

# Connect the Coastside

(Development of a Comprehensive Transportation Management Plan  
per LCP Policy 2.53)

Evaluation of Recommended Alternative & Land Use Policy Options  
April 2016

MCC presentation to accompany comments on Connect the Coastside,  
reflecting community input on this and other recent planning efforts,  
Hwy 1 Safety & Mobility Studies and Midcoast Crossings Project.

MCC presentation 4/13/16, LK

## LAND USE POLICIES

- Merger of sub-standard lots in common ownership is already assumed in LCP buildout numbers, but staff has not enforced.
- 1:1 residential lot retirement for new subdivisions only ensures no resulting INCREASE in buildout numbers.
- Development fees for traffic mitigation are necessary, but won't control growth.

### How to reduce potential residential buildout?

- Implement a conservation lot purchase program to reduce residential buildout numbers and provide broader benefits such as rounding out existing parkland or adding adjacent parking, managing retreat of subdivided and/or developed areas that are in the path of Sea Level Rise and coastal erosion, and avoiding development in environmentally sensitive and hazard areas.

## PUBLIC TRANSIT IS KEY

Public transportation spending needs to dramatically shift emphasis from facilitating private vehicle travel by building ever more road infrastructure, to developing and subsidizing efficient and convenient public transit.

## CROSSINGS

- Median refuge islands are a key feature in the Safety/Mobility Study.
- Statistically safer than flashing beacons
- Less likely to cause traffic congestion.
- Pedestrian wait time can best be reduced by crossing one direction of traffic at a time without stopping traffic.



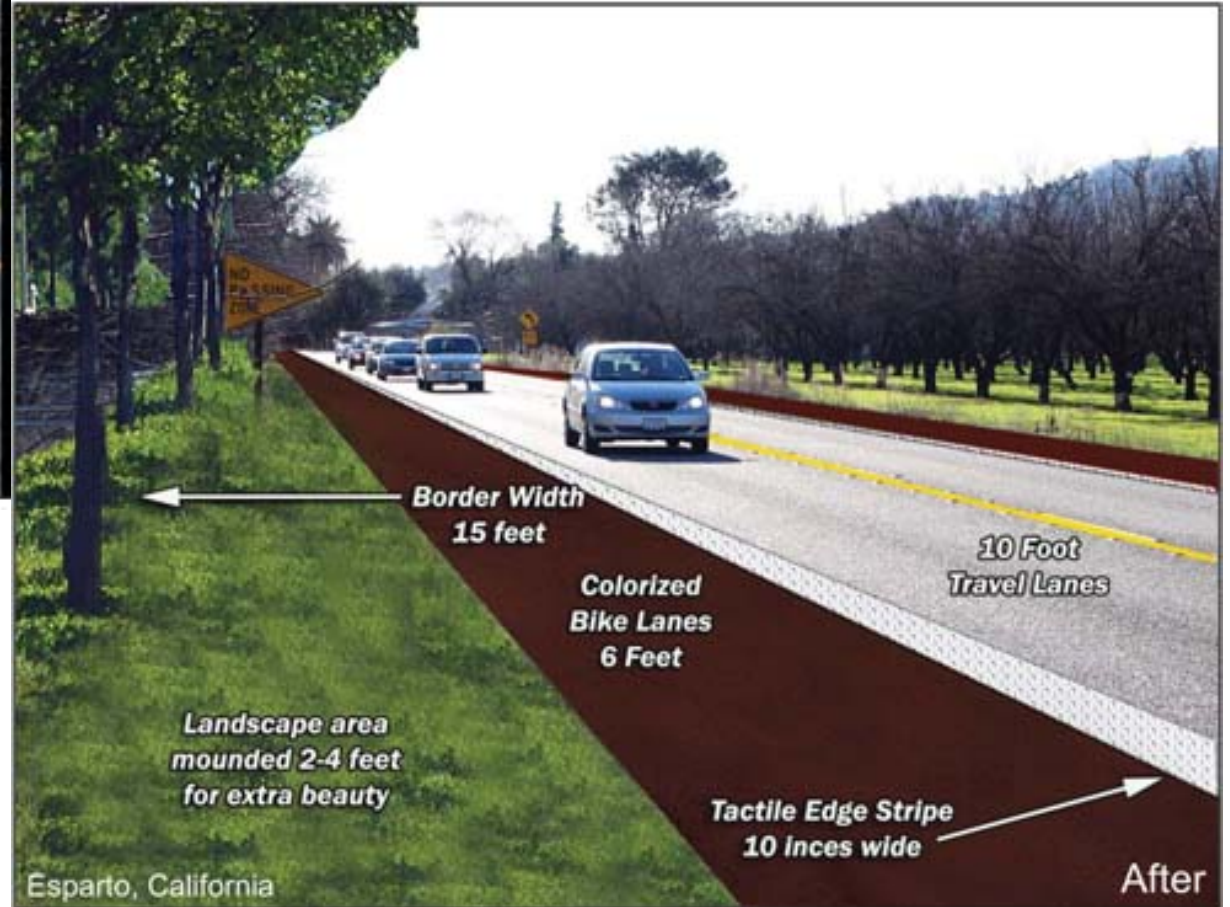
Uniform  
consistent edge

instead of paved  
curbs & gutters



Context-sensitive design  
from Safety/Mobility Study:

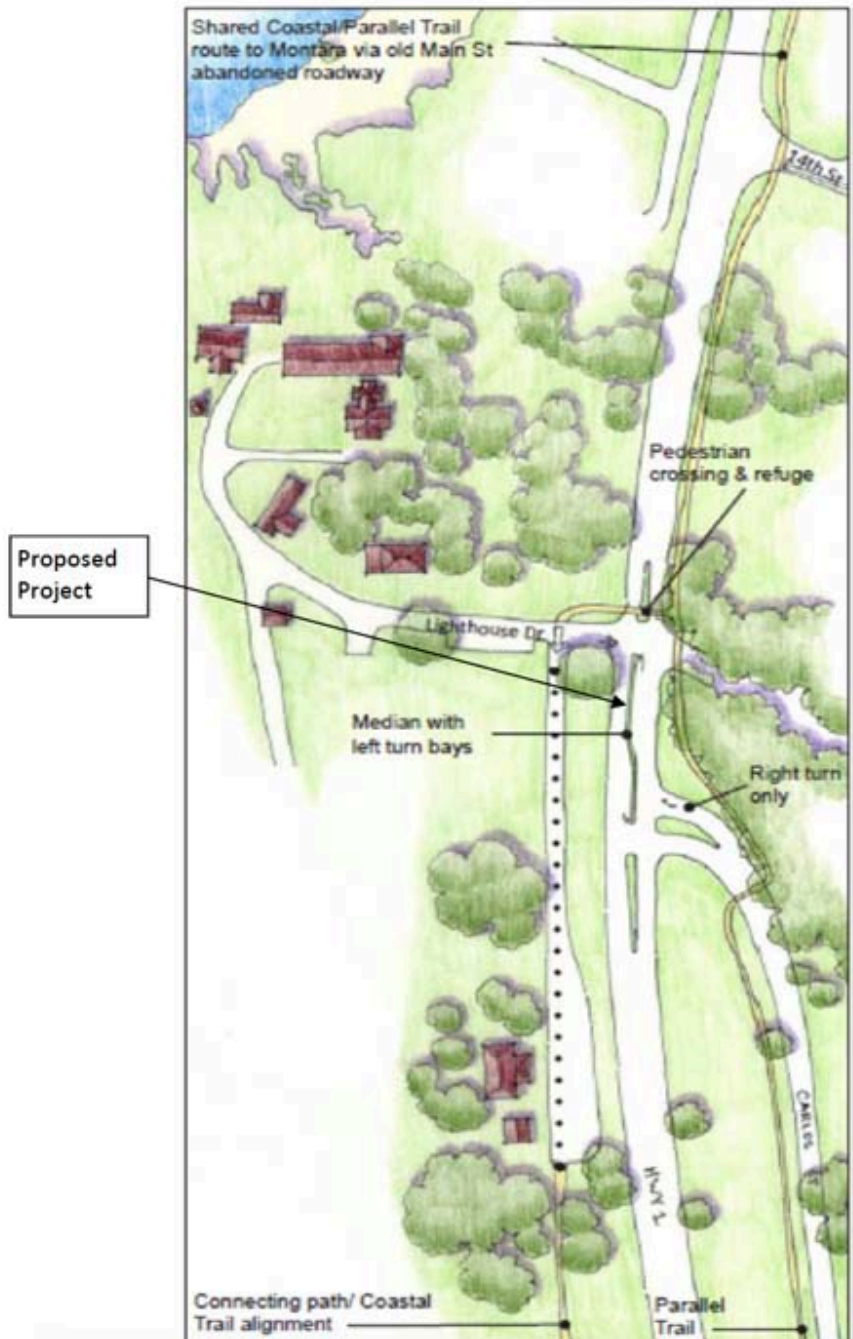
Tactile edge stripe &  
colorized bike lanes



Uniform consistent edge without curbs & gutters



**Project R7: Montara Lighthouse Median and Left Turn Bay**



## COST ESTIMATES

**Lighthouse/16<sup>th</sup> St.** concept plan from Safety & Mobility Study: Left turn bay & raised median refuge island for ped crossing.

Midcoast crossings project: TA engineers said road widening necessary, total cost \$4.5 million.

CTMP cost estimate: \$170,000

### **Gray Whale Cove**

Left turn lanes & painted crosswalk

TA -- \$1.3 million

CTMP -- \$440,000

## Moss Beach:

The village area needs a context-appropriate circulation plan as outlined in the Safety/Mobility Study which favors right-turn side-street highway entry with convenient U-turns at each end of town.

Congestion from the 2 traffic signals will inevitably require widening to 4 thru travel lanes.

## Frenchman's Creek:

Adding stacking lanes to address congestion caused by traffic signal is estimated to cost \$2.6 million, or twice as much as conversion to a roundabout.  
(1.2 million est. for Kehoe roundabout)



## MODERN ROUNDABOUTS

- Promoted by Caltrans and Federal Highway Administration.
- 75% fewer injury collisions - 90% reduction in overall fatalities.
- Highest accident rates of all Midcoast intersections are at traffic signals.
- Keep traffic moving through intersections.
- Significantly less delay when managing peak-hour cross-street traffic.
- Increased intersection capacity due to lower speeds and resulting smaller gaps between vehicles.
- Fuel consumption/emissions reduced by less vehicle idling and not starting from a complete stop.
- Large trucks can make U-turns via the central truck apron.
- Traffic calming in village areas
- Safe crossings, one direction of traffic at a time, set back from entry points.
- No blinking red signal malfunctions causing extensive backups.