



CONNECT
THE COASTSIDES



Connect the Coastsides Presentation for Midcoast Community Council

October 22, 2014





Tonight's Presentation

- Project Purpose
- Existing Transportation Conditions
- Build-out Analysis
- Traffic Projections and Deficiencies
- Possible Alternatives



What is Connect the Coastside?

➔ The Plan will identify measures to ensure future residential and non-residential development can be supported by the future transportation system and infrastructure.



Coordination with Other Studies

- Highway 1 Safety and Mobility Improvement Studies
- Highway 1 Congestion Management Project
- City of Half Moon Bay General Plan Update
- Plan Princeton
- San Mateo County Congestion Management Plan
- Recreation Parking Assessment



First Step: Review Existing Conditions on the Coastside

- What are the current conditions for
 - Traffic
 - Local Bus Service
 - Bicycle/Pedestrian Access and Routes
 - Available Parking



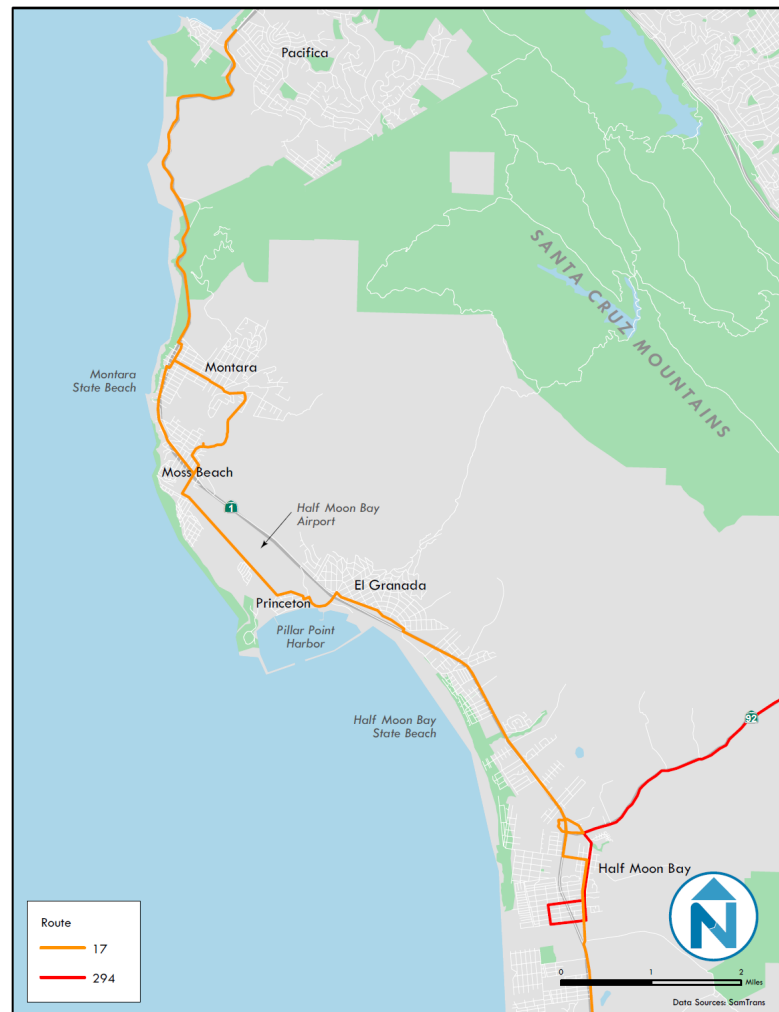
Review of Current Conditions

- We measured traffic conditions at:
 - 48 Intersections along Highway 1, SR 92 and Main St, and
 - 47 road segments along Highway 1 and SR 92



Existing Transit Conditions

- 2 fixed routes (17, 294)
- Infrequent service, particularly on weekends
- Lack of special event service/shuttles for recreational users
- Limited regional connections (BART, Caltrain, job centers)





Existing Pedestrian Conditions

- Within developed neighborhoods pedestrian network is generally complete
- Lack of connectivity between communities and within communities





Existing Pedestrian Conditions

- Many sidewalks do not meet ADA standards
- Improved crossings could increase pedestrian safety
- Highway 1 is a major connector but lacks designated pedestrian facilities

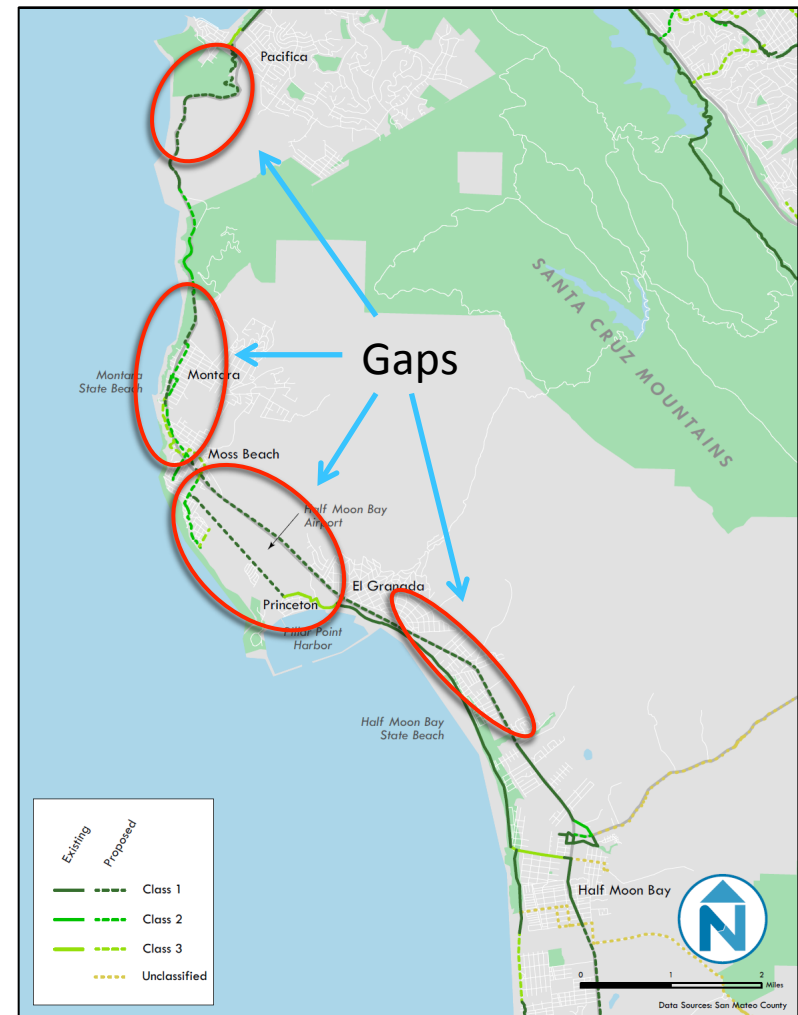
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Existing Bicycle Conditions

- Major gaps in the network
- Highway 1 is a major connector but lacks designated bicycle facilities
- Lack of bicycle parking at major destinations





Existing Parking Conditions

- Public parking – mostly free and unrestricted
Exception, time limits in downtown HMB and some fee parking at beaches
- Lack of sufficient parking for coastal access during peak times
- Need for more wayfinding signage

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Build-out Analysis and Land Use



Looking Ahead

- Where is Future Development Permitted Under Current Zoning?
 - Vacant Land
 - Underutilized Commercial Land
 - Residential Land on Large Parcels
- Land With Current Development Projects Calculated Separately
- Minor Distinctions between Subareas



Looking Ahead

➤ Density and Intensity Assumptions

➤ Density: Residential Units per Acre

➤ Intensity: Non-Residential Floor Area Ratio

➤ Assumptions based on:

➤ Housing Elements and Local Coastal Programs (LCPs)

➤ What is Allowed by Zoning

➤ Typical Density and Intensity of Existing Development

➤ Typical Employee/Square Foot Ratios



Looking Ahead

➤ Local Coastal Program (LCP) Consistency

➤ Midcoast LCP

- Contiguously-Owned Substandard Parcels
- Density Credits in Rural Lands

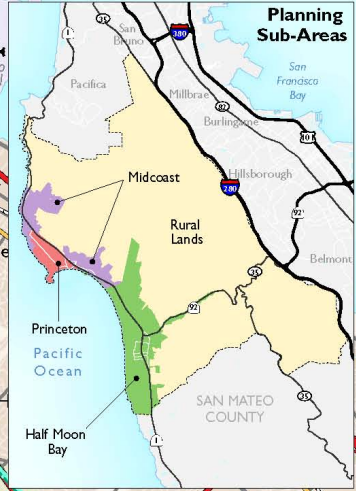
➤ Half Moon Bay LCP

- Development Allowed in Each Planned Unit Development (PUD) Area

Figure 5: CTMP Study Area

Study Area

➔ Extends from Devils Slide to South End of Half Moon Bay, I-280 to Ocean



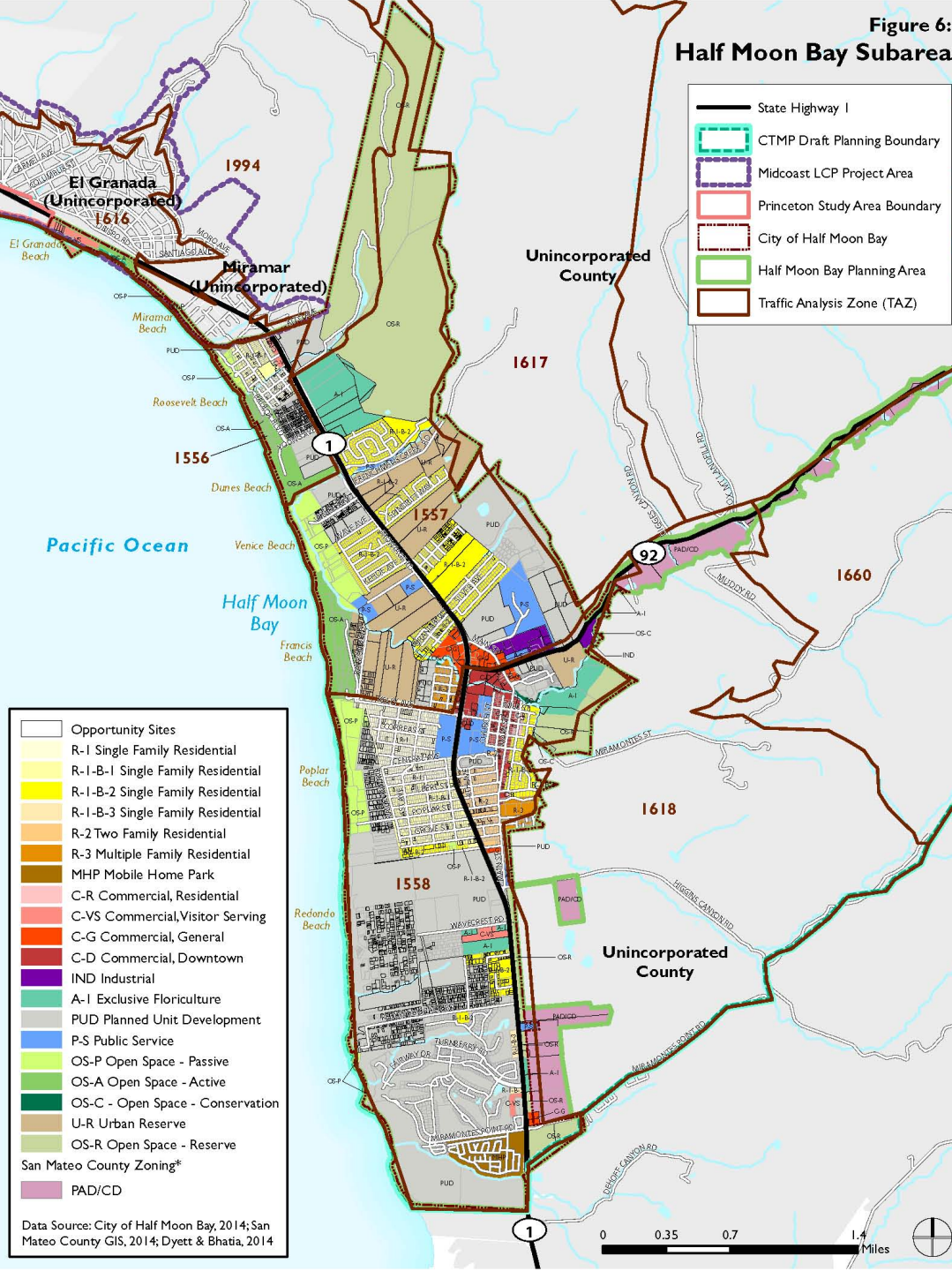
Data Source: San Mateo County GIS, 2014; MTC, 2013; ESRI, 2014; Dyett & Bhatta, 2014



Figure 6:
Half Moon Bay Subarea

Study Area

➔ Half Moon Bay Subarea

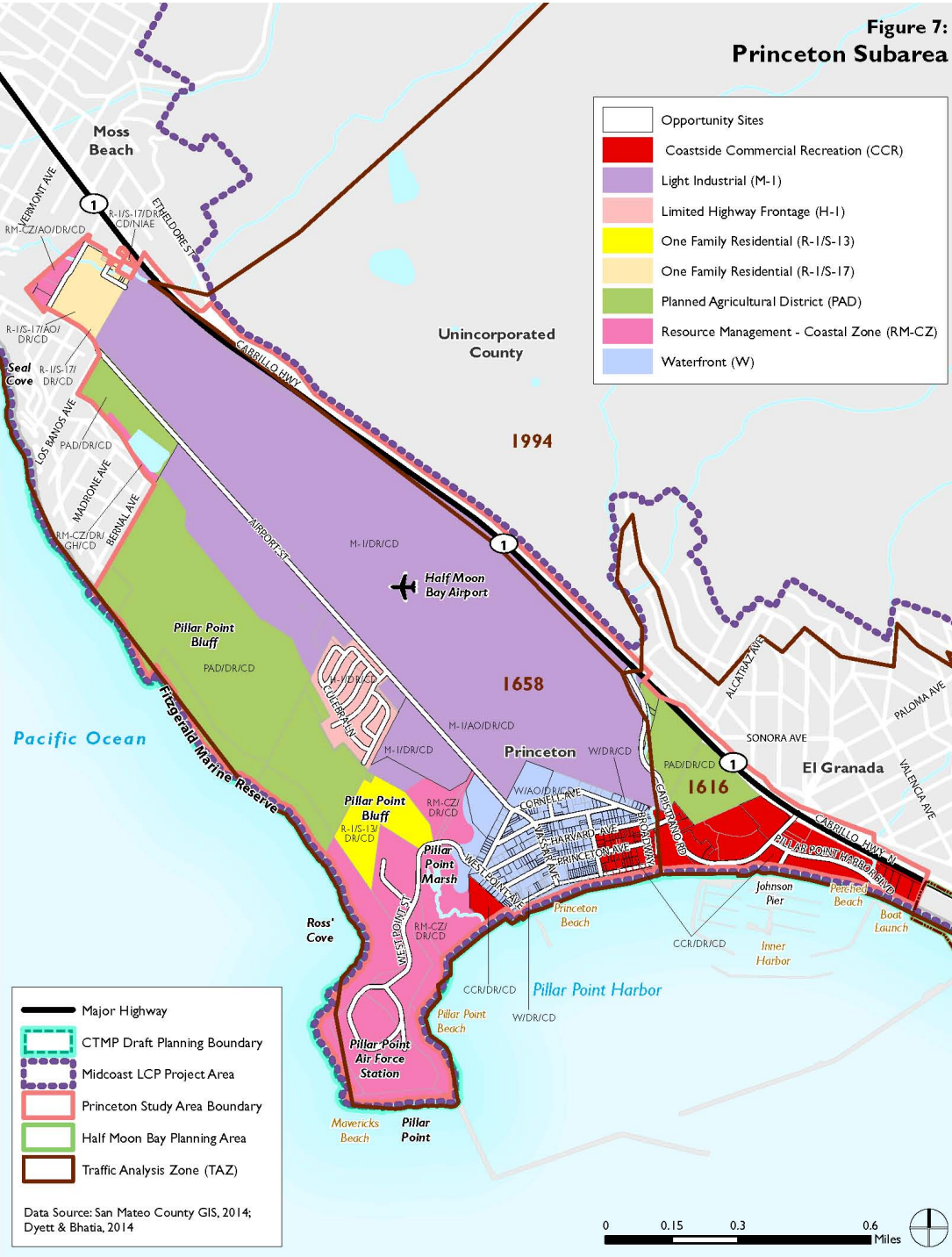


Data Source: City of Half Moon Bay, 2014; San Mateo County GIS, 2014; Dyett & Bhatia, 2014

Figure 7:
Princeton Subarea

Study Area

➔ Princeton Subarea



Data Source: San Mateo County GIS, 2014; Dyett & Bhatia, 2014



Figure 8: Midcoast Subarea



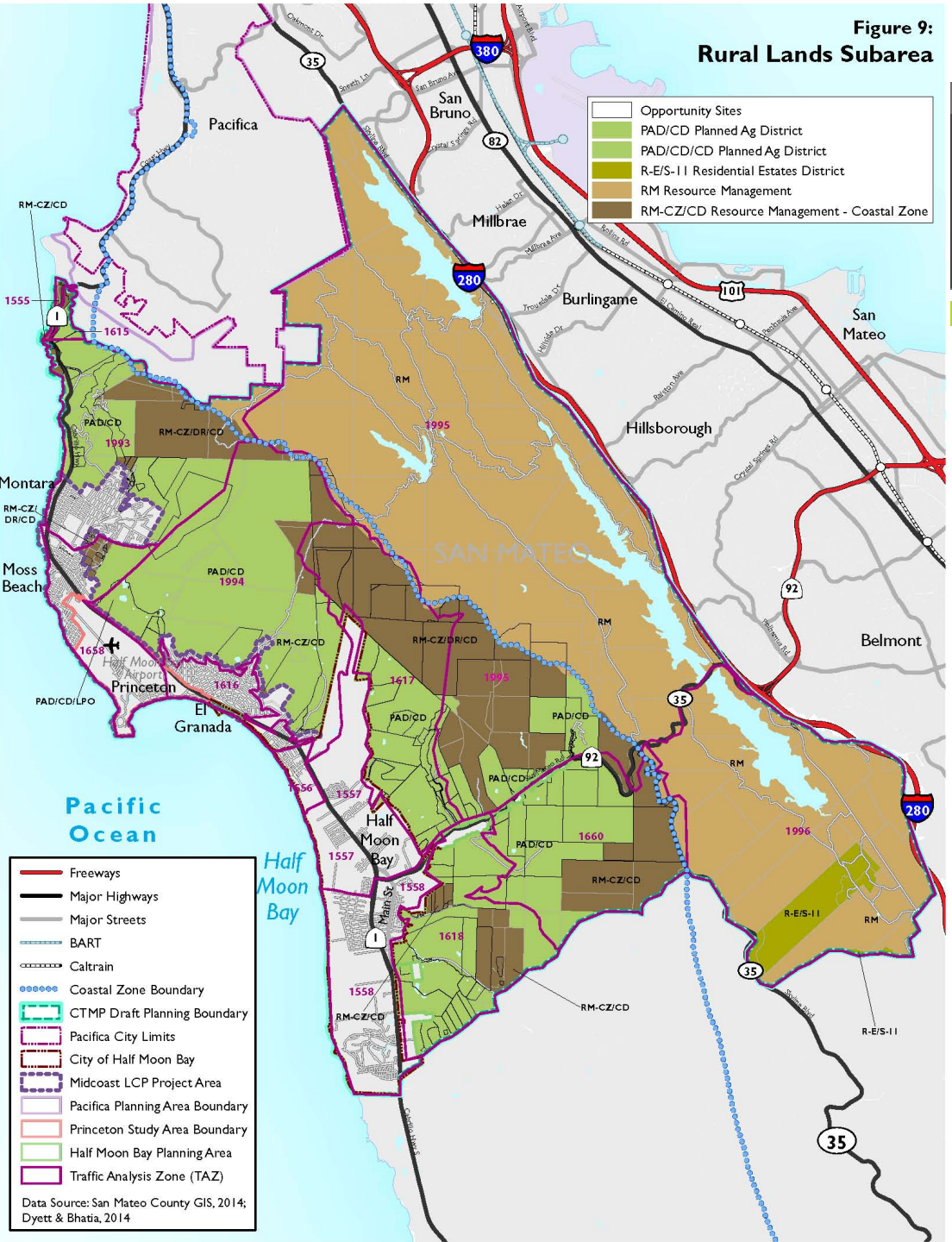
Study Area

➔ Midcoast Subarea: Montara, Moss Beach, El Granada and Miramar



Data Source: San Mateo County GIS, 2014; Dyett & Bhatia, 2014

Figure 9:
Rural Lands Subarea



Study Area

➔ Rural Lands Subarea



Data Source: San Mateo County GIS, 2014; Dyett & Bhatia, 2014



Current Projections for Future Housing

➤ Residential Development

- Overall Increase of 4,287 Units at Build-out (51% Increase)
- Greatest Capacity is in Midcoast Subarea (2,597 Future Units, or 66% Increase)
- Half Moon Bay Has Estimated Capacity for 1,462 Future Units (36% Increase)
- Residential in Princeton would grow by 45% due to Caretaker Units



Current Projections for Commercial/Ag Development

➤ Non-Residential Development

- Overall Increase of Approximately 2.7 M Sq. Ft.
- Increase of 2,919 Jobs (42%)
- 65% of Jobs are in Services Sector
- Greatest Capacity is in Half Moon Bay (1.5 M Sq. Ft. Future Development)
- Most Percentage Growth in Midcoast Subarea (89% Increase, to 1.0 M Sq. Ft.) and Princeton Subarea (89% Increase to 2.3 M Sq. Ft.)



Water and Wastewater Capacity

➤ Water Reserved for Priority Uses

➤ Midcoast LCP

- 61,000 to 77,000 gpd (gallons/day) reserved at buildout (MWSD)
- 490,000 to 532,000 gpd reserved at buildout (CCWD)

➤ Half Moon Bay LCP

- 1.0 M gpd reserved at buildout (CCWD)
- Assumed Most Irrigation for Local Recreation Would Use Recycled Water; This System has not Been Created



Water and Wastewater Capacity

➤ Water Demand

➤ MWSD (Public Works Plan, 2013)

➤ 128,000 gpd available for priority uses, 47,000 gpd available for non-priority uses

➤ CCWD (Urban Water Management Plan, 2010)

➤ 2,265 acre-feet/year (afy) demand, projected to rise to 3,149 afy by 2035

➤ 2,455 afy can be purchased from SFPUC



Water and Wastewater Capacity

➤ Water Connections

➤ MWSD

- Consistency with MWSD Public Works Plan

➤ CCWD

- 209 unsold priority water connections
- Zero unsold non-priority connections; new non-priority developments must trade or buy
- Consistency with El Granada Pipeline Project Coastal Development Permit



Travel Forecast and Buildout Conditions



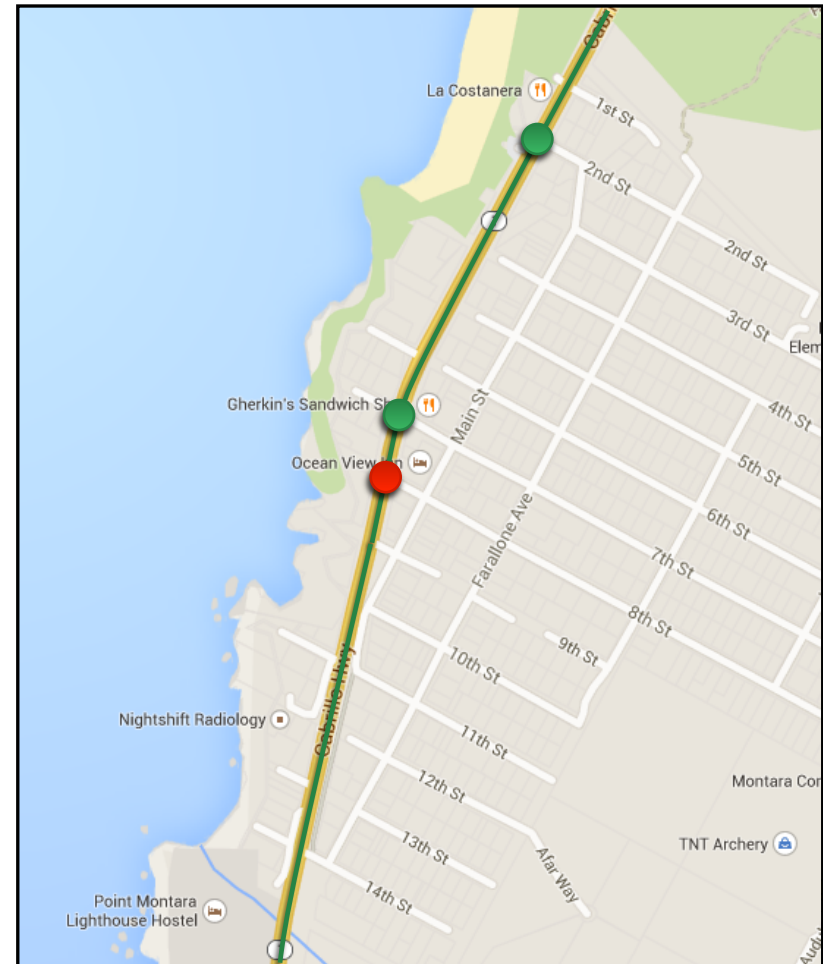
Future Travel Forecast

- San Mateo County C/CAG-VTA travel demand model
- Current year to 2040 model growth
- 10%-50% growth in traffic along Hwy 1
- 15%-35% growth in traffic along SR 92



Existing Traffic Conditions

➤ Montara

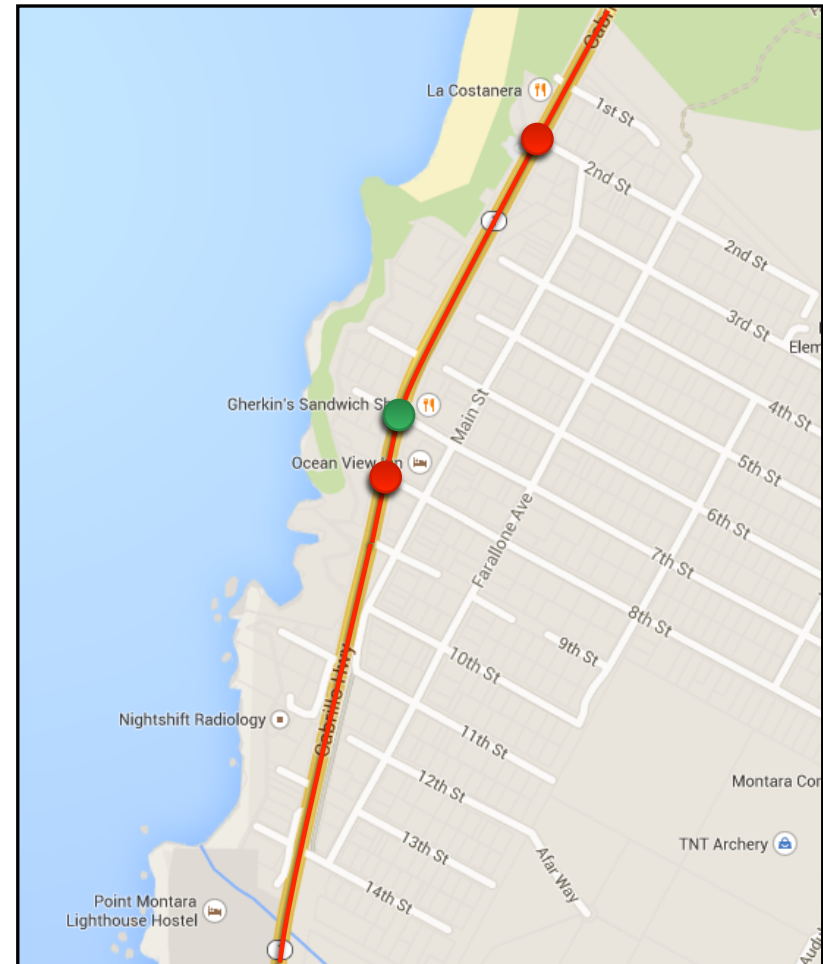




Future Traffic Conditions

➤ Montara

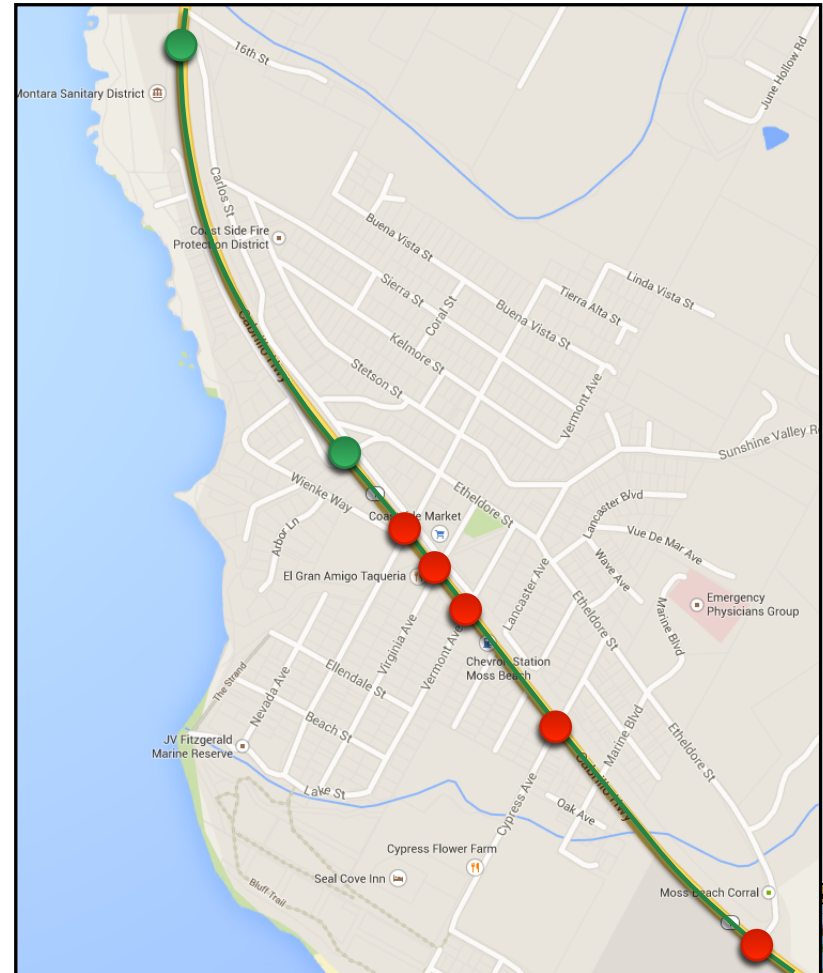
- Highway 1 conditions worsen
- 2nd St intersection worsens to LOS F





Existing Traffic Conditions

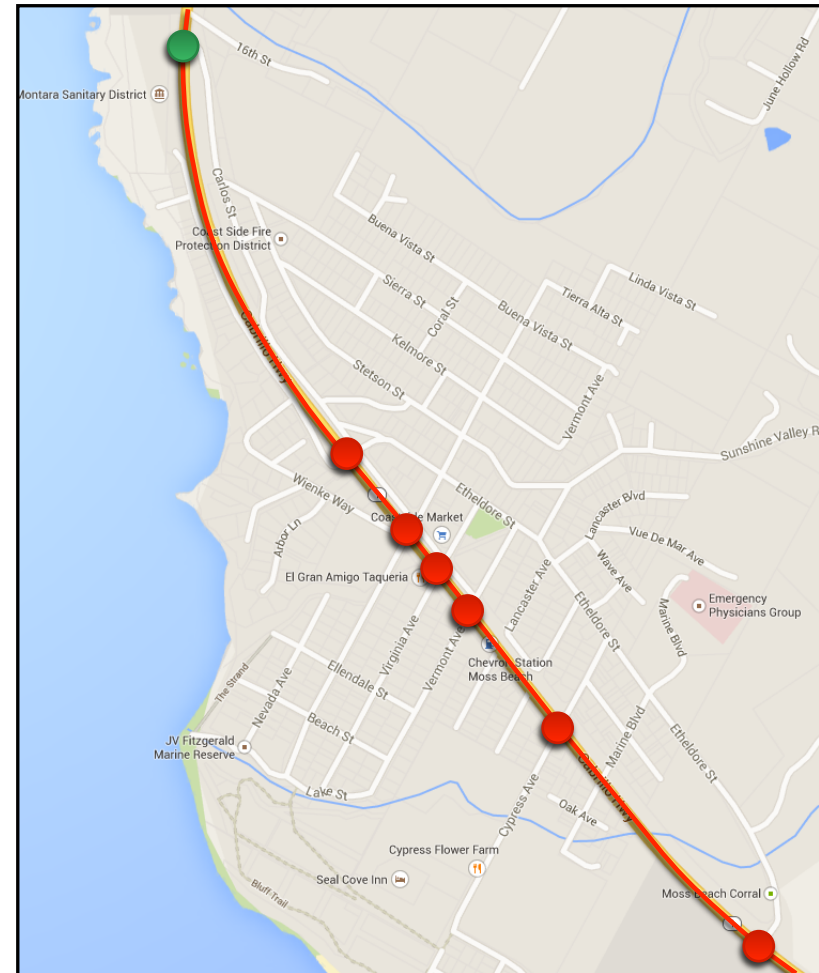
➔ Moss Beach





Future Traffic Conditions

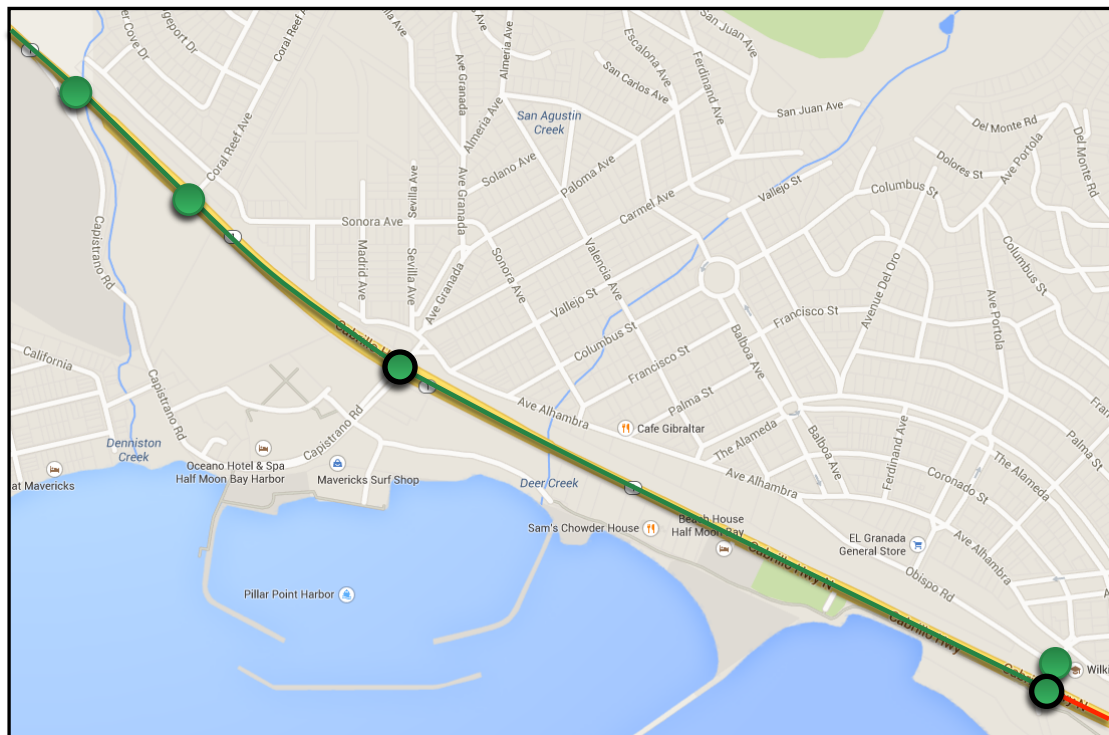
- Moss Beach
- Highway 1 conditions worsen
- St Etheldore intersection worsens to LOS F





Existing Traffic Conditions

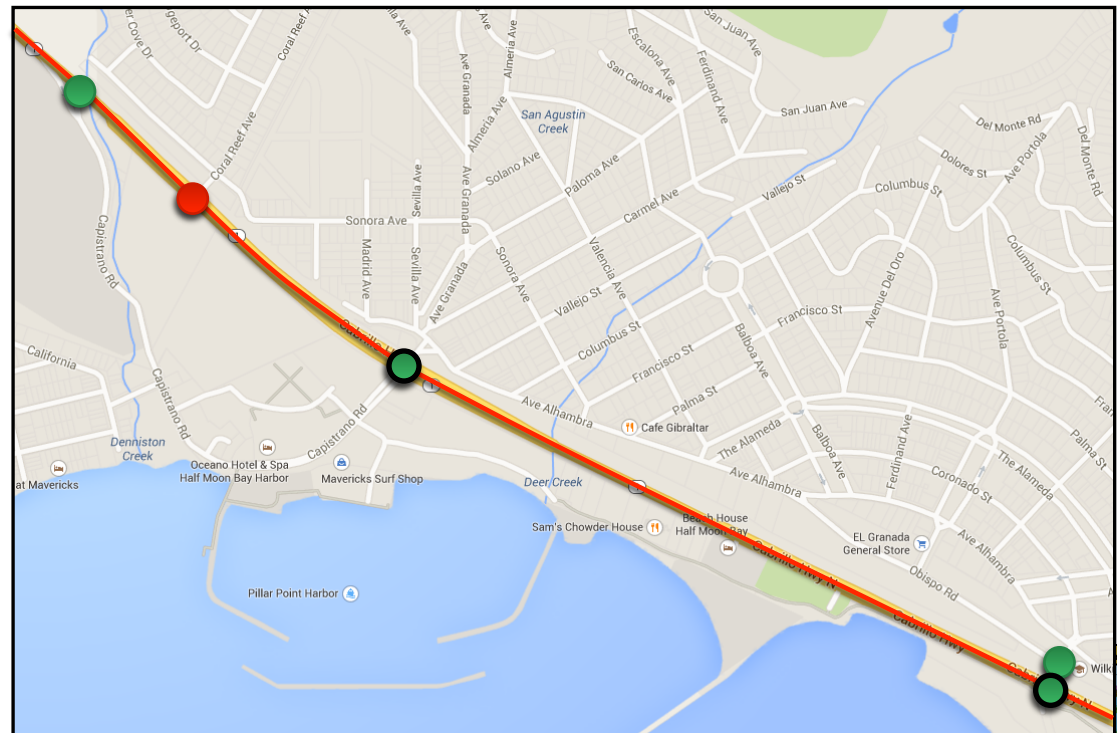
➔ El Granada





Future Traffic Conditions

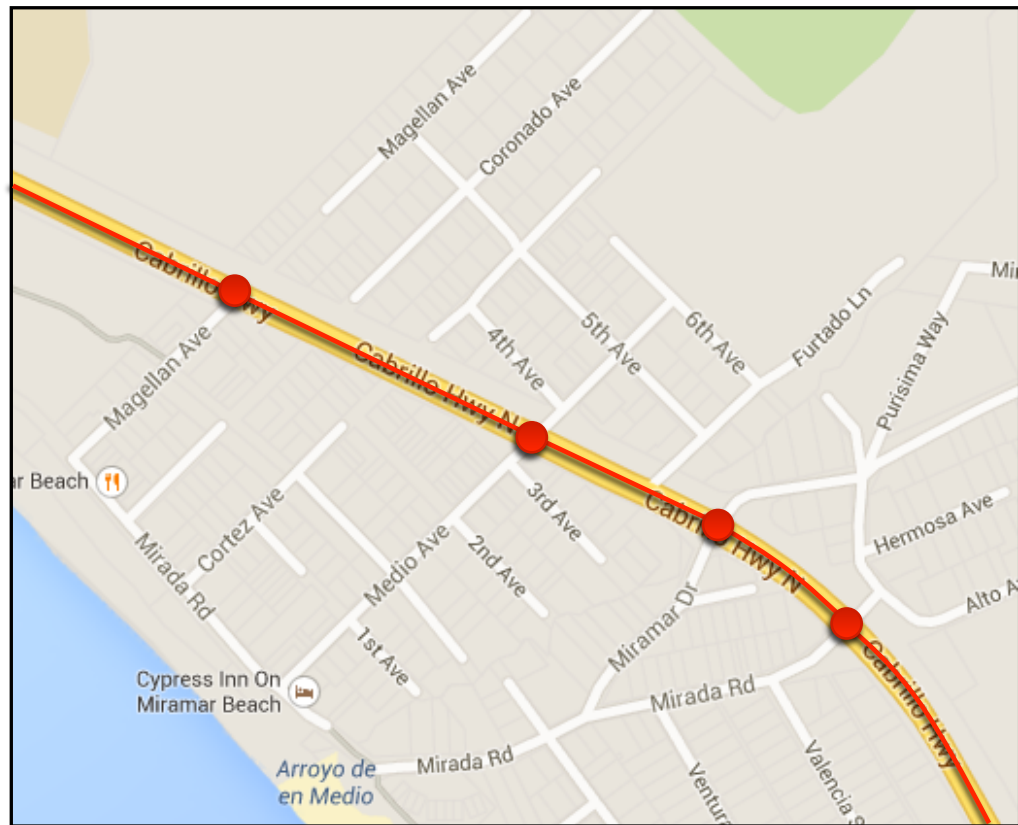
- El Granada
- Highway 1 conditions worsen
- Coral Reef intersection worsens





Existing Traffic Conditions

➔ Miramar

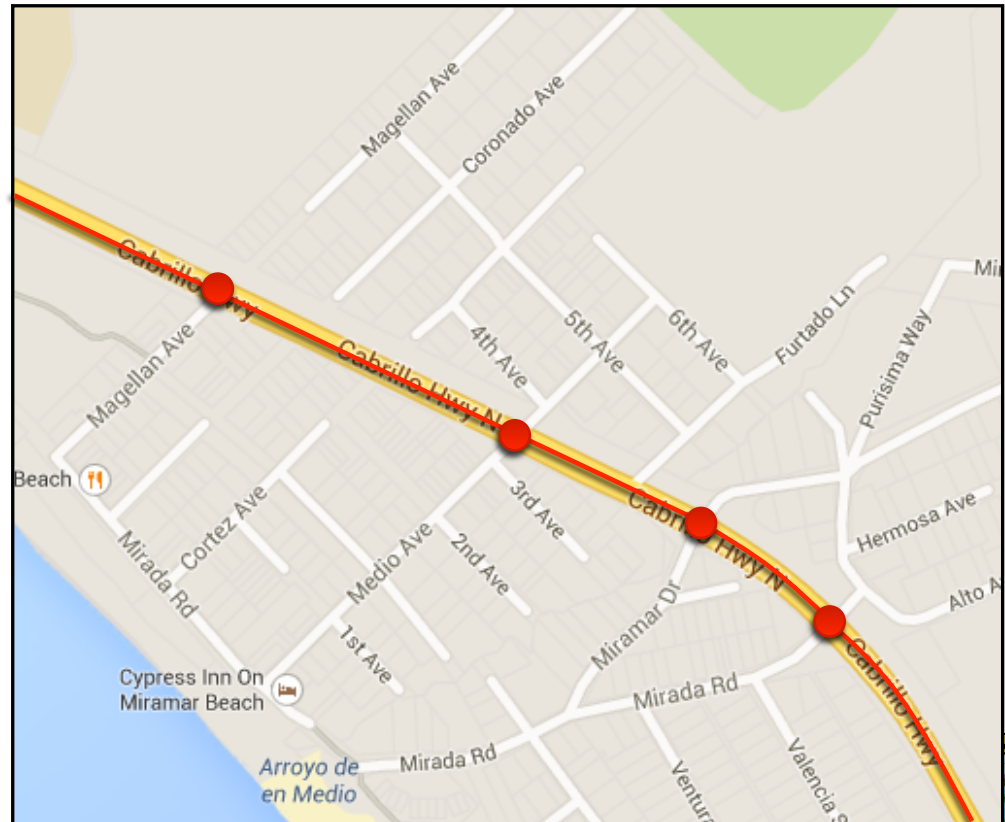




Future Traffic Conditions

➤ Miramar

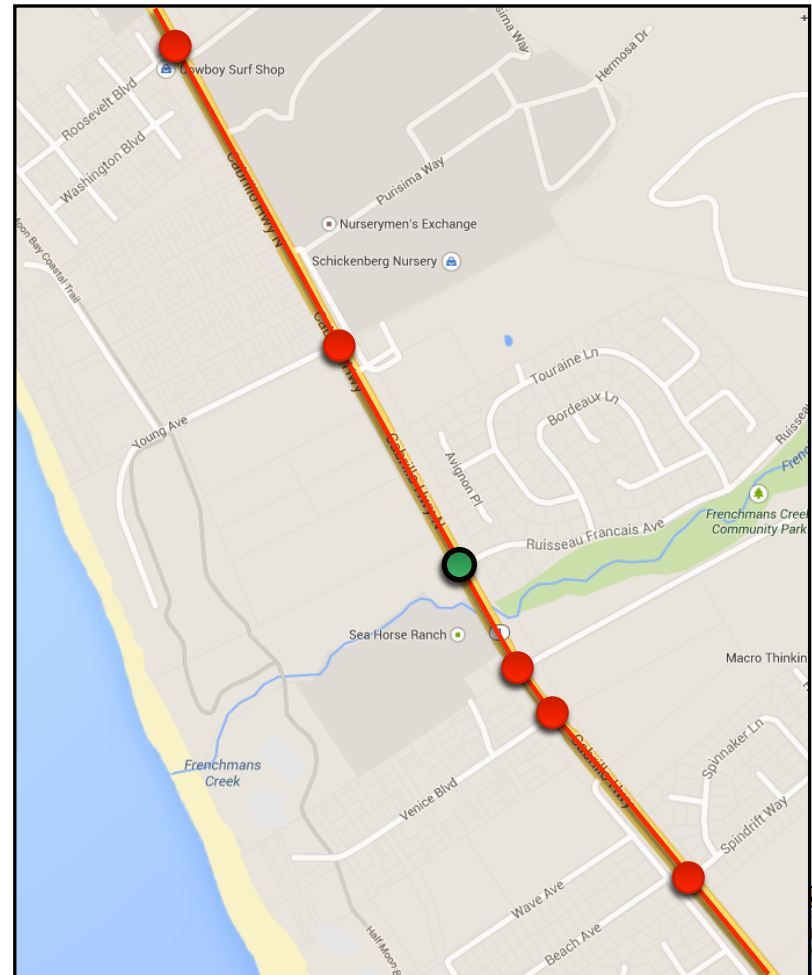
➤ Area already operating below standard





Existing Traffic Conditions

➔ North Half Moon Bay

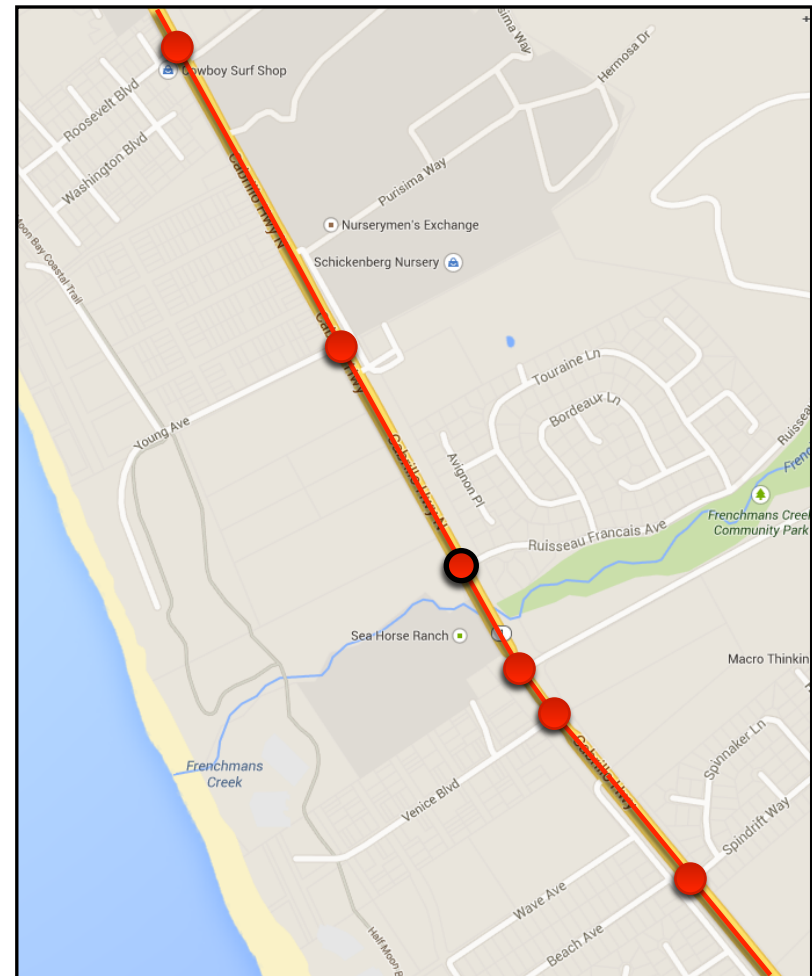




Future Traffic Conditions

➤ North Half Moon Bay

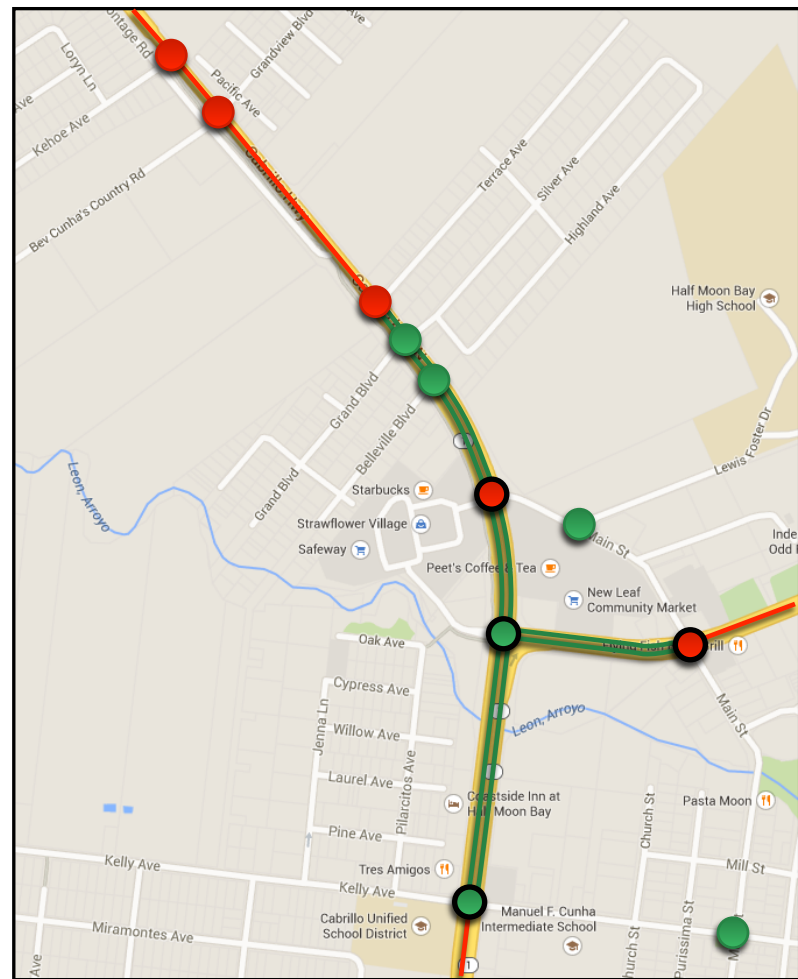
- Area already operating below standard
- Signalized intersection Ruisseau Francais worsens on weekend





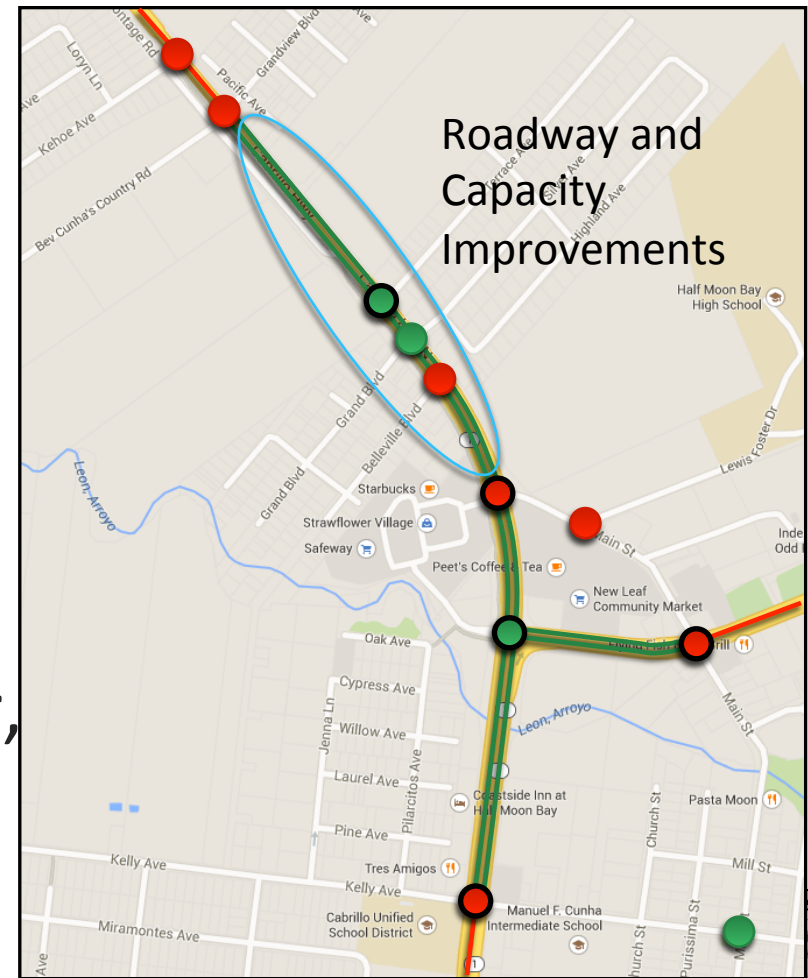
Existing Traffic Conditions

➔ Downtown
Half Moon Bay
(North)



Future Traffic Conditions

- Downtown Half Moon Bay (North)
- Proposed roadway projects improve operations between Main and Grandview
- Belleville, Lewis Foster, and Kelly worsen to LOS F





Existing Traffic Conditions

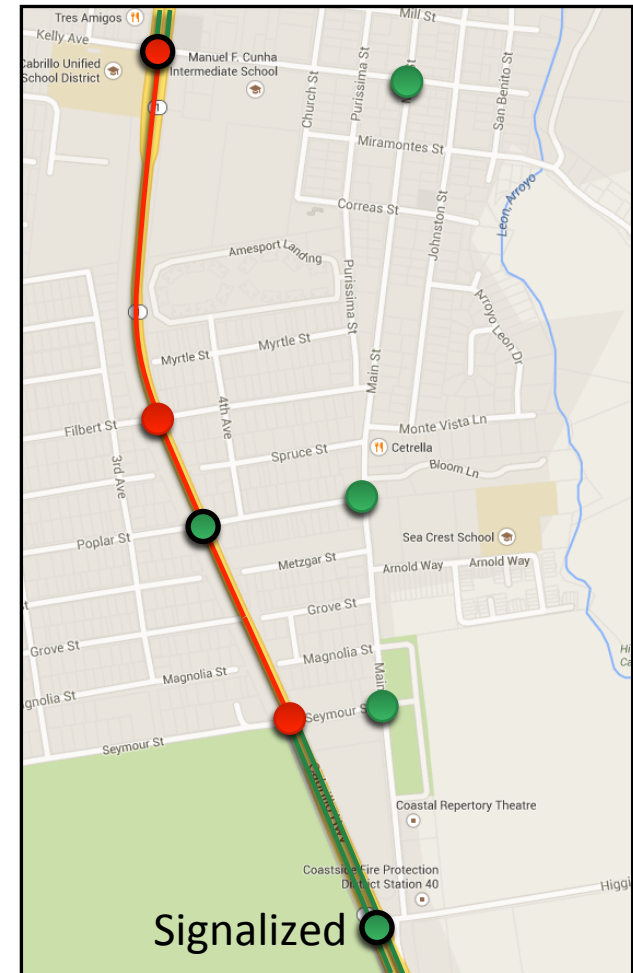
➔ Downtown
Half Moon Bay
(South)





Future Traffic Conditions

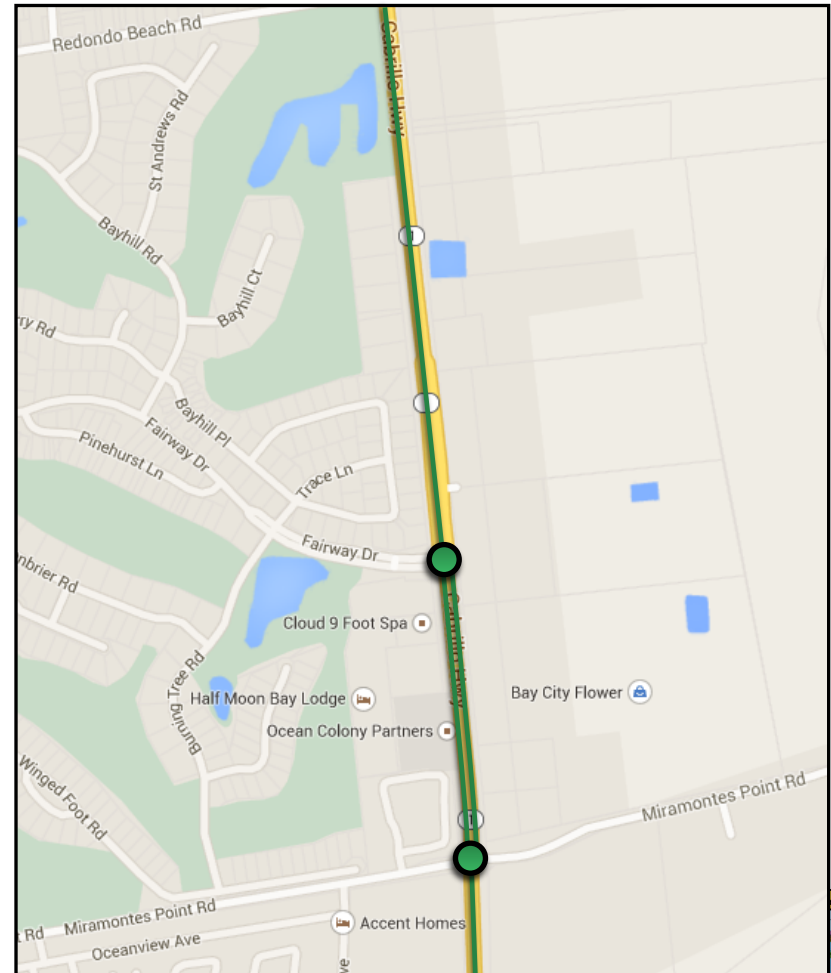
- Downtown
Half Moon Bay
(South)
- Highway 1
conditions worsen





Current Traffic Conditions

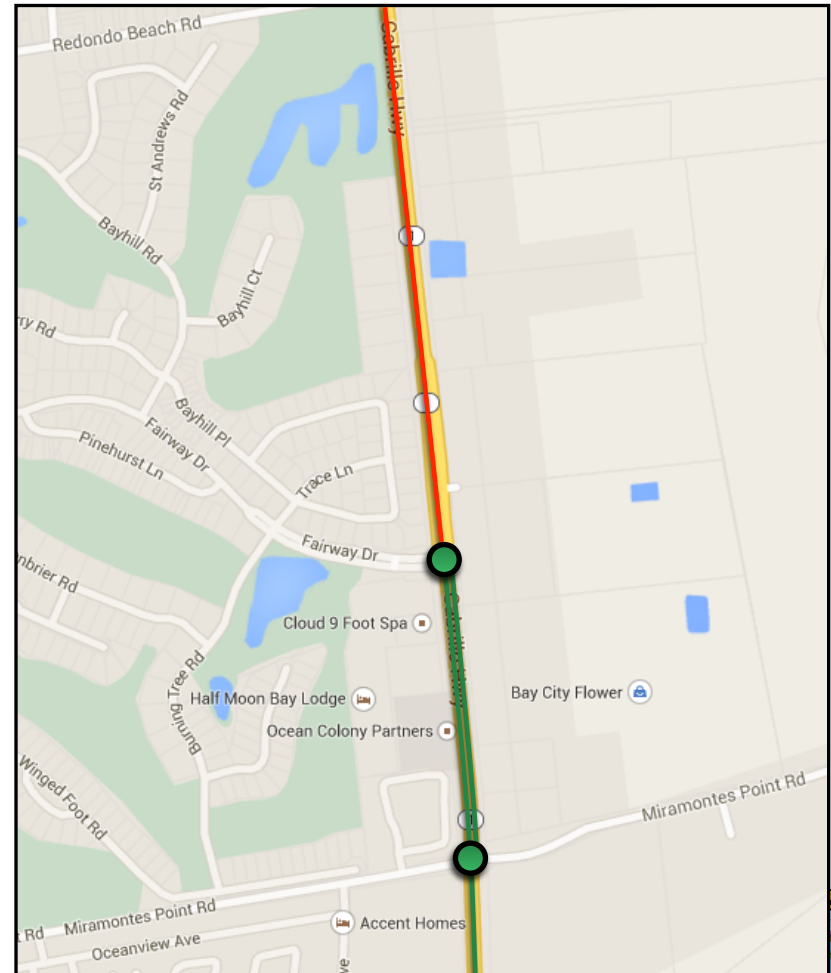
➔ South
Half Moon Bay





Future Traffic Conditions

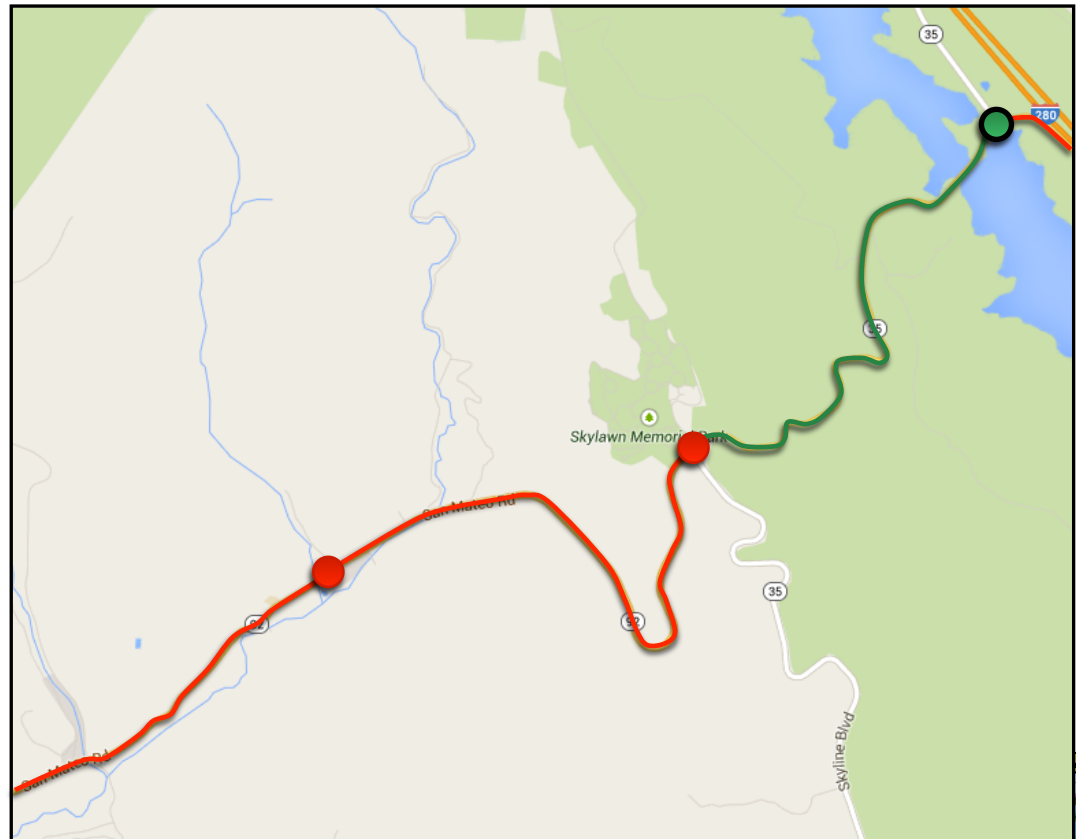
- South
- Half Moon Bay
- Highway 1
conditions worsen





Current Traffic Conditions

➔ SR 92



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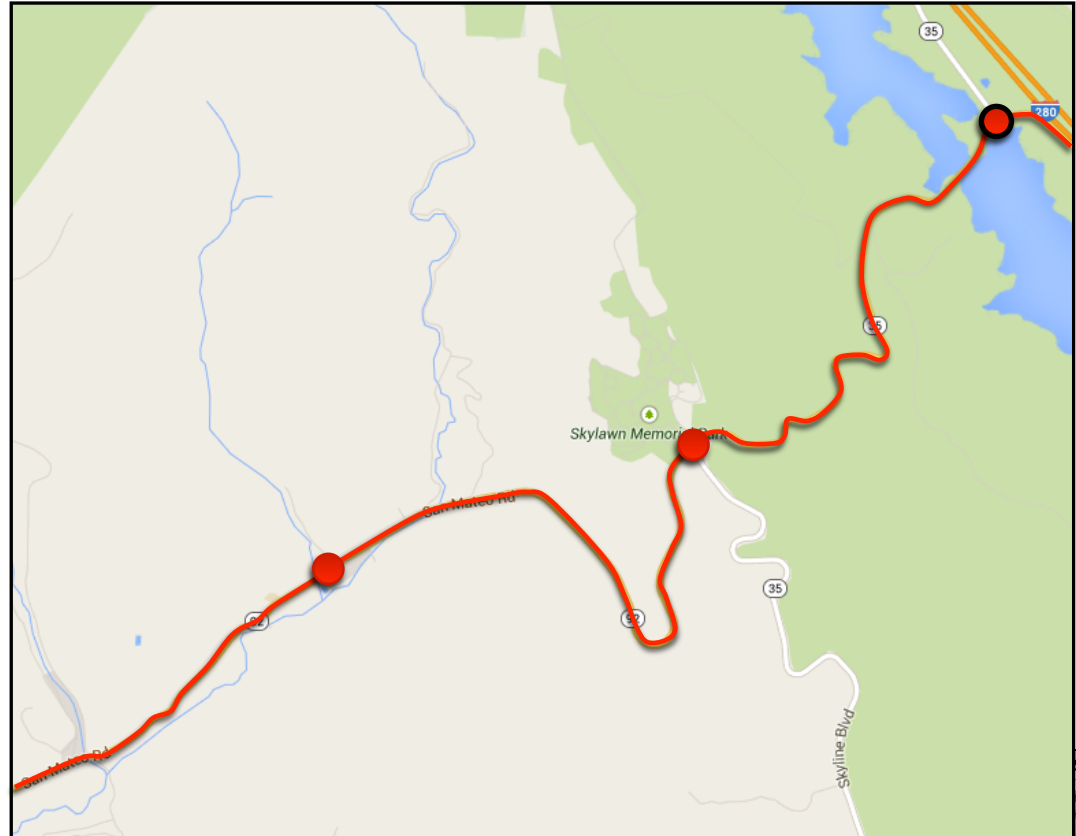




Future Traffic Conditions

➤ SR 92

➤ SR 92
conditions
worsen





How Should We Address Our Future Needs?



Development of Alternatives

➤ Potential Infrastructure and Service Improvements

- Regional pedestrian and bicycle improvements
 - Illuminated pedestrian crossings
 - Pedestrian count-down indicators at signalized crossings
 - Increased sidewalk widths
 - Connect existing sidewalks and remove obstacles
 - Extension of multiuse Coastal Trail along Highway 1
 - ADA compliant ramps
 - Pedestrian lighting



Development of Alternatives

➤ Potential Infrastructure and Service Improvements

- Gray Whale Cove Parking Lot
- Striped highway crossing
- Left turn bay
- Acceleration lane

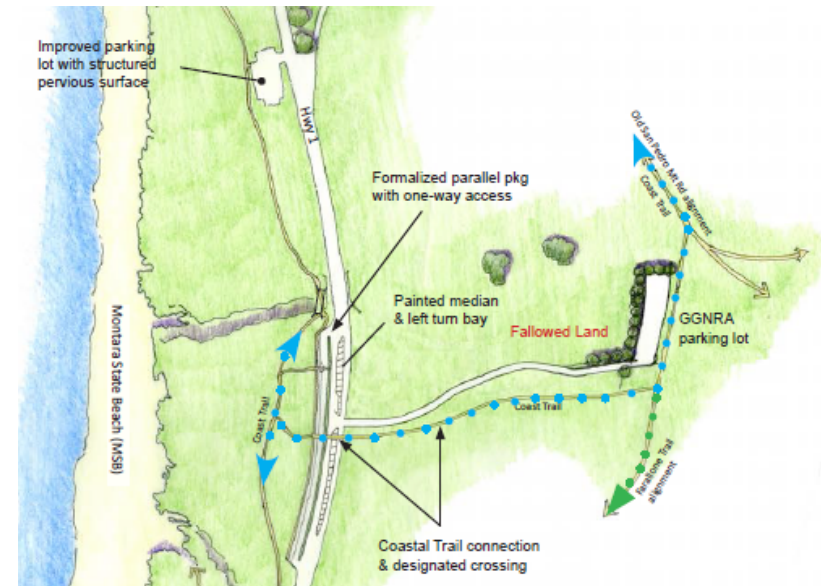




Development of Alternatives

➤ Potential Infrastructure and Service Improvements

- Montara Beach and Trail Access
- Striped highway crossing
- Formalized parallel beach parking





Development of Alternatives

➤ Potential Infrastructure and Service Improvements

➤ Montara

- Raised medians
- Restrict and consolidated left turns
- Designated pedestrian crossings
- 9th Street roundabout





Development of Alternatives

➤ Potential Infrastructure and Service Improvements

- Moss Beach
 - Parallel trail
 - Medians to manage access
 - Roundabouts at gateway intersections





Development of Alternatives

➤ Potential Infrastructure and Service Improvements

➤ Half Moon Bay

- Signalization Hwy 1 and South Main Street
- Signalization, roadway improvements and access consolidation at Grand Blvd and Terrace Ave



Next Steps

- Public Workshop
Monday, November 10
Half Moon Bay Brewing Company
- Planning Commission
Wednesday, December 17
- Development of Alternatives