



CONNECT
THE COASTSIDE



Connect the Coastsides Presentation

Midcoast Community Council Meeting

April 8, 2015





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.





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

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



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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



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
- Express SamTrans connection to regional transit providers during commute
- 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

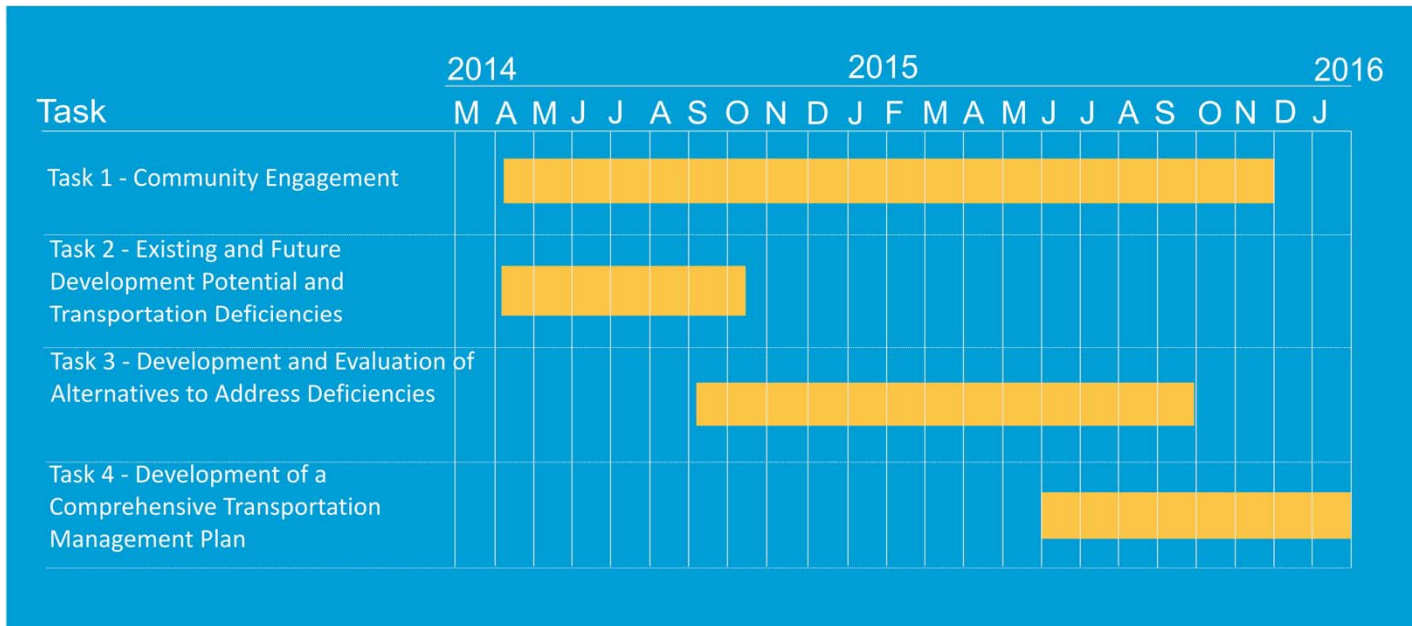


Conclusions

- 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 alternatives or change in standards may be required.



Project Schedule



Workshop #1: Opportunities and Constraints - November 2014

Workshop #2: Alternatives – April 15, 2015

Workshop #3: Draft Plan - August 2015

