with:
  - 6' wide obstruction-free path
  - Pedestrian scale lighting
Bicycle Deficiencies

Segments along Highway 1 without sufficient bicycle facilities (BEQI score)

Bicycle storage at beach access points and major trip generators that operate at more than 85% occupancy on average during the weekend midday peak
Bicycle Deficiencies

Bicycle Improvements

Making the Parallel Trail continuous
- 2nd Street to Ruisseau Francois Ave
- Wavecrest Rd to southern HMB border

Making the Coastal Trail continuous
- Devil’s Slide trail to 2nd Street
- Cypress Avenue between highway 1 and Airport Street
- Paving the dirt trail in south HMB

Class II bicycle lane in both directions along Highway 1
Bicycle Circulation and Safety

Bicycle Improvements

- Class II bicycle lane along SR-92
- Class II bicycle lane or Class III bicycle route along Airport Street

Both conditional on demand studies
Cost for Deficiency Projects
$26.5 M

Additional Cost for Circulation and Safety Projects
$26.0 M
Transit Deficiencies

Utilization of buses standing capacity exceeding a 2-hour average of 85%

Bus stops with an average of at least 25 daily boardings without a bench for riders.

Bus stops with an average of at least 100 daily boardings without a shelter.
Transit Improvements

Benches installed at the following locations:
- Highway 1 & SR-92 (Average of 16 daily riders)
- Strawflower Shopping Center (Average of 29 daily boardings)
- Kelly Avenue & Church Street (Average of 24 daily boardings)
- Main Street & Lewis Foster Drive (Average of 21 daily boardings)

Averages reflect 2015 ridership
Transit Improvements

- Shuttle bus service on summer and fall weekends during special events
- More frequent weekend service for exiting SamTrans routes 294 and 17
- Park-and-Ride shuttle for existing parking lots
- School Bus service for El Cabrillo Unified with storage and maintenance facilities
Transit Improvement Cost

- Cost for Deficiency Projects
  $2000-$3000

- Additional Cost for Circulation and Safety Projects
  $525 K annual operating
Parking Deficiencies

Utilization of beach access parking lot capacity exceeding an average of 85% during the weekend midday peak
Parking Improvements

- Formalized parallel parking for Montara State Beach with physical separation from Highway 1
- Diagonal separated parking for El Granada
Parking Improvements

- Park-and-Ride shuttle to serve over-capacity lots or collect a parking charge to bring occupancy to 85%
  - Devil’s Slide
  - Fitzgerald Marine Reserve
  - Pillar Point Bluff
  - Young Avenue beach parking
  - Venice Boulevard beach parking
  - Kelly Avenue beach parking
  - Poplar Street beach parking
Parking Safety and Circulation

Parking Improvements

- Diagonal Parking along Carlos Street in Moss Beach
- Paving and Striping at the Gray Whale Cove Upper Lot
- Improved wayfinding signage
Parking Improvement Cost

- Cost for Deficiency Projects
  $611 K + $250 K annual operating

- Additional Cost for Circulation and Safety Projects
  $1.4 M
Land Use Policy Concepts
**Paper subdivisions**
- Revised Criteria for Legalization of Parcels Included Within Historic Recorded Subdivisions requires chain of title
- Estimated 183 parcels in County jurisdiction

**Substandard lots**
- Lots that do not meet minimum lot size or lot width standards
- Use permit required where lot is very substandard (smaller than 3,500sf or 35 ft wide where 5,000sf and 50 ft minimums apply)
Mandatory Lot Merger Program

Zoning, Subdivision Ordinance establish process for merger of contiguous parcels

Board of Supervisors adopted policy in 2006 authorizing mandatory lot merger program

- At least 2 contiguous parcels in same ownership
- At least 1 parcel undeveloped
- Area of at least one parcel <4,500sf in R-1 or R-3, <5,000sf in RM-CZ
- Voucher for development bonus offered for voluntary merger
- Process of hearing and appeals for mandatory merger
Mandatory Lot Merger Program

Lot Merger program would support LCP policy 1.21: Lot Consolidation

Lot Merger assumed in buildout calculation, consistent with methodology used for Midcoast LCP

216 lots estimated eligible in Unincorporated Midcoast

Vacant substandard lots would decrease by 40%
Mandatory Lot Retirement Program

Require 1:1 retirement of development rights on existing lots in exchange for new lots

Coastal Commission has required this as Condition of Approval for some recent projects, recommended program for Midcoast LCP

Proposed policy concept for CTMP:

Donor sites: located outside of existing developed areas; in areas containing sensitive habitat; or designated for Conservation, Open Space, Recreation or Agriculture

Apply only when new residential subdivision is proposed; do not apply to infill development
Mandatory Lot Retirement Program

Lot Retirement program would follow Coastal Commission recommendation

Estimated 148 eligible donor lots in unincorporated Midcoast, assuming Lot Merger program also in effect
Rural Midcoast
Traffic Fee Mitigation Program

- Traffic Impact Fee could be established to help fund recommended improvements.
- Would apply to new housing and commercial, at rate based on proportion of need attributable to new development; estimated at 30 to 40%.
- Not a growth management strategy, but could have the effect of lowering development.
Public and Stakeholder Outreach

Outreach and Next Steps
Public and Stakeholder Outreach on Transportation Alternatives

- Web Site Outreach
- Briefing to Half Moon Bay City Council – March 15
- Briefing to Midcoast Community Council – March 22
- Workshop # 4 – March 30
Next Steps

- Public and Stakeholder Outreach
- Refine Preferred Alternative based on Outreach
- Presentation of Preferred Alternative to Planning Commission
- Presentation of Preferred Alternative to Board of Supervisors
- Conduct Environmental Review of Preferred Alternative
- Draft CTMP