



# 2015 MEASURE A PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS

## INSTRUCTIONS FOR APPLICATION FORM

All materials are available online at:

<http://www.smcta.com/2015PedBikeCFP>

General questions regarding the application? Contact **Pete Rasmussen** at [rasmussenp@samtrans.com](mailto:rasmussenp@samtrans.com) or (650) 508-6343.

Applications are due on **December 18, 2015 at 4 p.m.**

- Email to [callforprojects@samtrans.com](mailto:callforprojects@samtrans.com), and
- Submit **one unbound original** and **six bound hard copies** to:

Attn: Pete Rasmussen  
San Mateo County Transportation Authority  
1250 San Carlos Avenue  
San Carlos, CA 94070

1. Definitions: The following terms are used throughout the application form. Please note when questions are specific to the overall project or the project scope, and respond accordingly.
  - a. Overall project: The entire project ultimately to be constructed.
  - b. Project scope: The specific project phase or elements for which Measure A funds are being requested in this application/cycle. The project scope may be a subset of the overall project.
  - c. Sponsor: The applicant for Measure A funds for the project scope.
2. Please contact the TA if you have questions while completing the application form. This will save time and follow-up efforts with applicants for the TA during the evaluation process.
3. Each question is designed to help the sponsor address how well the project may meet the program evaluation criteria. Please keep responses as clear and concise as possible.



# 2015 MEASURE A PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS

## PROJECT APPLICATION FORM

### Project Information

Overall Project Title:	<b>Montara Pedestrian and Bicyclist Safety Improvement Project</b>
In jurisdiction(s):	San Mateo County
Measure A Request for <u>Project Scope</u> :	\$511,830
Total Cost for <u>Project Scope</u> :	\$568,700
Phases for <u>Project Scope</u> : <i>Check all applicable phases requesting Measure A funds</i>	<input type="checkbox"/> Pre-project planning* <input type="checkbox"/> ROW <input checked="" type="checkbox"/> PE/Environmental <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> PS&E <input type="checkbox"/> Other (please specify): _____

\*feasibility studies, alternatives analysis, etc.

### Applicant Information (Repeat tables if more than one sponsor)

Sponsor (Applicant):	<b>San Mateo County</b>
Primary Contact person:	<b>Nicholas Calderon</b>
Title:	<b>Senior Legislative Aide</b>
Email:	<a href="mailto:ncalderon@smcgov.org">ncalderon@smcgov.org</a>
Phone number:	<b>650-599-1016</b>
Secondary Contact person:	<b>Steve Monowitz</b>
Title:	<b>Director, Planning and Building</b>
Email:	<a href="mailto:smonowitz@smcgov.org">smonowitz@smcgov.org</a>
Phone number:	<b>650-363-1861</b>

**Applications due by December 18, 2015 4:00 PM**



## 2015 MEASURE A PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS

### FUNDING APPLICATION

---

---

#### TABLE OF CONTENTS

- I. Project Readiness and Need
- II. Effectiveness
- III. Policy Consistency
- IV. Funding
- V. Sustainability

#### APPLICATION CHECKLIST:

- Required Sponsor Governing Board Resolution\*  
*\*An endorsement letter from the sponsor's City Manager/Executive Director must be provided if the resolution is not obtained by the December 18, 2015 application deadline.*
- Required Non-Supplantation of Funds Certification
- Project Location Map, Plans, Photographs (Section I.1.a.iii)
- Policy & Plan Consistency Documentation (Section III.a, III.b, III.c)
- Letters of Support (Section I.1.e)
- N/A If request is for Right of Way (ROW) acquisition, attach environmental clearance and documentation for estimate of value (Section I.1.b)

I. <u>Project Readiness and Need</u> - up to 35 points
--

1. *Project Readiness – up to 20 points*

a. Clear and Complete Proposal

- i. Overall Project Description: Describe the overall project that is ultimately to be constructed. If the overall project is larger than the project scope for which the Measure A funds are requested, state the work that may have already been completed and the work that may remain.

The San Mateo County Planning and Building Department, with strong support from the San Mateo County Board of Supervisors, Midcoast Community Council and public at large, is applying for Measure A

## 2015 Measure A Pedestrian & Bicycle Program Funding Application

---

Pedestrian and Bicycle Program funds to design, permit and construct a critically needed pedestrian and bicyclist safety and mobility improvement project at the intersection of 16<sup>th</sup> Street and Highway 1 in Montara on the San Mateo County Midcoast. The Montara Pedestrian and Bicyclist Safety Improvement Project is a designated pedestrian crossing that utilizes pedestrian activated Rectangular Rapid Flashing Beacons, high-visibility painted medians and lighting to enhance pedestrian and bicyclist safety at a popular highway crossing location. The project is one element of a larger effort – *The Highway 1 Congestion, Throughput and Safety Improvements Project* – designed to enhance vehicular and pedestrian safety and mobility along the Highway 1 corridor on the San Mateo County Midcoast. The design and permitting of *The Highway 1 Congestion, Throughput and Safety Improvements Project* is funded through the San Mateo County Transportation Authority Measure A Highway Program. Upon completion of the Preliminary Planning Study, it was determined that The Montara Pedestrian and Bicyclist Safety Improvement Project was strictly a pedestrian and bicyclist improvement and ineligible to proceed using Highway Program funds. At that time, the County was encouraged by the Transportation Authority to apply for Measure A Pedestrian and Bicycle Program funds to complete the project.

The Montara Pedestrian and Bicyclist Safety Improvement Project and *Highway 1 Congestion, Throughput and Safety Improvement Project* were conceptualized in the community-developed, Caltrans funded Highway 1 Safety and Mobility Improvement Study: Phase 1 and Phase 2. These studies represent a collaborative effort by consultants, County staff, Caltrans, National Park Service, Midcoast Community Council and the public at large.

Montara is a coastal community of 3,000 residents located three miles south of Devil's Slide and 7.5 miles north of Half Moon Bay. Within Montara, residents and tourist find some of the most desirable recreational and commercial destinations, including Montara State Beach, Rancho Corral de Tierra and La Costanera Restaurant. Farallone View Elementary School, which serves students from Montara, Moss Beach and Moon Ridge Apartments is also located in Montara.

Bordering Montara to the south is Moss Beach, a coastal community of 3,100 residents. Moss Beach hosts the largest residential population on the Midcoast west of Highway 1. Having residential neighborhoods and recreational and commercial destinations both east and west of Highway 1 creates a unique layout in Moss Beach. To access popular destinations, including the post office, Fitzgerald Marine Reserve, Moss Beach Park, restaurants and Sheriff's Office Substation residents have to make the unprotected and dangerous crossing of Highway 1.

Highway 1 is the main regional thoroughfare which provides access to all residential neighborhoods and commercial and recreational destinations. 16<sup>th</sup> Street is located at the southern gateway to Montara; on the border with Moss Beach. At the proposed project site, southbound traffic typically

exceed the posted speed limit of 50 mph as they approach the intersection. Northbound traffic, coming from Moss Beach, where the posted speed limit is 50 mph, approach the intersection at 16<sup>th</sup> Street on a blind bend. The high speeds and poor sight distance further increases the danger for a pedestrian crossing at this location.

Within walking proximity to the project site are popular destinations such as the Montara Lighthouse Hostel, Montara State Beach, Fitzgerald Marine Reserve, La Costanera Restaurant, Rancho Corral de Tierra, California Coastal Trail, Moss Beach and Montara Post Offices and the Montara and Moss Beach town centers. Based on the Coastal Trail alignment through Montara and Moss Beach, northbound and southbound trail users are led to the project site and required to cross the highway in order to proceed on the trail.

The Montara Pedestrian and Bicyclist Safety Improvement Project will be the only pedestrian crossing between Capistrano Road in El Granada and Devil's Slide; a six-mile stretch of coastline. It will also be the first highway pedestrian crossing on the coast that is not at a controlled intersection. As the first pedestrian crossing of this type on the Midcoast, this project will allow the County to assess how effective the Rectangular Rapid Flashing Beacons and high-visibility painted medians are and how the community responds to them. Assessing community response to the project once installed may lead to a desire to have more of these crossings throughout the Midcoast which would further enhance pedestrian and bicycle safety and mobility.

Southwest of the 16<sup>th</sup> Street and Highway 1 intersection, there is a bus stop for SamTrans Route 17. The bus route runs north-south along Highway 1 the length of the Midcoast and Half Moon Bay. As most residents in this area reside east of Highway 1, transit users are required to cross at this location with no form of protection or early notification for oncoming vehicles. Further, the Cabrillo Unified School District was forced to cancel their school bus program during the economic downturn and has not reinstated the service. For this reason, many students depend on SamTrans to get to and from school. This makes the need for safe crossings at bus stops even more critical.

The County has made enhancing safety and mobility a top priority on the Midcoast. Consistent with this priority, the County is seeking funding to implement The Montara Pedestrian and Bicycle Safety Improvement Project which will enhance safety for all users of the Highway 1 transportation system; pedestrians, bicyclists and vehicles.

- Clearly marked, safe crossings for pedestrians and bicyclists. High speeds and large traffic volumes in Montara and Moss Beach make crossing Highway 1 dangerous. The Highway 1 Safety and Mobility Improvement Study as well as Midcoast Recreation Needs Assessment identified a need for pedestrian crossings throughout the seven-mile

stretch of coastline on the Midcoast. To date, only one has been implemented in El Granada.

Pedestrians often spontaneously dart out and cross Highway 1, creating a hazardous and dangerous situation for pedestrians, bicyclists and vehicles. A designated crossing would provide a strategic location to cross and facilitate predictable movements. With a majority of housing in the project area east of Highway 1 and residential neighborhoods, commercial and recreational attractions like County and State beaches and hiking trails, a marine sanctuary and restaurant on the west side, the lack of a designated crossing does not meet the demand.

2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

- ii. Project Scope: Describe the work and phases (see list of phases in the table for project schedule, iv., below) that will be completed with the requested Measure A funds if it is a subset of the overall project description. Identify and provide justification for any supplementary improvements that enhance/improve the pedestrian and/or bicycle experience, that may include, but are not limited to, landscaping, lighting and street furniture, that are proposed for inclusion as part of the scope of work.

This application requests funds to design, permit and construct the Montara Pedestrian and Bicyclist Safety Improvement Project. The project scope includes:

- Completion of the Caltrans PEER process including the environmental studies (CEQA), engineered design and Right-of-Way certification.
- Construction of the designed and permitted pedestrian crossing at the intersection of 16<sup>th</sup> Street and Highway 1.

The Montara Pedestrian and Bicyclist Safety Improvement Project consists of pedestrian activated Rectangular Rapid Flashing Beacons (RRFBs), high-visibility painted medians and appropriate levels of lighting to enhance pedestrian and bicyclist safety. This allows the project to be a low cost, highly effective opportunity for over 6,000 residents and countless visitors to the Coast every year to freely and safely walk and bicycle between destinations. As no highway widening is required adjacent habitat and species will not be disturbed or damaged.

According to a U.S. Department of Transportation Federal Highway Administration study, the installation of a two-beacon Rectangular Rapid Flashing Beacons system increased yielding compliance from 18% to 81% (<https://www.fhwa.dot.gov/publications/research/safety/pedbike/10043/10043.pdf>).

- iii. Attach a Map(s), any plans, drawings and relevant photos of the overall project and scope for the requested Measure A funds.

Please find a map of the project location, the project design, images of the project site and a concept drawing from the Highway 1 Safety and Mobility Improvement Study: Phase 2 in Attachment A.

2015 Measure A Pedestrian & Bicycle Program  
Funding Application

- iv. Project Schedule - Indicate the anticipated beginning and end date for each phase of the project. If a phase is not applicable for this application, write "N/A".

If the PS&E phase is underway, indicate the percent complete to date: N/A

Phase	Month and Year	
	Phase Start	Phase End
Pre-Project Planning	2/1/2014	9/1/2015 (Completed)
Preliminary Engineering(PE)/Environmental (ENV)	3/1/2016	11/1/2016
Plans, Specifications & Estimates (PS&E)	3/1/2016	9/1/2017
ROW Acquisition and Utilities	6/1/2017	9/1/2017
Construction and Procurement	2/1/2018	4/1/2018

- v. Provide a detailed budget for the applicable phase(s) of the project scope.  
[Optional: provide any known cost/budget information for prior and/or subsequent phases of the overall project and the basis for the estimate]

Project Scope Phases	Total Cost Estimate (A+B+C)	Measure A Pedestrian and Bicycle Program request (A)	Prior Measure A Pedestrian and Bicycle approved funding (B)	Other Matching Funding (C)	Source(s) of Other Matching Funding*	Notes
Pre-Project Planning	\$ 0	\$0	\$0	\$0		The budget for the project is based on cost estimates developed by AECOM while producing the PPS for the Highway 1 Congestion, Throughput, and Safety Improvements Project
PE/Environmental	\$76,774	\$69,097	\$0	\$7,677		
Design (PS&E)**	\$76,775	\$69,097	\$0	\$7,678		
Right of Way	\$0	\$0	\$0	\$0		
Construction	\$415,151	\$373,636	\$0	\$41,515		
<b>Totals:</b>	<b>\$568,700</b>	<b>\$511,830</b>	<b>\$0</b>	<b>\$56,870</b>		

\* If there are multiple sources of matching funding, please identify and itemize each one separately.

\*\*Indicate status of Design (PS&E), if applicable, by percent complete (e.g. 15%, 35%, etc.)



2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

b. ROW certification completed?

Yes or N/A  No

Comments:

If request is for, or includes ROW acquisition, describe why the ROW acquisition is necessary to implement the project:

The entire project will be located within Highway 1's existing Right-of-Way. Therefore, no acquisition of Right-of-Way is needed.

c. Permits, Agreements and/or Environmental Clearance approved?

Yes  No  N/A

List all permits, agreements and environmental clearance (both CEQA and NEPA) approved and/or needed, to date:

Permit/Agreements/Environmental Clearance	Status	Date Approved
San Mateo County Coastal Development Permit	Will be applied for using requested Measure A funds	N/A
Caltrans Encroachment Permit	Will be applied for using requested Measure A funds	N/A

Comments:

Based on recommendations made by AECOM, the County is proposing to utilize Caltrans' PEER process to permit and design The Montara Pedestrian and Bicyclist Safety Improvement Project. As the entire project is located within Caltrans' existing right-of-way, a Caltrans encroachment permit will be needed. Additionally, as the project is within San Mateo County's Local Coastal Program jurisdiction, it will require a Coastal Development Permit from the County of San Mateo.

## 2015 Measure A Pedestrian & Bicycle Program Funding Application

---

- d. Discuss the public planning process that occurred, or will occur, for the proposed project:

The Montara Pedestrian and Bicyclist Safety Improvement Project was conceptualized in the community-developed Highway 1 Safety and Mobility Improvement Study; Phase 2. The outreach for the study included a series of meetings, presentations and workshops that engaged residents, stakeholders and agencies in a variety of activities to identify priorities, concerns and potential solutions.

In advance of the community meetings and workshops, several advisory committee meetings with members of the public and key agencies were held. Several focus group meetings were convened in April 2011. Additionally, between March 2011 and May 2011, there were over five public workshops, site visits and tours organized.

After receiving \$1.5 million from the Transportation Authority's Highway Program in 2012, the County, Transportation Authority and AECOM (consultants hired for the project) developed a Preliminary Planning Study (PPS) to evaluate the feasibility of various Project Alternatives at each proposed project location. The County held four public workshops including PowerPoint presentations, visual aids and handouts; provided four presentations to the Midcoast Community Council; and offered three opportunities for the public to provide feedback through online forums. The County engaged a wide array of stakeholders including the Midcoast Community Council, an elected body of community members who advise the Board of Supervisors, the Cabrillo Unified School District, the El Granada Parent-Teacher Organization, the Farallone View Parent-Teacher Organization, Hatch Elementary School Parent-Teacher Organization, the Friends of Moss Beach Park and the Coastside Mother's Club. Through the County's online forum, SMC SpeakOut, parents and working professionals who were unable to attend the workshops were able to participate in the public process. The County also worked with the Half Moon Bay Review and established a standalone website (<http://www.highway1safetyandmobilitystudy.com/>) to notice meetings, provide documents and gather feedback.

If funding is received, the County will host a public workshop at each major phase of the design process to ensure the design continues to meet the needs and desires of the community. The County will also maintain a webpage for the project which will provide residents with an opportunity to review all the documents. Lastly, the County will offer opportunities for stakeholders to provide feedback through online forums. As always, ensuring the project meets the needs and desires of the community is a priority.

Please find a copy of a meeting announcement, MCC agendas, workshop and online forum feedback, Half Moon Bay Review Articles and a copy of the website homepage in Attachment B.

2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

- e. Comment on level of public support. What is the level of interest in the project? Have any specific concerns been raised? List all non-sponsor stakeholders that have taken a formal position on the project and the action taken. As appropriate, attach documents of support and state composition of relevant committee. (examples: letters, meeting minutes, etc.)

The PPS evaluated the feasibility of design Alternatives at seven locations. Of all Alternatives at all locations, Alternative 1 at 16<sup>th</sup> Street (The Montara Pedestrian and Bicyclists Safety Improvement Projects) had the most public support. In Montara and Moss Beach, the California Coastal Trail is used as a commuter and recreational trail. Due to the project's role as a crossing for the California Coastal Trail, avid walkers and bicyclists as well as advocates for improved recreational facilities are in support of the crossing. Given its role in providing a safe crossing for students from Moss Beach walking or bicycling to and from Farallone View Elementary School, parents and school administrators are in support of the crossing. Providing an opportunity to link residential neighborhoods and commercial town centers in a safe manner gains support from the business community.

As the only highway crossing for six-miles of coastline and providing critically needed facility, while not negatively impacting the natural environment, the entire community is in support of the crossing.

Non-sponsored stakeholders who were engaged during the process and support the project include the Farallone View Elementary School Parent-Teacher Organization, Cabrillo Unified School District and the Midcoast Community Council.

Please find stakeholder feedback specific to The Montara Pedestrian and Bicyclists Safety Improvement Projects in Attachment B. All comments and data points are highlighted.

2. *Project Need – Up to 15 points*

- a. Describe the need for the project. In the narrative, state whether the project is primarily for commuter or recreational purposes, or if intended for both, how the project would accommodate both needs. Yes  No

Explain:

Montara and Moss Beach, like the rest of the San Mateo County Coastside, is developed in a north-south manner and bisected by Highway 1. For this reason, use of certain facilities like the Coastal Trail can be utilized for commuting and recreation. An individual can use the Coastal Trail to walk through the Fitzgerald Marine Reserve, cross the highway at 16<sup>th</sup> Street, and continue north on the Coastal Trail to access Montara State Beach. Likewise, a student from Moss Beach can use the same route to walk to and from Farallone View Elementary School. Lastly, an individual could access La Costanera Restaurant, Montara Town Center and Moss Beach Town Center by

2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

way of the Coastal Trail and crossing at 16<sup>th</sup> Street. Due to the versatility of the Coastal Trail and fact that the trail leads people to the intersection, The Montara Pedestrian and Bicyclist Safety Improvement Project will serve as a recreational facility and commuting facility.

- b. Describe the existing site conditions. Is there a lack of adequate pedestrian and bicycle facilities at the site or in the immediate vicinity? How much demand exists for this project?

The intersection of 16<sup>th</sup> Street and Highway 1 is situated on the border of Montara and Moss Beach. Approaching southbound traffic has a posted speed limit of 50 mph. The lack of residential and commercial buildings, driveways or cross streets lead vehicles to often exceed the posted speed limit. Approaching northbound traffic from Moss Beach experiences a similar setting. Leaving Moss Beach's town center, the posted speed limit is 50 mph. Lack of driveways or cross streets lead vehicles to often exceed the speed limit while entering a blind turn leading into 16<sup>th</sup> Street. Before adequate sight distance is restored, vehicles have passed through the intersection at 16<sup>th</sup> Street. The highway speed, rural setting and lack of pedestrian and bicycle facilities creates one of the most dangerous crossing situations on the coast.

Currently, there is no pedestrian crossing at the project site; nor are there any designated pedestrian crossings for three miles to the north or three miles to the south. Beneath Highway 1 is a gully which causes the topography immediately north of the project site to drastically change. Due to the gully, Highway 1 converts to a bridge narrowing the space adjacent to the roadway. A guardrail on the western shoulder limits the space available for pedestrians and bicyclists to walk or ride. As there is no space for pedestrians and bicyclists to travel on the western shoulder, pedestrians and bicyclists are forced to make the dangerous and often unpredictable dart across the highway in order to access the Coastal Trail east of Highway 1.

- c. Is pedestrian and/or bicycle safety improved because of the project?  
Yes  No

Explain and cite any relevant history pertaining to accidents and safety issues in the immediate project vicinity:

The lack of adequate pedestrian and bicyclist facilities has created a safety hazard for pedestrians, bicyclists and vehicles. As the residential population and tourism increases, the lack of crossings becomes a more significant issue. Through anecdotal data collected by the County, this location is one of the most popular locations for people to cross while also being one of the most dangerous. In order to cross, an individual has to be able to find a gap in traffic that allows them to cross both lanes of traffic at a time. As there is a blind turn, residents have expressed that this is a challenging and dangerous feat. Often times, while someone is crossing, a vehicle will speed around the blind bend forcing the

pedestrian to hurry. When crossing with children, this becomes exceptionally dangerous.

While engaging with the public, residents expressed a desire to have a safe crossing at this location as many refuse to allow children to cross here. Because there are no safe locations to cross the highway, parents have no option but to drive their children to school further contributing to congestion and greenhouse gas emissions.

Many adults, when using the Coastal Trail, will also use 16<sup>th</sup> Street as an ending point as they don't want to risk the danger of crossing the highway at this unsecured location.

II. <u>EFFECTIVENESS</u> – Up to 35 points
--

- a. Does the project provide facilities that accommodate both pedestrians and bicycles? If so, please describe how the project improves conditions for both walking and cycling.

The Montara Pedestrian and Bicyclist Safety Improvement Project creates a new, critically needed facility that supports both pedestrians and bicyclists. Currently, there are no designated crossings to enable pedestrians and bicyclists to safely cross Highway 1 in Moss Beach or Montara. Typically on the Midcoast, pedestrians have space on the highway shoulder to travel in either direction. In the immediate vicinity of the project site, the gully beneath Highway 1 and guardrail on the shoulder limits available space for pedestrians and bicyclists to travel. As there is no space to walk or bicycle, pedestrians traveling in the project area have to cross the highway in order to continue.

Furthermore, with the exception of the most fearless bicyclists who ride on the highway roadway with vehicular traffic, most residents and tourists utilize the formal and informal trail system on the coast to get around. The most popular and complete trail system is the Coastal Trail. Residents who walk or bicycle to school, local businesses, neighboring residential neighborhoods or recreational destinations use the Coastal Trail. Given that there are no crossings for several miles in either direction, and this location is centrally located for both communities, residents have expressed excitement and support for the opportunity to have this crossing to serve both recreational and commuting needs.

- b. What is the relationship of the project to other bicycle or pedestrian routes/facilities (i.e. does it provide access to, or close a gap in the countywide bicycle or pedestrian network)?

As seen on the California Coastal Trail master map ([http://californiacoastaltrail.info/hikers/hikers\\_main.php?DisplayAction=DisplaySection&CountyId=8&SectionId=429](http://californiacoastaltrail.info/hikers/hikers_main.php?DisplayAction=DisplaySection&CountyId=8&SectionId=429)), the Coastal Trail, which is also used as

## 2015 Measure A Pedestrian & Bicycle Program Funding Application

---

a commuter trail in Montara and Moss Beach, crosses the highway at 16<sup>th</sup> Street. This is due to the topography. Immediately north of the project is a gully that runs under Highway 1. On the west side of the highway, a guard rail is situated on the edge of the shoulder leaving no room for a pedestrian or bicyclist to safely travel. Therefore, pedestrians and bicyclists use the Coastal Trail located on Highway 1's eastern shoulder. For this reason, the crossing at this location becomes essential for improving the effectiveness of the Coastal Trail.

Additionally, by providing a safe opportunity for children to walk or bicycle to school, the County's able to provide an alternative mode of transportation which will have positive effects including reducing congestion and greenhouse gas emissions.

- c. Does the project provide access to bicycle and/or pedestrian facilities in high use activity centers (schools, transit stations and other activity nodes)? If so, please describe.

The Montara Pedestrian and Bicyclist Safety Improvement Project is located at 16<sup>th</sup> Street in Montara, on the border of Montara and Moss Beach. As it serves residents of two communities and countless tourists annually, it is in a high use activity center. Immediately south of the project on the west side of the highway is a bus stop for SamTrans Route 17. As a majority of housing in Montara is east of Highway 1, transit users have to make the dangerous crossing of Highway 1 with no protection or way to notify approaching vehicles of their crossing to access the stop. Additionally, due to the Cabrillo Unified School District not offering a school bus program, many students at Hatch Elementary School and Half Moon Bay High School depend on SamTrans service to commute to and from school. When using SamTrans to get to and from school, some children are required to unsafely cross Highway 1 at the project location as there are no designated crossings nearby. By constructing this project, we will provide students who depend on SamTrans with a safe opportunity to cross the highway.

The project is also located at an intersection where the Coastal Trail crosses the highway. As this is a Coastal Trail crossing, and there is no way to continue walking on the west side of the highway due to the guardrail limiting the shoulder width, this crossing will allow recreationalist and commuters to continue to safely use the trail enhancing pedestrian and bicyclist safety and mobility. It is important to note that during the public process conducted for the Preliminary Planning Study, the County was told by residents that when traveling, they often turn around at this intersection as it is safer to turn around and go home than to cross at this location to continue on the trail.

2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

- d. Describe the cost effectiveness of the project. Does the project provide a relatively high impact for the cost?

The California coastline is a destination for people throughout the world. Communities like Montara and Moss Beach, which have visitor serving amenities like the Coastal Trail, critically acclaimed restaurants and pristine coastline are an attraction driving the local and regional economy. The proposed project, consisting of pedestrian activated Rectangular Rapid Flashing Beacons, high-visibility painted medians, a crosswalk and new surface is a low cost, low-maintenance way of providing a safe crossing opportunity for pedestrians and bicyclists. Due to its features, it also has minimal impact on the natural environment.

According to a U.S. Department of Transportation Federal Highway Administration study, the installation of a two-beacon Rectangular Rapid Flashing Beacons system increased yielding compliance from 18% to 81%.

- e. Does the project serve a low income/transit dependent population in the immediate vicinity? If so, please explain. Supporting documentation (e.g. census demographics, maps or tables) is recommended.

Due to the Cabrillo Unified School District not offering a school bus program, many students at Hatch Elementary School and Half Moon Bay High School depend on SamTrans service to commute to and from school. When using SamTrans to get to and from school, some children are required to unsafely cross Highway 1 at the project location as there are no designated crossings nearby. By constructing this project we will provide students who depend on SamTrans with a safe opportunity to cross the highway.

III. POLICY CONSISTENCY – Up to 10 points

- a. Demonstrate how the project is consistent with policy documents.

Is the project identified in the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP) as part of the Countywide Bikeway Network or located in a Pedestrian Focus Area in the CBPP?

Yes  No

- b. Is the project identified in a local Bicycle and/or Pedestrian Plan?

Yes  No

Document Name and Page number(s): The crossing appears in the Highway 1 Safety and Mobility Improvement Study: Phase 2 on page 50 ([http://www.connectthecoastside.com/uploads/8/1/1/9/8119166/draft\\_smm\\_ph\\_2\\_study\\_v5\\_low\\_res.pdf](http://www.connectthecoastside.com/uploads/8/1/1/9/8119166/draft_smm_ph_2_study_v5_low_res.pdf)).

2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

- c. For any other relevant planning and/or policy documents, list each document with the publication date and the page upon which the project can be found. Attach relevant pages in the appendix.

Document or Policy	Publication Date	Page
San Mateo County Local Coastal Program Midcoast Update ( <a href="http://www.co.sanmateo.ca.us/bos.dir/BosAgendas/agendas2011/Agenda20110524/20110524_m_9.pdf">http://www.co.sanmateo.ca.us/bos.dir/BosAgendas/agendas2011/Agenda20110524/20110524_m_9.pdf</a> )	June 2013	Policy 2.56g, P. J.2; Policy 11.26e&f, P. J.4; Policy 10.37.1.b.4.c, P. M.2 Policy 10.37.1.b.5.e, P. M.3
San Mateo County Comprehensive Bicycle and Pedestrian Plan (file:///C:/Users/ncalderon/Downloads/CBPP_Main_20Report__Sept2011_FINAL.pdf)	September 2011	Goals 1 – 5, P. iii Policy 1.2 & 1.3, P. 7-8 Policy 4.1, P. 9

Please find the sections within the Local Coastal Program and San Mateo County Comprehensive Bicycle and Pedestrian Plan that pertain to The Montara Pedestrian and Bicyclist Safety Improvement Project in Attachment C.

IV. FUNDING – Up to 10 points

- a. Using the table below, indicate the sources of funding as well as the percentage that have been secured **for the proposed Measure A project work scope**. Add rows as needed.

If other Measure A funds are involved, be specific about the program, e.g. Measure A Local Streets and Transportation or San Mateo County 2012 Measure A.

If any of the match is from the private sector, specify the source (e.g. development impact fees)



2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

A ten percent match, at a minimum, is required.

Funding Source	Total	Percentage
Measure A Pedestrian & Bicycle Program Request	\$511,830	90%
Local Match	\$56,870	10%
	\$	%
	\$	%
<b>Total Project Cost</b>	<b>\$568,700</b>	<b>100%</b>

Total matching funds to be provided:	\$ <u>56,870</u>
Total project costs	\$ <u>511,830</u>
Local match percentage =	<u>10%</u>

b. If applicable, list all funding sources for prior phases of completed work as well as any committed funding sources for future phases of work, beyond the project scope for the current Measure A request but part of the overall project.

Funding Source(s) for Prior Phases of Work	Phase	Funding Amount	Percentage
<i>San Mateo County Transportation Authority Measure A Highway Program, 2012</i>	Preliminary Planning Study	\$250,000	90%
<i>San Mateo County Local Match</i>	Preliminary Planning Study	\$25,000	10%
		\$	%
		\$	%
<b>Total:</b>		\$275,000	100%

Committed Source(s) for Future Phases of Work	Phase	Funding Amount	Percentage
		\$	%
		\$	%
		\$	%
		\$	%

2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

Total:		\$	%
--------	--	----	---

c. Discuss any potential funding shortfalls or risks associated with any of the listed funding sources, and how they will be addressed. If the project is a large capital infrastructure project with a funding gap, as defined in section 6.c. of the Call for Projects Guidelines, what is the plan to close the funding gap within the allotted one year period?

If the County is granted partial funding, the County will utilize awarded funds to take The Montara Pedestrian and Bicyclist Safety Improvement Project through Caltrans' PEER process to bring the project to construction ready. Based on the evaluation conducted by AECOM during the development of the PPS, this is estimated to cost \$140,000; not including the cost of County staff. Once designed and permitted, the County would seek construction funding.

d. Can the project be divided into phases or segments if full funding is not available?  
Yes  No

If "Yes", describe the different phases/segments and costs associated with each.

This project can be broken into two phases. Phase 1 would consist of completing Caltrans' PEER process which will bring the project to construction ready. This is estimated to cost \$140,000. Phase 2 would consist of constructing the project which is estimated to cost \$377,000. These costs are based on estimates from the PPS conducted by AECOM and do not include the cost of County staff.

V. <u>SUSTAINABILITY</u> – Up to 10 points
--

a. What are the environmental benefits of the project (e.g. reduces emissions and improves air quality, utilizes low environmental impact/green development practices)?

By establishing the necessary pedestrian and bicyclist facilities to support pedestrian and bicyclist mobility, non-motorized forms of transportation become a safe, feasible and attractive alternative. By enabling people to use non-motorized forms of transportation, dependency on vehicles is reduced leading to a reduction in congestion and greenhouse gas emissions. Therefore, by creating opportunities for pedestrians and bicyclist to safely cross Highway 1, the Coastal Trail is able to serve as a safer commuter and recreational trail. It offers students a chance to use the trail as a Safe Route to School, recreationalists a chance to access destinations by trail instead of vehicle and residents to be more mobile in their community. The project can help reduce the dependence on Highway 1 and vehicles which will have a positive impact on the air quality in the region.

2015 Measure A Pedestrian & Bicycle Program  
Funding Application

---

- b. Does the project improve links or facilities between Transit Oriented Development (TOD) and transit stations/other high-use activity centers? How does it contribute toward the creation of livable, walkable, and healthy communities?

By creating the necessary infrastructure to enable people to be more mobile and active, the County is enabling residents to walk and bicycle between destinations creates a more livable, walkable and healthy community. Currently, there are few north-south connections between communities and two highway crossings (both in El Granada) providing an east-west link. With no links in Montara and Moss Beach, residents are unable to walk or bicycle freely and safely; they feel like they have to drive. By creating the crossing, you enhance people's ability to walk and bicycle to complete tasks such as going to school, daily errands, accessing recreational destinations and visiting local businesses.

- c. Does the project support existing economic activity and/or new economic development in the immediate vicinity?

Coastal communities, like Montara and Moss Beach, have an economy based on tourism. Specifically, in Montara and Moss Beach, tourist come from around the region and world to visit the Fitzgerald Marine Reserve, Montara State Beach, Rancho Corral de Tierra and La Costanera Restaurant. Additionally, recreationalist and residents frequent the taqueria, sandwich shops, pizza parlor, post office and other local businesses. By increasing the ability for people to access these businesses, the local economy will be supported.