

Connect the Coastside

San Mateo County Midcoast Comprehensive Transportation Management Plan Executive Summary

Final Administrative Draft – January 2021



COUNTY OF
SAN MATEO

SUMMARY

Connect the Coastside (CTC or the Plan) is the San Mateo County Midcoast Comprehensive Transportation Management Plan, which will help improve safety and mobility for Coastside residents, businesses and visitors. The Plan focuses on the Midcoast areas surrounding Highway 1 and Highway 92, including the unincorporated communities of Montara, Moss Beach, El Granada, Princeton and Miramar (See Map 1). Connect the Coastside identifies a diverse range of transportation improvements and land use policies that address the present and future mobility needs of Coastside communities.

The vision of Connect the Coastside is to create a safe and functional multi-modal transportation system that preserves the existing character of the Midcoast, serves both Coastside residents and visitors and accommodates existing and anticipated future traffic. The goals of Connect the Coastside are:

Goal 1: Improve existing traffic and roadway conditions on the Midcoast.

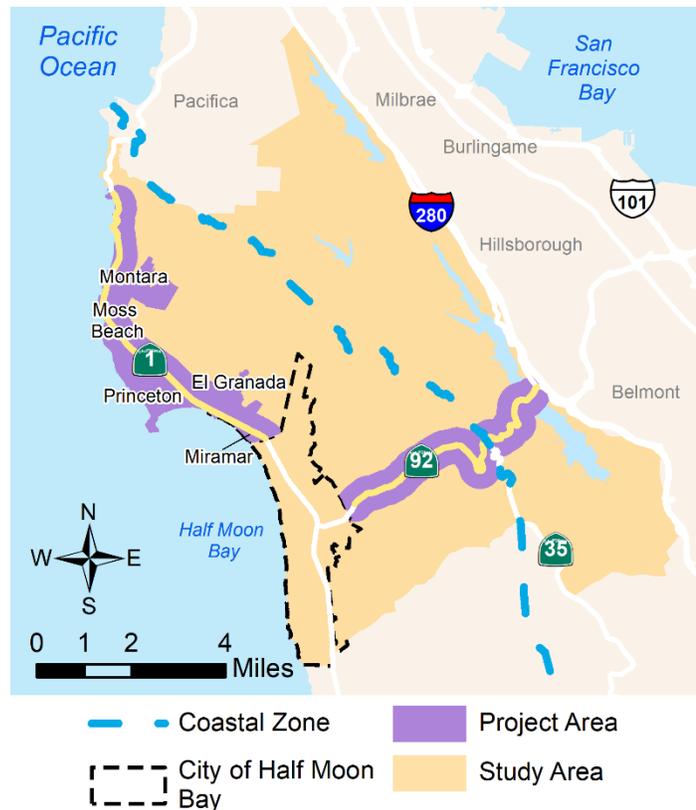
Goal 2: Lessen the cumulative traffic impacts from future development on the Midcoast.

Goal 3: Increase opportunities for walking, biking, and riding transit on the Midcoast to provide an alternative to motor vehicles, reduce roadway traffic, promote environmental sustainability, and ensure people of all ages and abilities can travel.

Goal 4: Respect the character of Midcoast communities and protect coastal and environmental resources.

Goal 5: Maintain and improve access to coastal resources for both residents and visitors.

Map 1 Connect the Coastside Project & Study Area



Connect the Coastside will inform the County's implementation of the public works and land use components of its Local Coastal Program and outlines the partnerships that will be necessary to achieve these improvements. This Plan will be the vehicle to apply for funding for priority projects. Connect the Coastside was developed through an extensive public engagement process - thank you to all who contributed to the Plan's development and helped shape the future of transportation on the Midcoast. San Mateo County looks forward to working with community members, local organizations and partner agencies to see that the goals of Connect the Coastside

are met. The full text of Connect the Coastside is available on the San Mateo County Planning and Building website at: <https://planning.smcgov.org/connect-coastside>

BACKGROUND

In 2011, the San Mateo County Board of Supervisors adopted substantial amendments to its Local Coastal Program (LCP) regarding the Midcoast. As part of Coastal Commission certification of these amendments, Policy 2.53 was incorporated into the LCP. This policy called for preparation of a comprehensive transportation management plan to address the cumulative impacts of Midcoast development through various strategies, including the expansion of public transit, consideration of mandatory lot mergers and an in-lieu fee traffic mitigation program.

Local Coastal Program Policy 2.53 Transportation Management Plan

Develop a comprehensive transportation management plan to address the cumulative traffic impacts of residential development, including single-family, two-family, multi-family, and second dwelling units, on roads and highways in the entire Midcoast, including the City of Half Moon Bay. The plan shall be based on the results of an analysis that identifies the total cumulative traffic impact of projected new development at LCP buildout and shall propose specific LCP policies designed to offset the demand for all new vehicle trips generated by new residential development on Highway 1, Highway 92, and relevant local streets, during commuter peak periods and peak recreation periods; and policies for new residential development to mitigate for residential development's significant adverse cumulative impacts on public access to the beaches of the Midcoast region of San Mateo County. The plan shall thoroughly evaluate the feasibility of developing an in-lieu fee traffic mitigation program, the expansion of public transit, including buses and shuttles, and development of a mandatory lot merger program.

In response, the San Mateo County Planning and Building Department launched the Connect the Coastside planning effort. Connect the Coastside was developed from late 2014 through early 2021 and involved:

- Engaging community and agency stakeholders
- Collecting traffic and land use data to understand existing transportation conditions
- Projecting land use and development to identify potential future transportation conditions
- Identifying physical improvements and other recommendations to address transportation impacts due to both future development and existing conditions.

Connect the Coastside is the Comprehensive Transportation Management Plan that addresses Policy 2.53 of the LCP.

COMMUNITY ENGAGEMENT

Community engagement was a critical part of the planning process to ensure that the plan reflected the needs of the community and oversight for the assumptions, results of analysis, and final recommendations in the Plan. The project team used a variety of methods to connect with the community and hear priorities. The community was engaged by:

- Establishing and regularly updating a project webpage, available in English and Spanish (<https://planning.smcgov.org/connect-coastside>), with comment form
- Email and social media updates on Nextdoor.com and Facebook (English and Spanish)
- Distributing Connect the Coastsides project factsheets (English and Spanish)
- Recorded presentations and video clips (English and Spanish)
- Online and paper surveys (English and Spanish)
- One-on-one calls to gather feedback (Spanish)
- Seven workshops and community meetings (in-person and online)
- Public meeting presentations, including Midcoast Community Council, San Mateo County Planning Commission, San Mateo County Board of Supervisors, and Half Moon Bay City Council
- Community group presentations, including youth in partnership with Youth Leadership institute (YLI) and Ayudando Latinos A Soñar (ALAS)
- Six Technical Advisory Committee meetings with members from key agencies and institutions, including Caltrans, SamTrans, Half Moon Bay, and others

Hearing from the community was instrumental in shaping Connect the Coastsides. In general, the community was supportive of projects that create safer places to walk, bike, and make it easier to take transit. Community members and agency stakeholders requested improvements such as the Multimodal Parallel Trail, additional marked pedestrian crossings of Highway 1, Safe Routes to School, bicycle lanes, and more frequent transit service. In addition, community feedback shaped the development of new transportation performance standards that avoid widening Highway 1 and prioritize multimodal improvements.

SUMMARY OF RECOMMENDATIONS

Connect the Coastsides aims to improve transportation safety and mobility for Coastsides residents by:

1. Increasing transportation choices
2. Making travel safer for pedestrians and cyclists
3. Improving traffic flow at bottlenecks
4. Increasing use of public transit

The transportation infrastructure improvements, policies, and program solutions outlined in Connect the Coastside address the present and future mobility needs of Coastside communities. Near-term projects will increase transportation choices for residents, workers and visitors. Bikeways, trail improvements and pedestrian crossings will make it easier and safer for people to walk, bike and roll. Investments in bus stops and expanded weekend bus service will help reduce traffic and encourage people to take public transit, especially when visiting the coast. Traffic calming, turn lanes, and intersection improvements will make roadways safer and less congested.

The Plan also ensures that Coastside communities are better prepared to meet future transportation needs. As new development occurs, additional transportation improvements will be constructed to address traffic impacts. New land use policies will also help reduce traffic and preserve coastal community character by limiting development. Lot mergers and lot retirements will concentrate development, helping to protect natural resources and preserve open space. A new traffic fee mitigation program would collect money from new Coastside development to help pay for future transportation improvements.

INFRASTRUCTURE IMPROVEMENTS

Final improvements were selected based on their community desire, feasibility, cost, ability to address deficiencies, consistency with the Local Coastal Program, and environmental considerations. Table 1: Connect the Coastside Recommended Infrastructure Projects summarizes key projects. Project area maps are included on page 10.

Table 1: Connect the Coastside Recommended Infrastructure Projects

Number	Project Name	Brief Description	Community
R1	Highway 1 Shoulder Treatment	Construct consistent shoulder treatment of curb and gutter in "Village" and "Fringe" in designated areas of Highway 1	All
R2	Highway 1 Side Street Stop Signs	Install stop signs and pavement markings at all side streets of SR-1 where missing	All
R3	Gray Whale Cove Turn and Acceleration Lanes	Install left-turn bay with painted island to provide storage area for left-turn movements in and out of Gray Whale Cove parking lot (from southbound Highway 1) and acceleration lane to turn left out of parking lot and continue southbound on Highway 1	North of Montara
R4	Highway 1 Turn and Acceleration Lanes at 8th Street	Modify striping to create left-turn lane into 8th St from Highway 1 southbound and acceleration lane out of 8th St to continue Highway 1 southbound	Montara
R5	16th St / Highway 1 Intersection Control	Intersection control, with preliminary recommendation of single-lane roundabout	Moss Beach
R6	California Ave / Highway 1 Intersection Control	Intersection control, with preliminary recommendation of single-lane roundabout	Moss Beach
R7	Cypress Ave / Highway 1 Intersection Control	Intersection control, with preliminary recommendation of multi-lane roundabout	Moss Beach
R8	Main Street Traffic Calming and Bicycle/Pedestrian Connectivity	Pedestrian access, traffic calming and bicycle improvements in Central Montara between 7th and 11th Streets, including: curb extensions, sidewalks, marked crossings, mini traffic circle, and bike route.	Montara
R9	Carlos Street Realignment to 16th Street	Realign northern terminus of Carlos Street at Highway 1 to connect to 16th Street.	Moss Beach
R10	Carlos Street Traffic Calming	Striping, signage, and completion of missing sidewalk, with conversion to one-way southbound with parking reoriented facing south on Carlos Street to accommodate the Parallel Trail and calm traffic in central Moss Beach	Moss Beach
R11	Highway 92 / Highway 35 (East, Lower) Intersection Improvements	Intersection improvements to facilitate pedestrian and bicycle crossings and improve signal timing	Highway 92
R12	Highway 92 / Highway 35 (West, Upper) Intersection Control	Add traffic signal and crossing improvements to facilitate connections for trail users and turning movements for motorists.	Highway 92
R13	Highway 92 Truck Signs	"Trucks Use Right Lane" signage along Highway 92	Highway 92
R14	Highway 92 Left-turn Pockets	Provide left-turn pockets at local businesses on Highway 92	Highway 92
Pe1	New and Improved Crossings of Highways 1 and 92	Improve existing and add new pedestrian crossings on Highways 1 and 92 including marked crossings with flashing beacons, overcrossing of Highway 1 / south of Carlos St, and improve Highway 1 / Coronado St	All
Pe2	Highway 1 Multimodal Parallel Trail	Connected walking and bicycling facilities along the east side of Highway 1 through connected Class I Path, sidewalks, and Class III Bike Route, with marked crossings of intersecting streets with the path	All

Pe3	Midcoast Alignment Completion of California Coastal Trail	Recommended California Coastal Trail alignment and improvements in the Midcoast including: wayfinding signage, Class I Path, Class III Bike Route, trails, and paths.	All
Pe4	Highway 1 Sidewalks in Moss Beach and Montara	Add sidewalks in central Montara and Moss Beach in front of businesses located on Highway 1 and marked crossings of side streets intersection with Highway 1	Montara, Moss Beach
Pe5	Central Moss Beach Bicycle and Pedestrian Improvements	Add sidewalk on west side where missing on Etheldore St (north of California Ave) and California Ave (south of Etheldore) to connect to existing sidewalks, and add Class III Bike Route on California Ave from Etheldore St to Highway 1	Moss Beach
Pe6	Montara Safe Routes to School	Various improvements to make it easier to walk and bike to Farallone View Elementary School, including sidewalks, Class III Bike Routes, improved crossings, and stop signs	Montara
Pe7	El Granada Safe Routes to School	Various improvements to make it easier to walk and bike to El Granada Elementary School and the Wilkinson School, including sidewalks, Class III Bike Routes, traffic calming, and improved crossings.	El Granada
Pe8	Capistrano Road (South) Intersection Improvements	Improve intersection for pedestrian access including high visibility crosswalks, refuge islands and guide signs	El Granada, Princeton
B1	Highway 1 Bikeway	Bikeway designation on Highway 1 of Class II Bike Lanes	All
B2	Airport Street Bikeway and Princeton Connections	Bicycle and pedestrian connections from Moss Beach to Princeton via Cypress and Airport St.	Princeton
B3	Capistrano Road Bikeway	Bikeway designations on Capistrano Road, including Class III Bike Route with paved shoulders, Class III Bike Route with sharrows, and Class II Bike Lanes.	Princeton
B4	Highway 92 Bikeway	Bikeway designation on Highway 92 of Class III and widening shoulders where feasible	Highway 92
B5	Bicycle Parking	Install short-term bicycle parking at key destinations throughout the Midcoast	All
T1	Transit Stop Improvements	Ensure all bus stops have ADA accessible pad, with additional amenities at higher use stations including benches, shelters, and lighting	All
T2	Recreational Shuttle	Recreational weekend shuttles that run from 1) Hillsdale Caltrain Station to the Midcoast via Highway 92, continuing north to Gray Whale Cove and returning, and 2) Colma BART to Highways 1 and 92 intersection and returning	All
T3	Increased Midcoast Bus Service	Additional bus service on the Route 17 and new express bus service during peak hours between the Midcoast and Colma BART	All
Pa1	Upper Gray Whale Cove Parking Lot Improvements	Improve parking lot with pervious concrete to improve drainage and increase parking use	North of Montara
Pa2	Wayfinding	Install wayfinding signage to help orient drivers to navigate the Midcoast, including to find parking	All

PLANS AND POLICIES

Land use patterns have a significant impact on travel patterns. In general, the Midcoast has a low density, suburban residential settlement pattern with small commercial areas adjacent to Highway 1 in each of the Midcoast communities. This settlement pattern, the configuration of local streets, the limited access provided by Highways 1 and 92, and dearth of multi-modal transportation choices, all encourage automobile trips. The transportation improvements described above will expand mobility choices, while land use strategies to limit development can serve to reduce future traffic demand.

The Midcoast community has expressed considerable support for policies that would limit future development to preserve the rural character of the Midcoast and moderate future traffic demand. The lot merger program, lot retirement program and transportation impact mitigation fee program are strategies that can reduce future development potential, or in the case of fees, provide a funding source for in Connect the Coastside's transportation improvements.

The lot merger program could reduce the development potential of existing single-family neighborhoods and result in some larger lots with more on-site, private open space. The lot retirement program will limit the development potential of rural lands on the Midcoast, preserving additional open space and natural resources. These programs support Coastal Act policies, such as concentrating development, protecting natural resources and protecting public access to coastal resources by limiting development and thereby reducing traffic.

A transportation impact mitigation fee program would collect fees for new residential and non-residential development on a per-housing-unit basis for residential and per-square-foot basis for non-residential development. In addition to helping fund improvements proposed by this Plan, a fee program would serve as a potential check on development. Enacting the fee will require a future nexus study, which will involve finalizing a list of projects and associated costs needed to mitigate the impacts of future growth.

Other recommendations in Connect the Coastside include:

- Engaging in future planning efforts to address sea level rise and impacts to existing transportation infrastructure
- Reducing vehicle use through support for Safe Routes to Schools programs
- Lowering speed limits on Highway 1
- Ensuring future detailed planning and design phases for specific projects address emergency response and evacuation, environmental concerns, and engage community
- Updating transportation performance standards to better support multimodal projects, including in the Local Coastal Program and County Traffic Impact Analysis requirements
- Regularly reporting on Connect the Coastside's implementation to the Board of Supervisors

IMPLEMENTATION

The proposals in Connect the Coastsides were evaluated and found to be consistent with the San Mateo County General Plan and Local Coastal Program. Implementation of Connect the Coastsides relies on active partnerships between the County, Caltrans, SamTrans, and other partners that own, manage, or have a stake in land on the coastsides and could provide funding for improvements.

Most of the roadway improvements and significant segments of the Multimodal Parallel Trail called for in Connect the Coastsides will be constructed within Caltrans' right-of-way. The County will need Caltrans' assistance for design, planning, funding, and constructing these improvements.

Connect the Coastsides will also rely on a partnership with SamTrans, the transit agency for San Mateo County. SamTrans provides bus service to the Coastsides and broader county community. Any expansion of transit service will require investments by SamTrans in vehicles, maintenance and labor. In addition, SamTrans is currently conducting "Reimagine SamTrans," a planning effort that could yield recommendations for improvements to Coastsides service.

Following Connect the Coastsides' approval by the Board of Supervisors, County staff anticipates taking early action to begin:

- Engaging in a nexus study to establish the Transportation Impact Mitigation Fee
- Initiating the lot merger program
- Seeking funding to implement bicycle parking throughout the Midcoast
- Seeking funding to begin design for Phase 2 of the Multimodal Parallel Trail
- Continuing efforts and seeking funding for planning related to sea level rise and coastal erosion

CONCLUSION

Connect the Coastsides is a community-based plan containing transportation infrastructure proposals and land use policy options intended to improve mobility and safety for Coastsides residents and visitors, and meet Local Coastal Program Policy 2.53. This Plan will require ongoing community engagement to refine the infrastructure proposals into detailed designs, to ensure the guiding principles for implementation are adhered to, and to advocate for funding necessary to construct these improvements. Connect the Coastsides is available for review at: <https://planning.smcgov.org/connect-coastsides>

PROJECT AREA MAPS



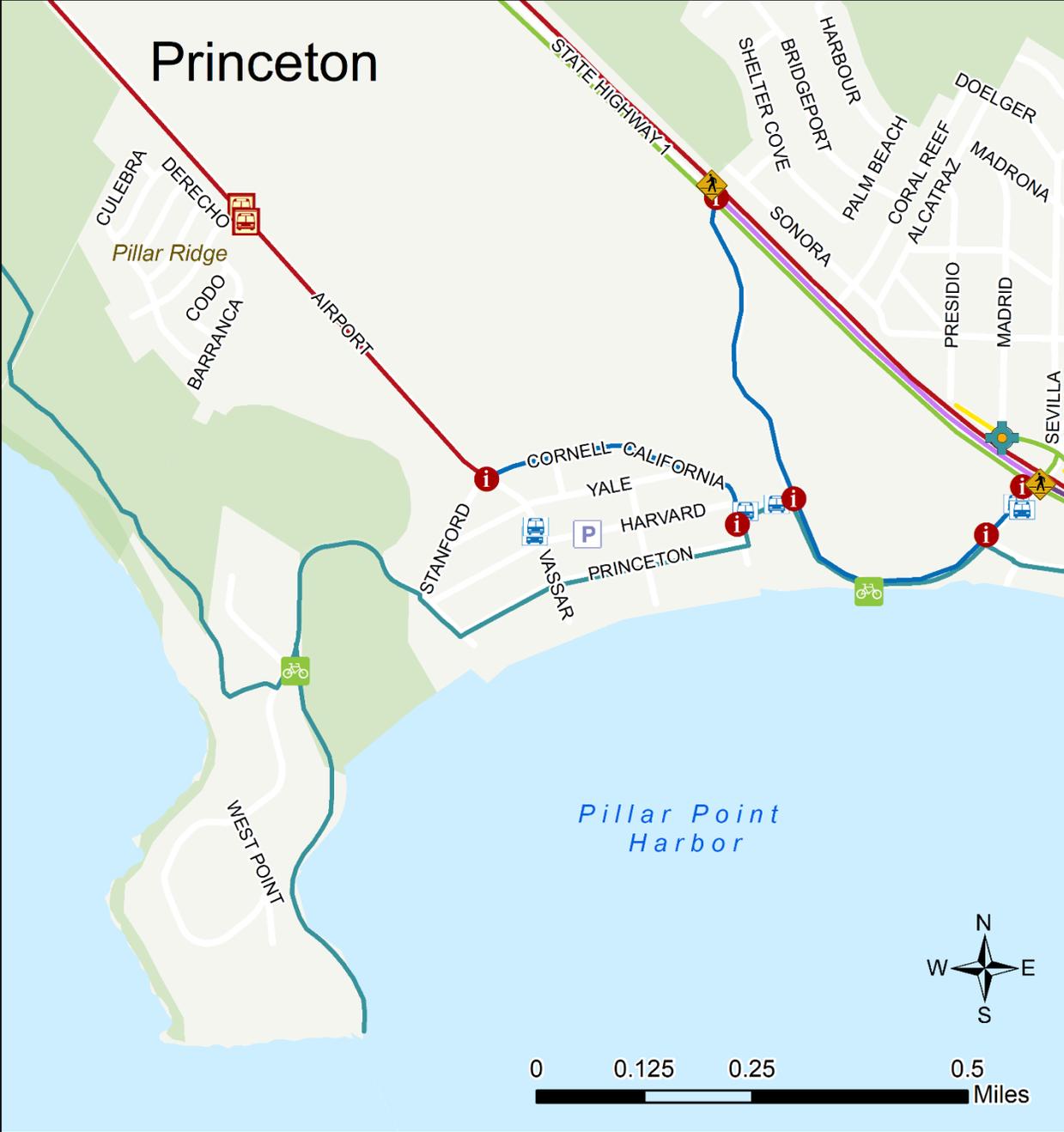


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| | Proposed Turn Lane | | Proposed Intersection Control | | Sidewalk |
| | Proposed Bike Parking | | Proposed Stop Signs | | Traffic Calming |
| | Improved & New Crossing | | Proposed Striped Bike Lane | | Road Realignment |
| | Proposed Wayfinding Signage | | Shared Street Bike Route | | Fringe Zone Shoulder Treatment |
| | Intersection Improvements | | Separated Multimodal Trail | | Village Zone Shoulder Treatment |

Moss Beach



-  Proposed Bike Parking
-  Improved & New Highway Crossings
-  Proposed Wayfinding Signage
-  Proposed Intersection Control
-  Bus Stop Improvements
-  Existing Bus Stops
-  Proposed Stop Signs
-  Proposed Sidewalks
-  Carlos St Improvements
-  Fringe Zone Shoulder Treatment
-  Village Zone Shoulder Treatment
-  Multimodal Trail
-  Shared Street Bike Route
-  Proposed Striped Bike Lane
-  Recommended California Coastal Trail Alignment



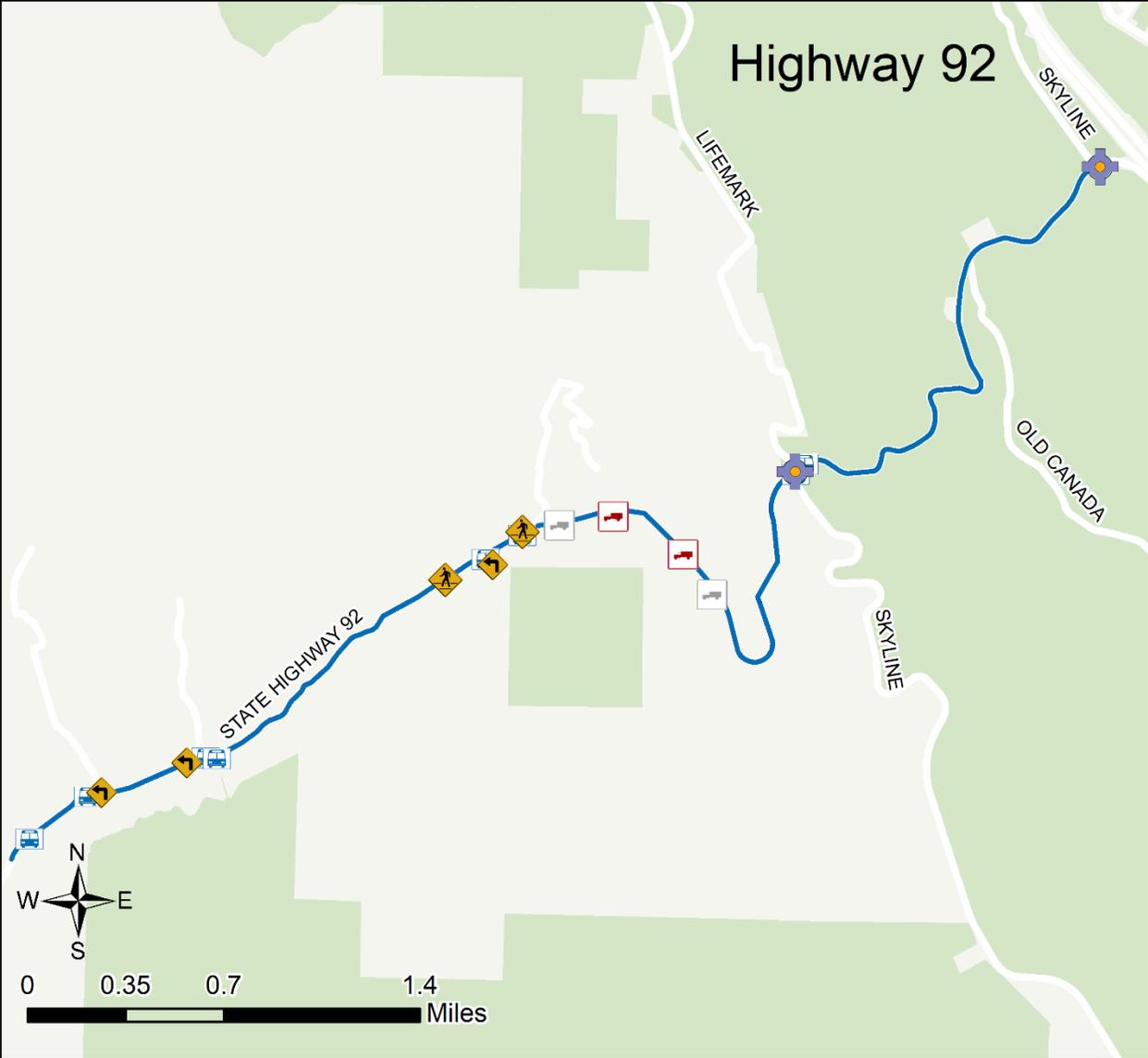
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| Parking Study | Bus Stop Improvements | Fringe Zone Shoulder Treatment |
| Proposed Bike Parking | Existing Bus Stops | Village Zone Shoulder Treatment |
| Improved & New Highway Crossings | Separated Multimodal Trail | Recommended California Coastal Trail |
| Proposed Wayfinding Signage | Proposed Striped Bike Lane | |
| Intersection Improvements | Shared Street Bikeway | |



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| Parking Study | Bus Stop Improvements | Proposed Striped Bike Lane |
| Proposed Bike Parking | Existing Bus Stops | Proposed Shared Street Bike Route |
| Improved & New Highway Crossings | Proposed Separated Multimodal Trail | Proposed Sidewalk |
| Proposed Wayfinding Signage | Village Zone Shoulder Treatment | City of Half Moon Bay |
| Intersection Improvements | | |



-  Proposed Bike Parking
-  New Highway Crossings
-  Proposed Stop Signs
-  Separated Multimodal Trail
-  Village Zone Shoulder Treatment
-  Recommended California Coastal Trail
-  City of Half Moon Bay



-  Proposed Turn Lane
-  New Highway Crossings
-  Existing "Trucks Use Right Lane" sign
-  Proposed "Trucks Use Right Lane" sign
-  Proposed Intersection Control
-  Existing Bus Stops
-  Proposed Shared Street Bike Route