



CONNECT
THE COASTSIDE



Connect the Coastsides Presentation

Half Moon Bay City Council Briefing

March 15, 2016





Briefing Outline

- Identification and Evaluation of Recommended Transportation Alternative to Address Deficiencies



Project Objectives

- Estimate the buildout development potential of the Midcoast and Half Moon Bay as permitted by 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 Objectives

- San Mateo County is the project sponsor for Connect the Coastsides.
- This plan is to meet the requirements of the County's Local Coastal Program and is separate from the City of Half Moon Bay's Local Coastal Program and General Plan updates. Recommendations for areas in Half Moon Bay are advisory only.



Recommended Alternative

➤ 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



Recommended Alternative

➤ Background

- Not intended to be an all-inclusive list of improvements that can or will occur in the Half Moon Bay and the Midcoast region
- List of recommended improvements that directly align with the goals and objectives of this study



Intersection Deficiencies

➤ Midcoast Intersection Deficiencies

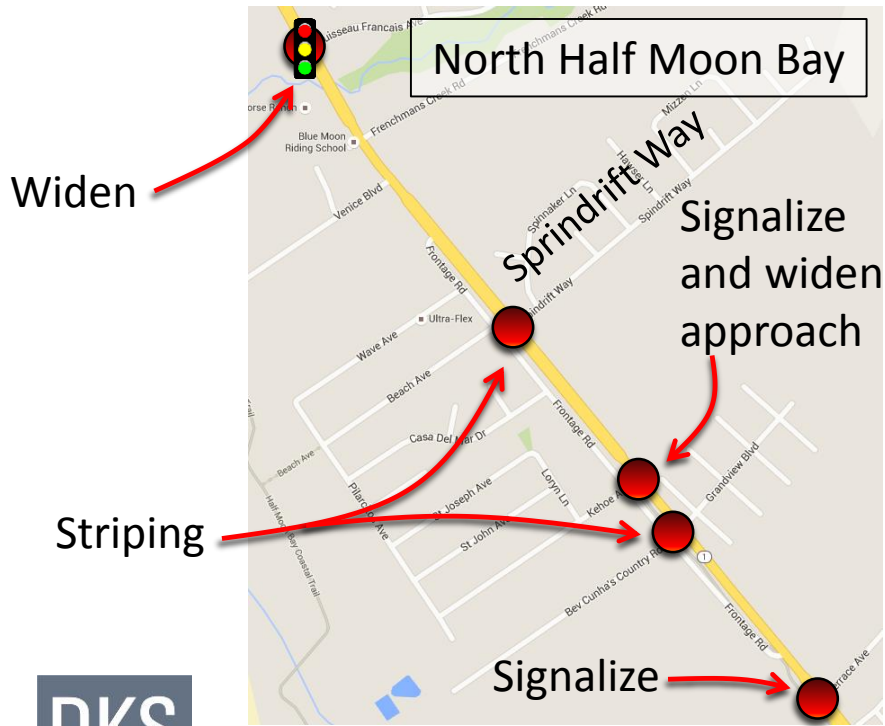
Unsignalized intersections that have a deficient LOS and meet a signal warrant (sufficient side street volume)

Signalized LOS worse than LOS D



Intersection Deficiencies

➤ Half Moon Bay Intersection Deficiencies



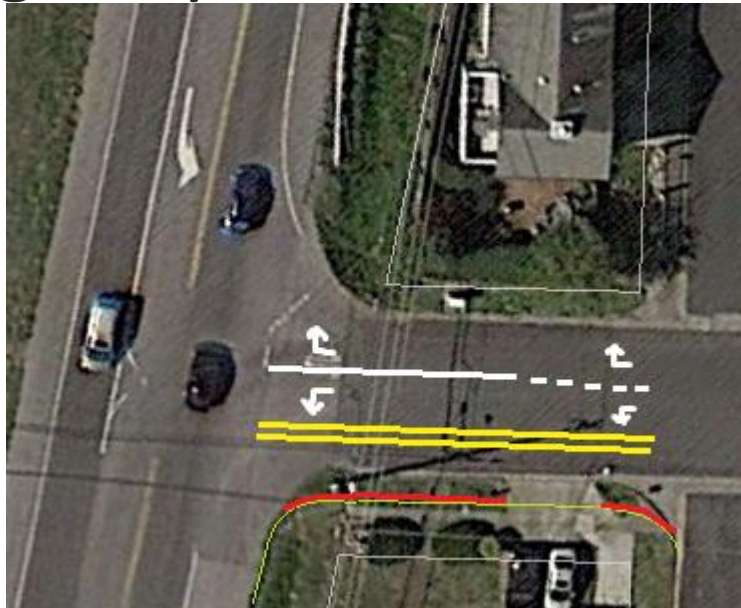


Intersection Deficiencies

➤ Unsignalized Intersections

➤ Highway 1 & Spindrift Way

➤ Highway 1 & Grandview Boulevard



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

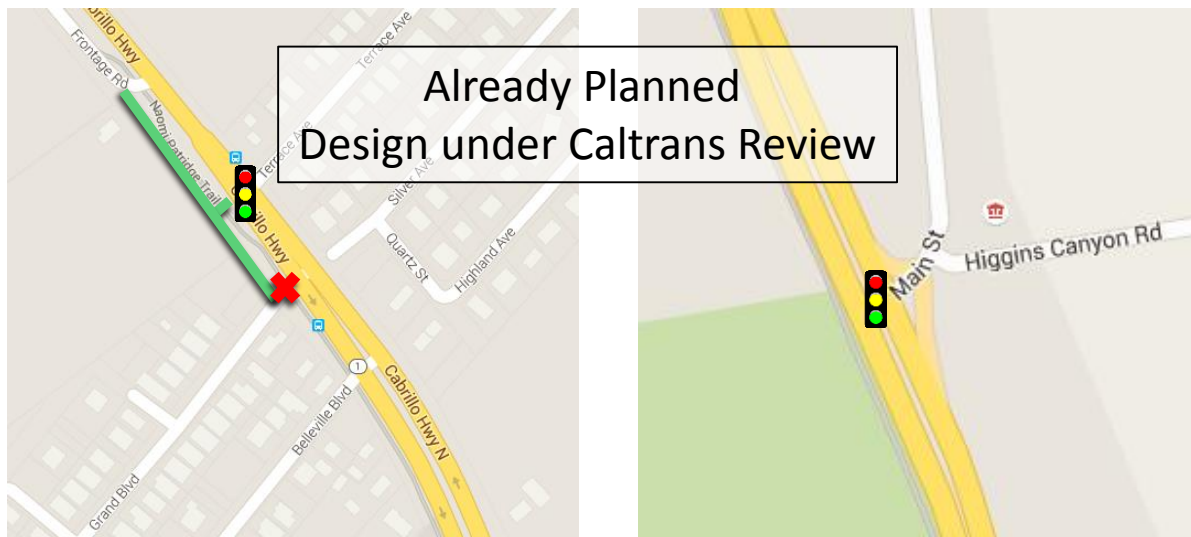


Intersection Deficiencies

➤ Unsignalized Intersections

➤ Highway 1 & Terrace Avenue

➤ Highway 1 & Main Street South

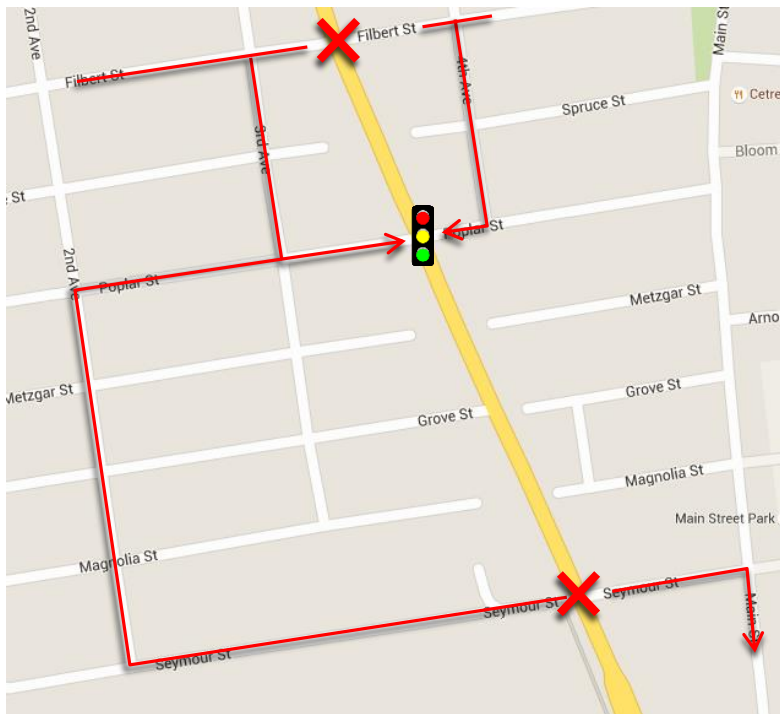




Intersection Deficiencies

➤ Unsignalized Intersections

➤ Highway 1 & Filbert Street



➤ Highway 1 & Seymour Street





Intersection Deficiencies

➤ Signalized Intersections

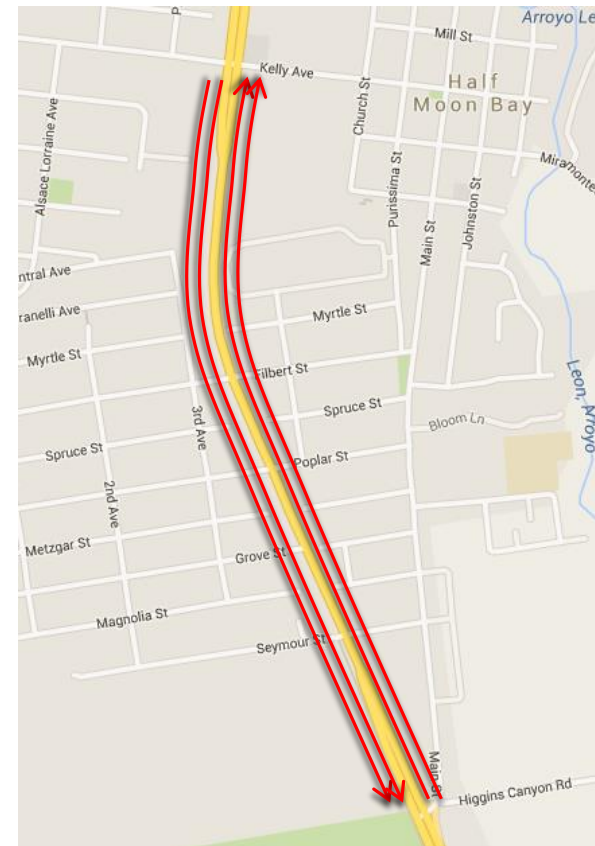
- Highway 1 & Ruisseau Francois Avenue
- 600' four-lane section plus taper





Intersection Deficiencies

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





Roadway Deficiencies

➤ 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

Deficiencies at Full Buildout

Segment	Weekday AM Peak Delay Index	Weekday PM Peak Delay Index	Weekend Midday Peak Delay Index
1 st Street to Mirada Road	2.18	2.32	1.95
Mirada Road to SR 92	9.77	8.19	3.19
SR 92 to Miramontes Point Road	1.02	1.03	1.95
Combined Highway 1 Segment	3.35	3.13	2.19

BOLD – Does not meet Standard (2.0)



Roadway Deficiencies

Deficiencies at Full Buildout

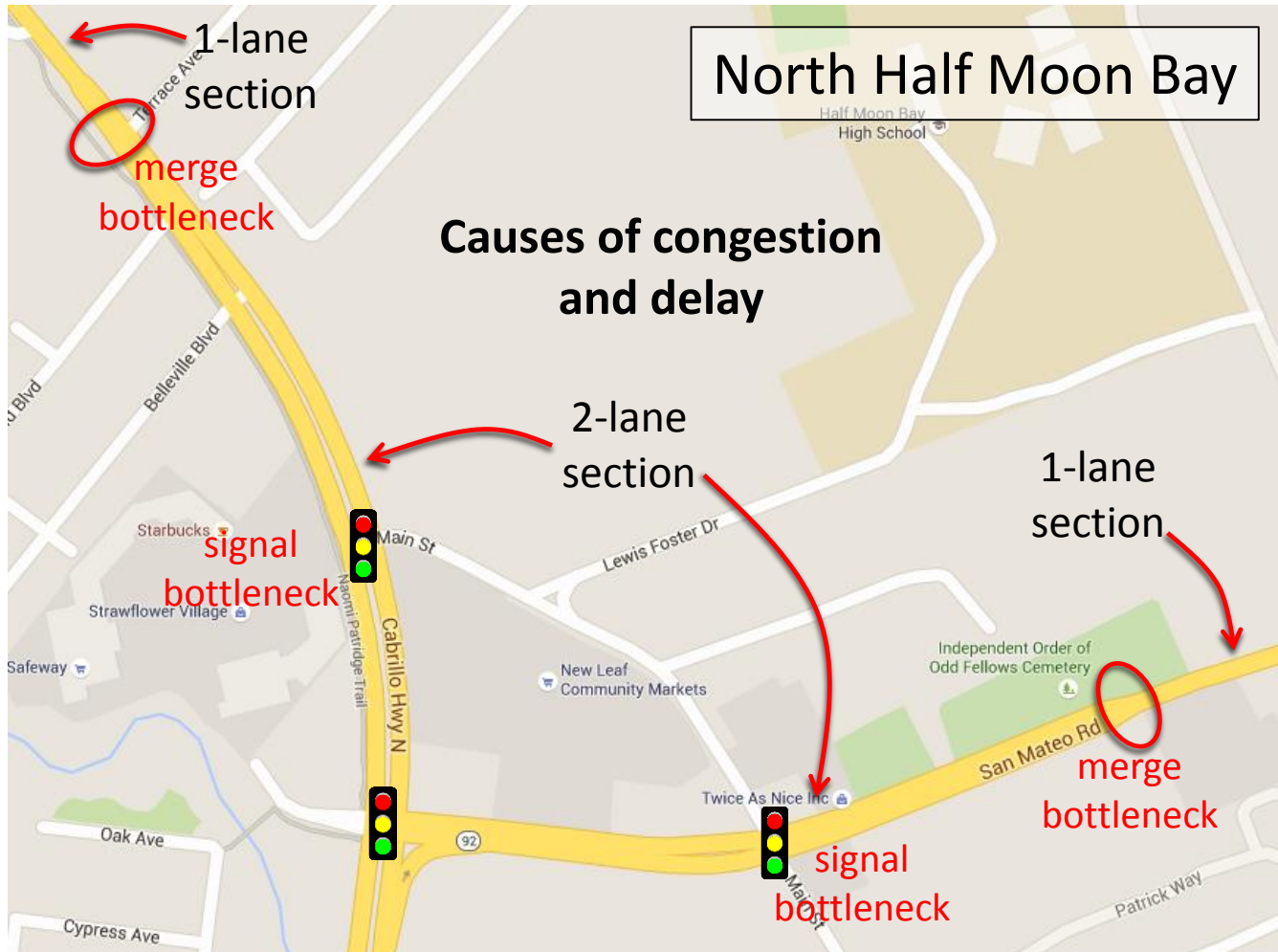
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Combined Highway 1 Segment	3.35	3.13	2.19

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

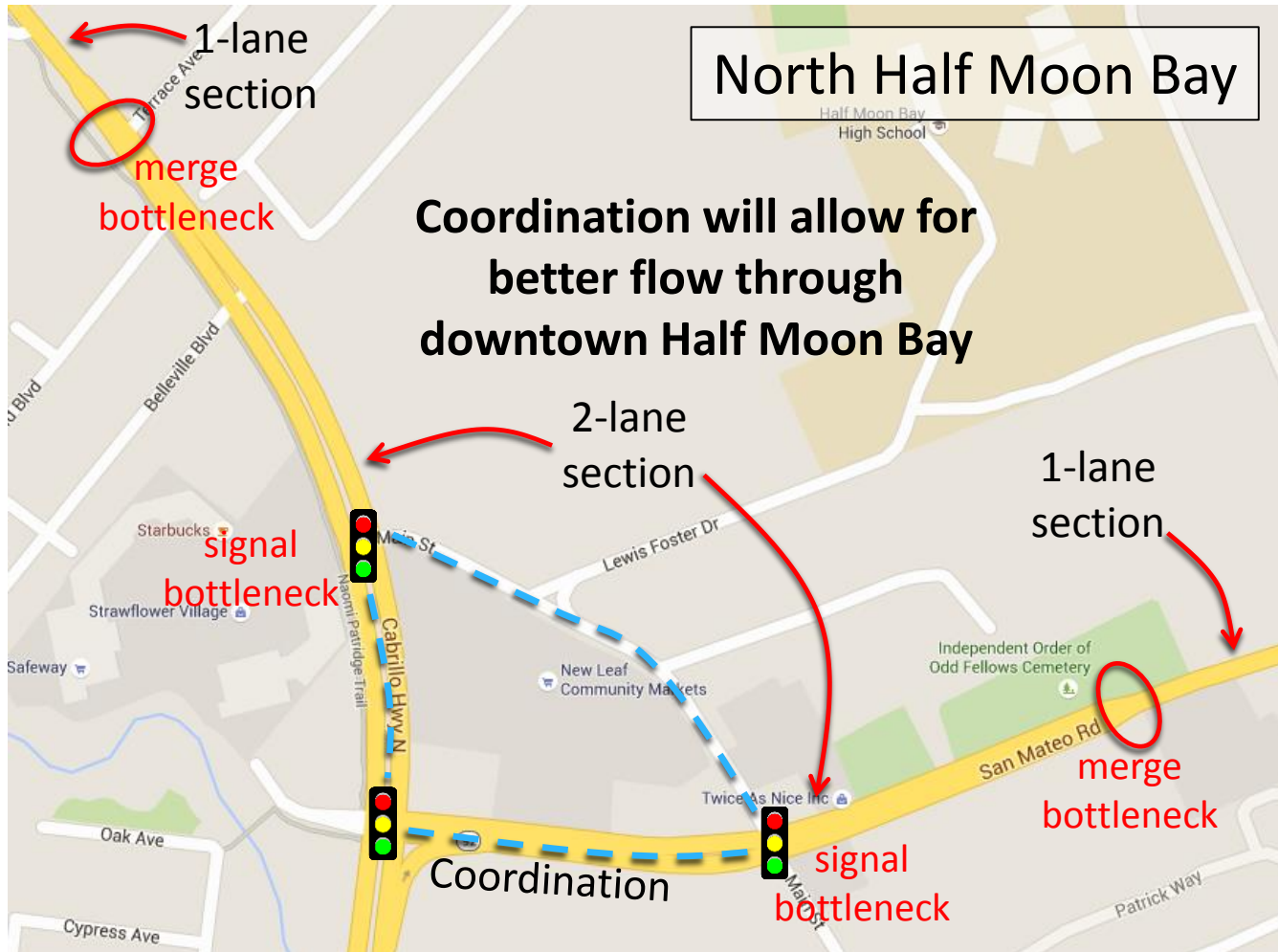


Roadway Deficiencies





Roadway Deficiencies





Roadway and Intersection Circulation and Safety

➤ Roadway Improvements

- Defined curb and shoulder for consistent cross section
- Consolidation of access along Rocket Farms driveways between Mirada Road and Young Avenue





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





Pedestrian Deficiencies

➤ 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 ½ mile



Pedestrian Deficiencies

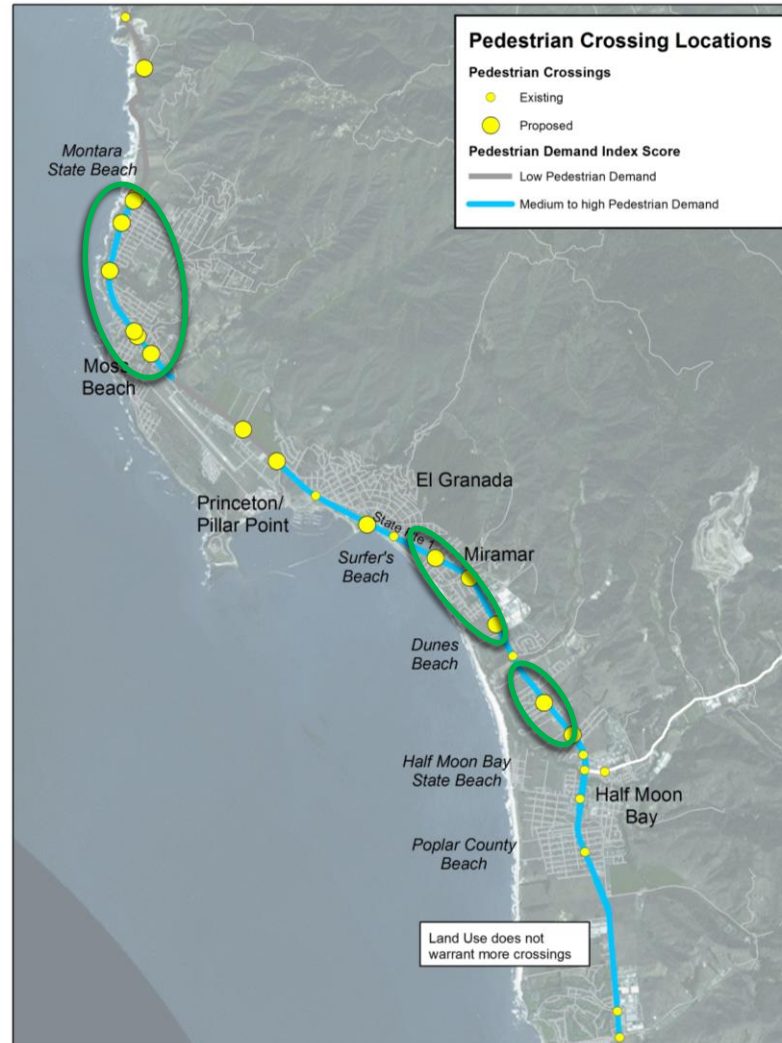
➤ Pedestrian Improvements

- 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



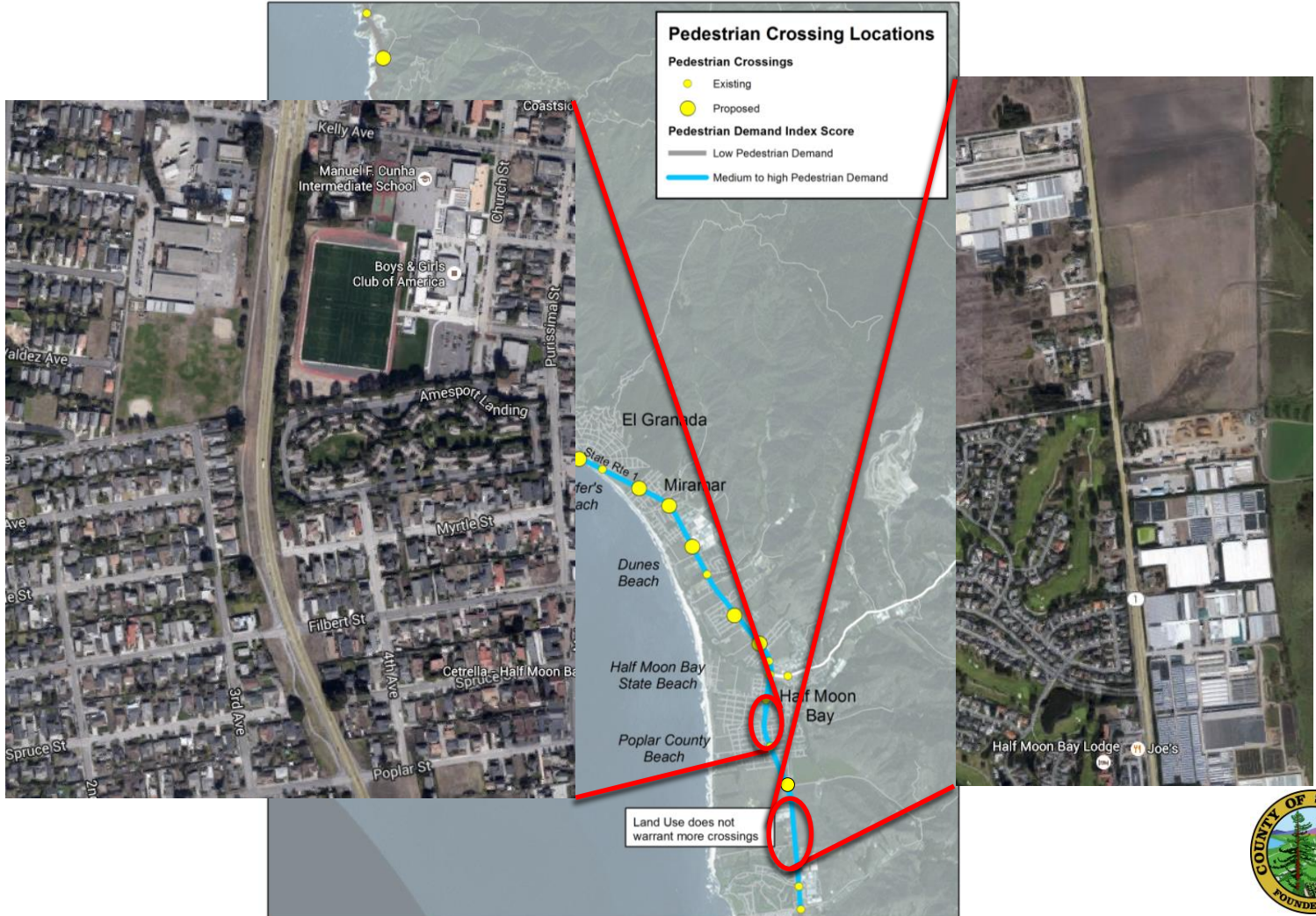
Pedestrian Deficiencies

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





Pedestrian Deficiencies





Effect on Delay Index

Segment	Weekday AM Peak Delay Index	Weekday PM Peak Delay Index	Weekend Midday Peak Delay Index
1 st Street to Mirada Road	2.28 (+0.11)	2.43 (+0.10)	2.16 (+0.20)
Mirada Road to SR 92	10.04 (+0.27)	8.26 (+0.07)	3.46 (+0.27)
SR 92 to Miramontes Point Road	1.03 (+0.01)	1.05 (+0.02)	1.97 (+0.02)



Bicycle Deficiencies

➤ 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





Transit Deficiencies

➤ 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 Deficiencies

➤ 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 Safety and Circulation

➤ 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



Parking Deficiencies

➤ Parking Deficiencies

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



Parking Deficiencies

➤ Parking Improvements

- Park-and-Ride shuttle to serve over-capacity lots or collect a parking charge to bring occupancy to 85%
- Improved wayfinding signage





Public and Stakeholder Outreach



Outreach and Next Steps

DKS





Public and Stakeholder Outreach on Transportation Alternatives

➔ Web Site Outreach -

<http://www.connectthecoastside.com/>



Land Use Policy Concepts



Land Use Policy Concepts



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)



Land Use Policy Concepts

➤ **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



Land Use Policy Concepts

➤ **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%



Land Use Policy Concepts

➤ **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



Land Use Policy Concepts

➤ **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

**Lots Eligible for Potential
CTMP Land Use Programs,
Unincorporated Midcoast (Urban)**

Urban Midcoast



Rural Midcoast



Data Source: San Mateo County GIS, 2014; MTC, 2013; ESRI, 2014; Dyett & Bhatia, 2014





Land Use Policy Concepts

➤ 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