

**6. PROJECT DELIVERY RECOMMENDATIONS**

**6.1 PROJECT DELIVERY OPTIONS**

Highway 1 is a state highway, so project delivery of any of the improvements will need to follow the Caltrans project development guideline as outlined in the Caltrans Project Development Procedures Manual. The project delivery options were developed in consultation with Caltrans, SMCTA, and San Mateo County. The options can be approached with two different methods or tracks, as detailed below:

**First Track: Combine all project locations:**

- 1) PID: Develop a Project Study Report (PSR)–Project Development Support
- 2) Project Approval: Prepare a PA&ED
- 3) Final Design: Prepare PS&E

**Second Track: Individual project locations**

- 1) Project Initiation Document and Approval: Prepare a PEER
- 2) Final Design: PS&E

The pros and cons associated with the two tracks for project delivery are summarized in Table 6-1.

**Table 6-1: Project Delivery Options**

Track	Pros	Cons
First Track: PSR → PA&ED → PS&E (Combined project)	<ul style="list-style-type: none"> <li>• Clears every location for construction</li> <li>• Potential cost savings as projects could be implemented under one contract</li> </ul>	<ul style="list-style-type: none"> <li>• Lengthy process - alternatives with controversy could hold up projects with general community support.</li> <li>• Environmental impacts have an accumulative total which has potential to trigger more extensive permitting and approval</li> <li>• Caltrans Cooperative Agreement Needed</li> </ul>
Second Track: PEER → PS&E (Individual projects)	<ul style="list-style-type: none"> <li>• Can sequence locations and clear locations individually</li> <li>• Implementation of alternatives as funding becomes available</li> <li>• No need for Caltrans Cooperative Agreement</li> <li>• Projects with community support can be constructed while more complex projects are undergoing further study</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for higher cost as each project is constructed separately</li> <li>• Individual project cost must be less than \$3M.</li> <li>• Need Caltrans Encroachment Permit</li> </ul>

## 6.2 IMPLEMENTATION RECOMMENDATIONS

The recommendation for implementations of non-controversial alternatives is through the Caltrans Encroachment Permit (i.e., PEER) Process. The identified recommended alternatives are under the \$3 million threshold and will qualify for the PEER process. This approach would allow the less-complex improvements to be implemented in the shortest time and as funding becomes available. However, this process does not eliminate the need for permitting.

## 6.3 ALTERNATIVE RECOMMENDATIONS

The alternative recommendations are developed based on public safety, feasibility of implementation, and community input and support. The locations where clear direction and support emerged for specific alternatives during the public process are identified below.

- Mirada Road, Miramar – Future consideration
- Cypress Avenue, Moss Beach – Limit to restriping of acceleration lane for northbound Highway 1 traffic
- 16th Street, Montara – Alternative 1
- Gray Whale Cove – Alternative 1

Due to strong community support for a project at California Avenue/Virginia Avenue in Moss Beach and 2nd Street in Montara, it is determined that SMCTA should proceed with Alternative 3 at each location as the preferred alternative. Significant community support was expressed for traffic-calming features that would reduce vehicle speeds, support a pedestrian refuge, and enhance vehicular and pedestrian safety. The community also expressed a strong desire to minimize light pollution at these locations. It is determined that the Alternative 3 projects best meet these needs. Each project should be implemented separately from each other according to funding availability.

No individual alternative at 7th Street in Montara was identified during the process. If a project is desired at this location, further evaluation should be conducted. General recommendations and action items for future studies at 7th Street in Montara include:

- Conduct traffic and pedestrian counts throughout the project limits;
- Determine the optimal locations for the pedestrian crossings based on pedestrian counts (It is recommended that pedestrian counts be conducted during the weekend, when the highest recreational pedestrian volumes are present.);
- Determine the locations where consolidating left-turn movements would be warranted to improve traffic flow and safety through town centers; and
- Continue coordination with other pedestrian trail projects within the corridor to provide optimal pedestrian connectivity.