



Overview of Connect the Coastsides to date

Project to develop a Comprehensive Transportation Management Plan

Midcoast Community Council
11/14/2018 presentation
by Lisa Ketcham

Comprehensive Transportation Management Plan (CTMP)

<http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>



- Key pending Midcoast long-range planning project
- Requirement of 2012 Update of Midcoast Local Coastal Program (LCP)
- Address cumulative traffic impacts of residential development on Highway 1 & 92.
- Base plan on analysis of projected new development at LCP buildout.
- Propose specific LCP policies designed to:
 - offset demand for all new vehicle trips generated by new residential development during commuter and recreation peak periods.
 - offset and mitigate for significant cumulative impacts on public access to the beach.
- Thoroughly evaluate feasibility of in-lieu fee traffic mitigation program, expansion of public transit, and development of mandatory lot merger program.

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Study area

- Devil's Slide to south end of HMB
- I-280 to ocean
- Advisory only within City of HMB

This overview will focus on Midcoast only and is not comprehensive.

Comprehensive Transportation Management Plan (CTMP)



Original timeline: 15 months, 2014-2015

Actual timeline -- as of Nov 2018

- **Dec 2014** – Buildout Analysis & Traffic Projections Report
Appendices: Development assumptions, Water/wastewater capacity
- **Apr 2015** – Evaluation of Transportation Alternatives to Address Buildout Deficiencies (Community objections lead to course correction and extension of consultant contract.)
- **Oct 2015** – Alternative Development Forecast & Transportation Standards
- **Mar 2016** – Recommended Transportation Alternative Evaluation; Land Use Policy Options
- Draft CTMP expected Oct 2016 but postponed ever since.

Reports, presentations, and comments found here:

<http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>

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Effect of project delays:

- Public outreach momentum and awareness lost.
- Staff turnover - 2 County project managers gone, agency staff turnover on Technical Advisory Committee
- Project website www.connectthecoastside.com domain expired.
- County project page has only Mar 2016 draft report.
<https://planning.smcgov.org/connect-coastside>
- Other project documents, presentations and comments only found on MCC project page. <http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>
- Major projects proceed without guidance of long-term plans and policies (Big Wave and Cypress Point).
- Delay and lost opportunities for lot merger, lot retirement, and collection of traffic fee mitigation.

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Development Projections

Buildout (see Dec 2014 report)

- Maximum amount of development which could occur based on existing zoning
- Assumes substandard lots in common ownership are merged.
- 66% increase in Midcoast homes/apartments (2,600 units)
- May be constrained by available water & wastewater capacity

vs

Constrained Development Forecast

- Maximum development only to 2040
- Assumes existing 40-unit annual growth rate limit remains in place after adoption of CTMP.
- 26% increase in Midcoast residential by 2040 (1,120 units)

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Transportation Standards

Roadway Segments

Existing roadway standard: Level of Service (LOS)

- Based on ratio between peak period traffic volume and roadway capacity (V/C).
- Does not take into account delay resulting from sources such as intersection control.
- Provides no standards for other modes of travel.

Recommended roadway standard: Delay Index

- Ratio of peak period to free-flow travel time
- Delay index of 2 for vehicle-only segments
(up to 2x free-flow is acceptable in segments with no bicycle facilities)
- Delay index of 3 for segments with multi-modal facilities
(up to 3x free-flow travel time is acceptable)

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Transportation Standards

Intersections

Existing intersection standard: Level of Service (LOS)

- Based on wait time at controlled intersection
- County standard LOS C/D
- 2-way stop control: based on delay for minor street traffic entering highway – gives priority to delay experienced by relatively low volume side street over higher volume of thru highway traffic.

Recommended intersection standard: revised LOS

Deficiency:

- Unsignalized intersections that have a deficient LOS and meet a signal warrant (sufficient side street volume).
- Signalized Level of Service worse than LOS D.

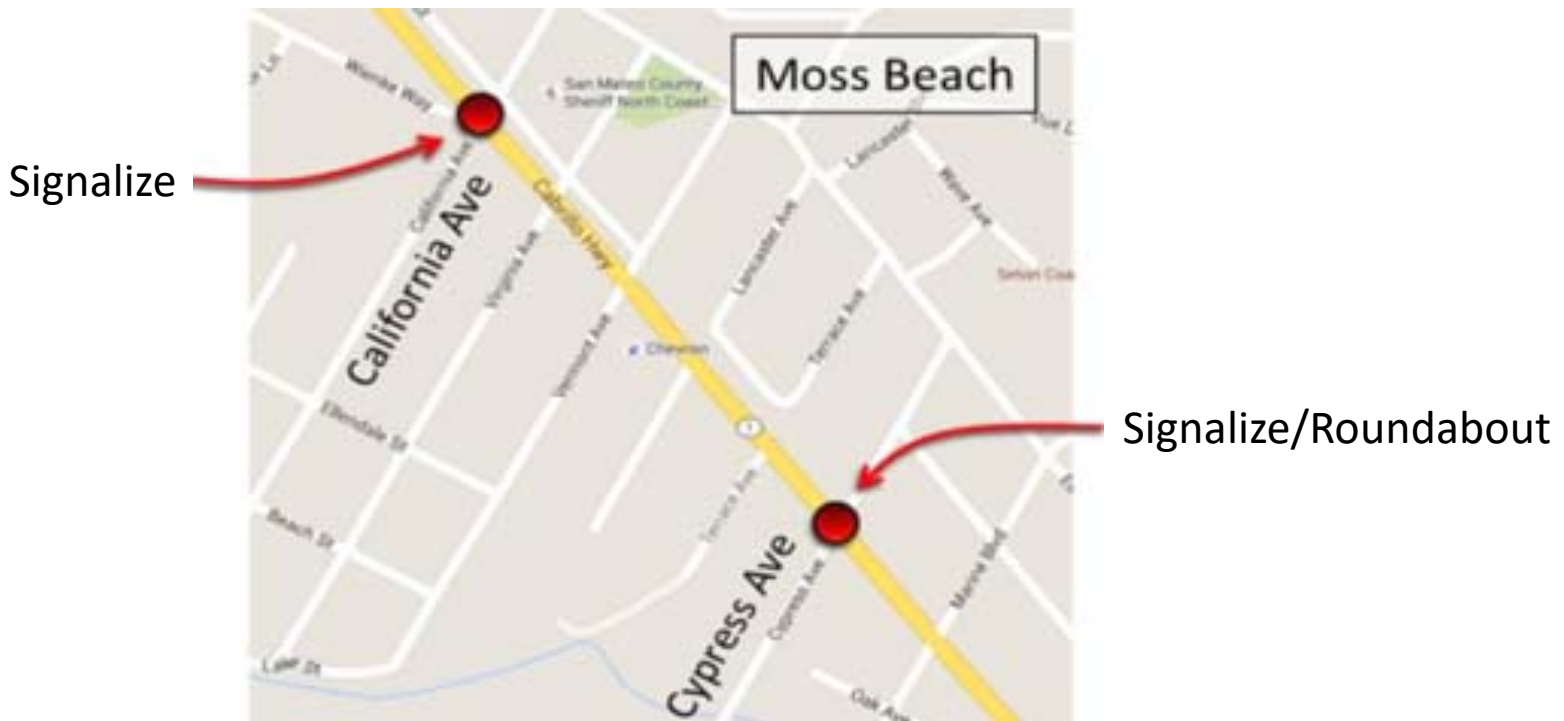
Mar 2016 Recommended Transportation Alternative



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Intersections

California and Cypress are the only Midcoast intersections with sufficient side-street volume to meet the signal warrant.



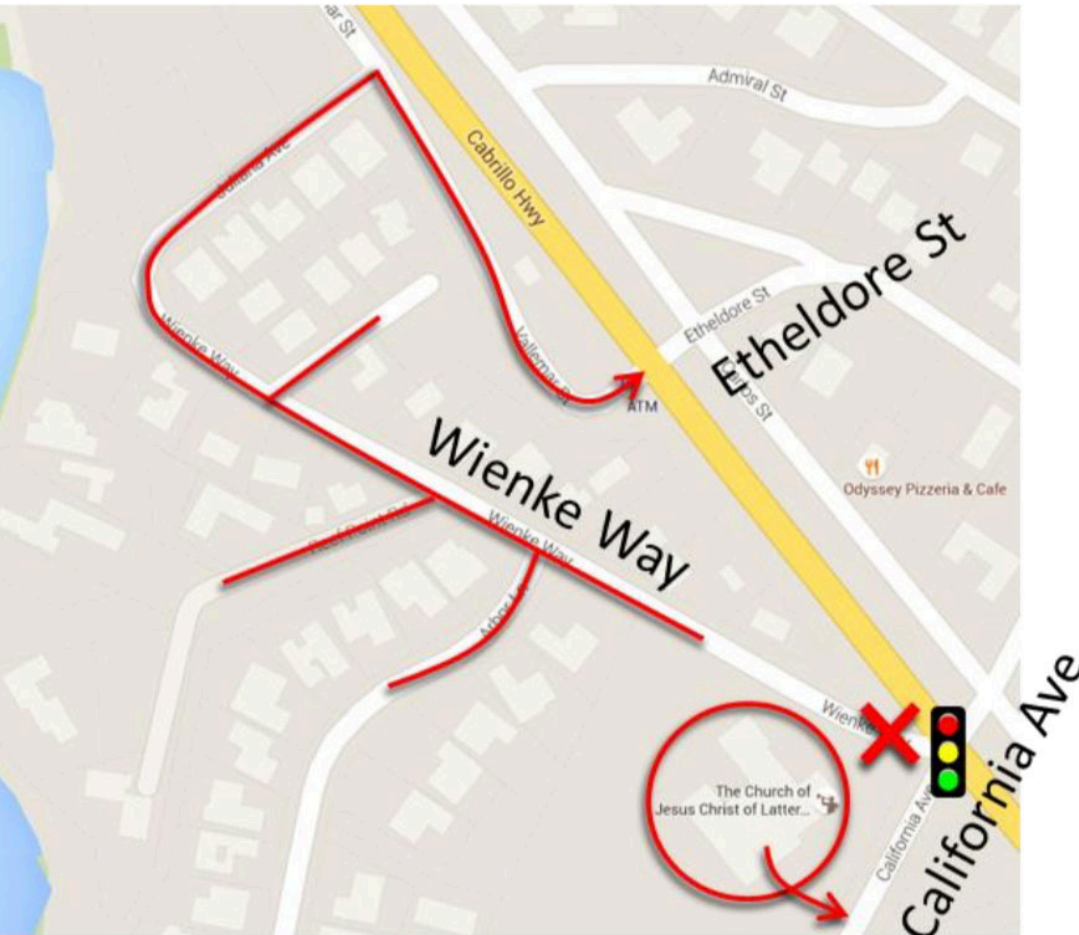
Mar 2016 Recommended Transportation Alternative

Intersections

- Simplify California/ Hwy 1/ Wienke intersection.
- Close Wienke & re-route highway access via Vallemar.



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Vallemar and Wienke access neighborhood of ~75 homes.

Mar 2016 Recommended Transportation Alternative

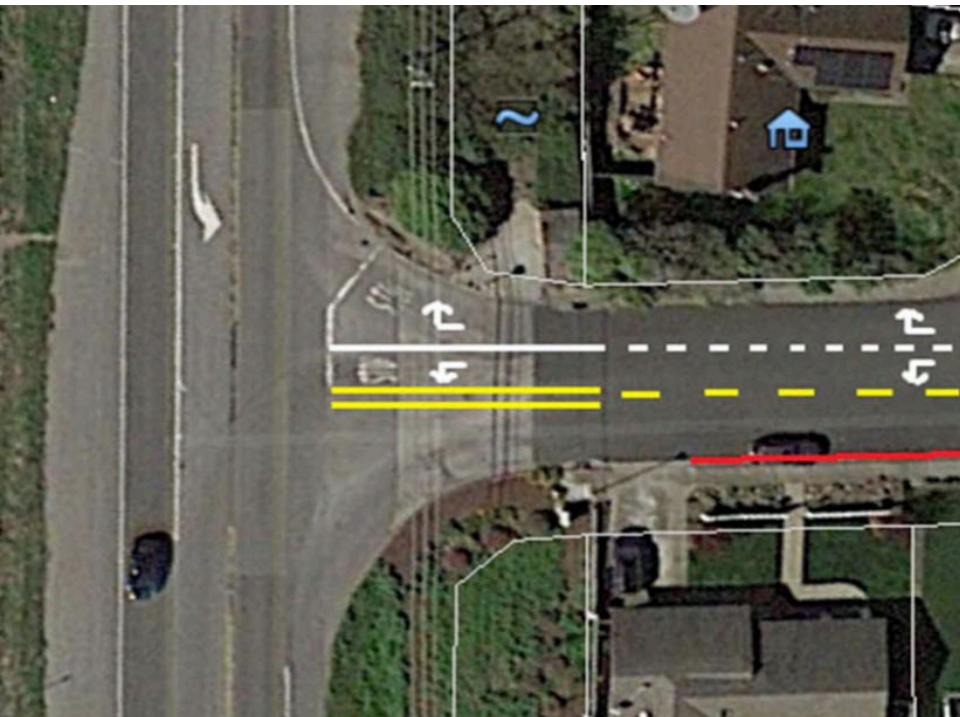


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Intersections

Improve LOS at certain 3-way intersections:

- Widen side street approach to highway
- Stripe separate lanes for right or left turn.
- Stripe center acceleration lane for vehicles turning left onto highway.



Example at Spindrifft

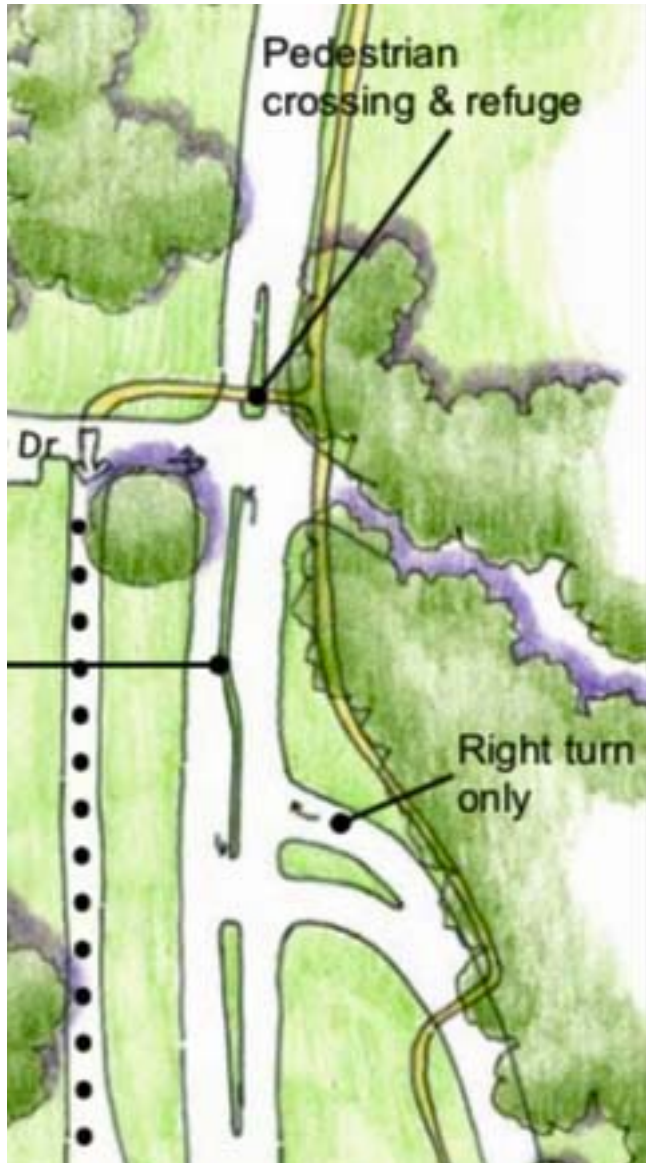
Consideration for near-term option at Cypress?

Mar 2016 Recommended Transportation Alternative

Midcoast Circulation & Safety



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16th/lighthouse:

- median
- northbound turn bay & acceleration lane
- pedestrian crossing

Carlos:

- right turn only onto highway

Mar 2016 Recommended Transportation Alternative



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Midcoast Pedestrian Improvements:

- refuges on wide crossings
- ADA compliant walking paths along Hwy 1 in village areas – 6' wide obstruction-free path, pedestrian scale lighting.
- additional crossings to reduce distance between crossings to ½ mile in pedestrian areas



Mar 2016 Recommended Transportation Alternative



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Midcoast Bicycle Improvements:

- Parallel Trail continuous 2nd St to Ruisseau Français
- Coastal Trail continuous Devil's Slide Trail to 2nd St, Cypress between Hwy 1 and Airport St.
- Class 2 bicycle lane in both directions along Hwy 1



Mar 2016 Recommended Transportation Alternative



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Midcoast Transit Improvements:

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



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Land Use Policy Options, March 2016

<http://www.midcoastcommunitycouncil.org/storage/issues/hwy1/2016-03-10-CTMP-draft-rep-land-use.pdf>

MCC webpage on Connect the Coastsides with all docs/comments:

<http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>

Midcoast Community Council

MCC

an elected Municipal Advisory Council to the San Mateo County Board of Supervisors, representing Montara, Moss Beach, El Granada, Princeton, and Miramar

Home Calendar MCC Contacts Parks Planning Hwy 1 Public Works Shoreline Archives

Highway 1

Connect the Coastsides

Crossings

Devil's Slide

Parallel Trail

Safety & Mobility Studies

Comprehensive Transportation Management Plan (CTMP)

Connect the Coastsides is the project to develop a Comprehensive Transportation Management Plan (CTMP) to address cumulative traffic impacts of Midcoast development on Highway 1 & 92.

CONNECT THE COASTSIDE

Midcoast Highway 1 Safety & Mobility Improvement Study

Status of 2012 Action Plan

November 2018

Midcoast Community Council
11/14/2018 presentation
by Lisa Ketcham

Highway 1 Safety & Mobility Improvement Studies 2012

<http://www.midcoastcommunitycouncil.org/hwy-1-mobility-studies/>

Concept plans for Midcoast Highway 1 Corridor
2-phase public planning effort 2009-2012

MCC priorities 2012:

- Pedestrian crossing with refuge island in each community, most importantly in Moss Beach.
- East-side Parallel Trail.

Traffic & Trails: *Help Plan the Future*



Midcoast Highway 1 -- Crossings, Raised Medians, Left-Turn Lanes

<http://www.midcoastcommunitycouncil.org/h1-crossings/>

SHORT TERM/ HIGH PRIORITY

Design Alternatives 2014 – 2015

Project Phasing:

- Phase 1:
 - Gray Whale Cove** center turn lane & crossing – design phase 2016-2018
 - Lighthouse crossing – disqualified from grant funding
 - Cypress northbound acceleration lane – not pursued
- Phase 2:
 - Moss Beach** crossing with raised median refuge island at Virginia
- Phase 3:
 - Montara** crossing with raised median refuge island at 2nd St.



Highway 1 Parallel Trail

- aka Midcoast Multi-Modal Trail

MID-TERM, HIGH PRIORITY

- East of highway trail connecting Midcoast communities to each other and to HMB.
- Mirada Rd, Miramar, to 2nd St, Montara
- Expected to be completed in 4 segments.

<http://www.midcoastcommunitycouncil.org/parallel-trail/>



2nd St, Montara
to
Mirada/Alto Rds



Southern segment
Mirada Rd to Coronado
Design 2014 – 2018
Construction 2019?

Highway 1 Safety & Mobility Study

Action Plan 2012

red = 2018 status

<http://www.midcoastcommunitycouncil.org/storage/issues/hwy1/2012-11-20-H1-ActionPlan.pdf>

Priority/Timeframe Criteria: importance, funding availability, complexity

Studies	Timeframe	Priority
Comprehensive Transportation Mgmt Plan -- stalled	Mid	High
Parking Study -- completed by National Park Service	Mid	Medium
Bike Lane Study – HMB to Devil’s Slide	Mid	Medium
Analyze realignment options at Surfers’ Beach	Long	High
Speed limit 45 mph throughout Midcoast except airport	Long	High
Infrastructure Projects		
Crossings/ medians/ turn lanes – Gray Whale Cove design	<u>Short</u>	High
Hwy shoulder parking controls Capistrano to Coronado	<u>Short</u>	High
Parallel Trail (PT) -- southern segment final design phase	Mid	High
CA Coastal Trail (CCT) – Mirada Surf to Harbor complete	Mid	High
Carlos St, Moss Beach streetscape improvements (PT)	<u>Short</u>	High
Main St, Montara improvements (PT/ CCT)	Mid	Medium
Airport St bike/ped trail	Mid	Medium
Lighthouse pedestrian overcrossing (CCT)	Long	Medium

How short is a short-term project in a 25-year timeframe?

Highway 1 Safety & Mobility Study

Moss Beach –

- Bisected by Hwy 1
- Needs context-appropriate village circulation plan
- Roundabout at each end of Moss Beach:
 - calm traffic without stopping it
 - safe pedestrian crossings included, one direction of traffic at a time
 - convenient U-turns to avoid making left turns onto the highway, improving LOS at all intersections.

Connect the Coastside does not analyze a circulation plan for Moss Beach as a whole, but by default proposes entirely different concept with 2 traffic signals and no village entry definition.

