



CONNECT
THE COASTSIDE



Connect the Coastsides Presentation

Half Moon Bay City Council Briefing

April 21, 2015





What is Connect the Coastsides?

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





Project Objectives

- Estimate the residential and non-residential buildout development potential of the Midcoast and Half Moon Bay
- Identify the potential impacts of growth on traffic LOS, vehicular, pedestrian and bicycle mobility and safety
- Identify and evaluate measures to minimize and mitigate the impacts of growth
- Develop a plan for funding and implementing transportation improvements



Three Initial Study Alternatives

- Alternative 1 – Low Cost/Low Impact Improvements
- Alternative 2 – Medium Cost/Medium Impact Improvements
- Alternative 3 – High Cost/High Impact Improvements





Alternatives Evaluation

- Feasibility and Design Considerations
- Cost
- Ability to address deficiencies
 - Defined Standards
 - Qualitative Scoring



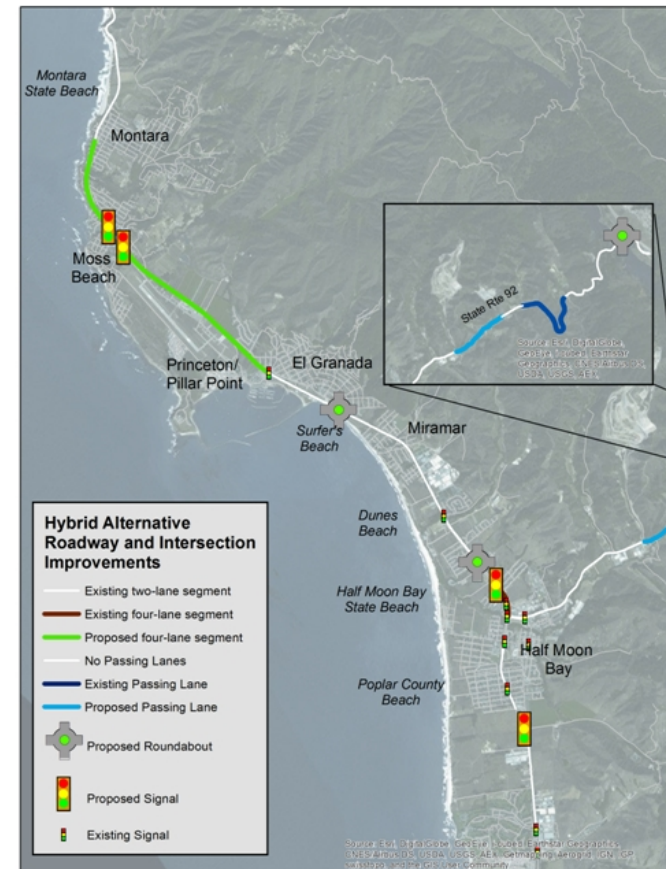
Evaluation of Improvements

Metric	Description	Point Value
Connectivity	Measures the extent to which a project fills a gap in existing bicycle or pedestrian networks or transit connections.	0 to 3 (low to high connectivity)
Access	Measures the extent to which a project provides new facilities or service to currently underserved communities or existing destinations.	0 to 3 (low to high access)
Safety	Bonus priority for safety improvements.	0 or 1
Shoreline	Bonus priority for enhanced public shoreline access.	0 or 1
Precedent	Bonus for a project recommended in one or more previous studies	0 or 1
Capital Cost	Measures the extent of the estimated capital cost for a project.	0 to 3 (high to low capital cost)
Annual Cost	Measures the extent of the estimated annual operating and maintenance costs of a project.	0 to 3 (high to low annual cost)



Proposed Hybrid Alternative

- Roadway and Intersection Improvements
 - Turn Restrictions and Driveway Consolidation
 - Left-turn pockets for businesses on SR-92
 - Signalization or Roundabouts on Highway 1
 - Limited Widening on Hwy 1
 - Passing lane on SR-92





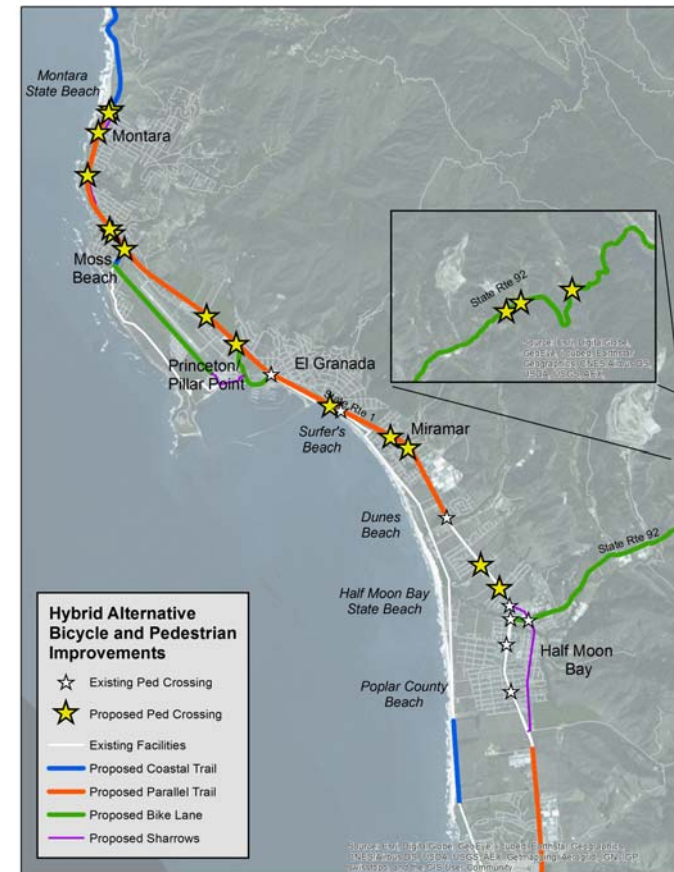
Proposed Hybrid Alternative

- Half Moon Bay Roadway Improvements
 - Kehoe roundabout and crossing
 - Nurseryman's Exchange driveway consolidation/frontage road
 - Grand Blvd/Terrace Ave consolidation and signalization and crossing
 - Hwy 1 & Main Street South signalization



Proposed Hybrid Alternative

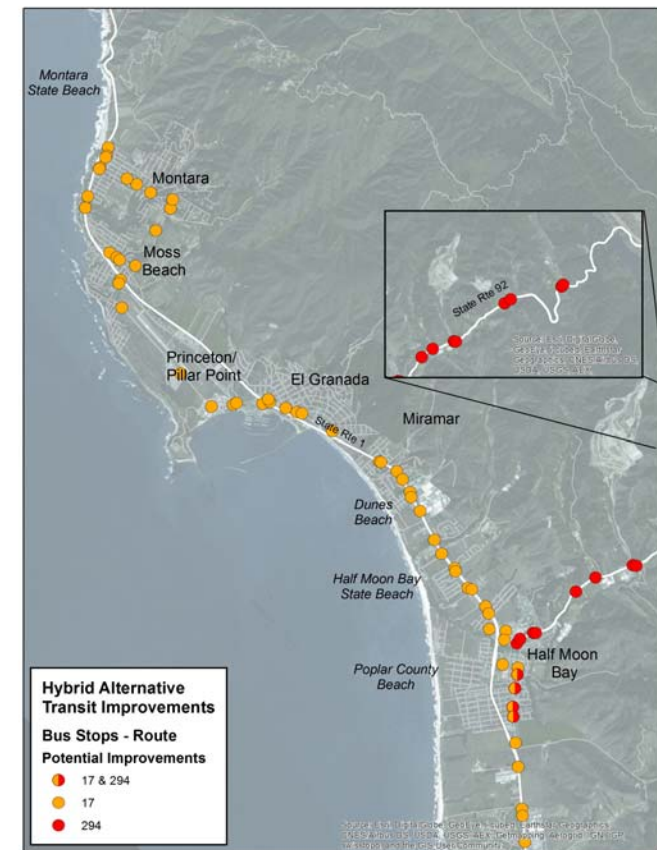
- Bicycle and Pedestrian Improvements
 - Parallel and Coastal Trail Gaps
 - Sharrows on main community streets
 - Bike lane on Capistrano Street
 - Striped crossings with beacons along Highway 1 and SR-92





Proposed Hybrid Alternative

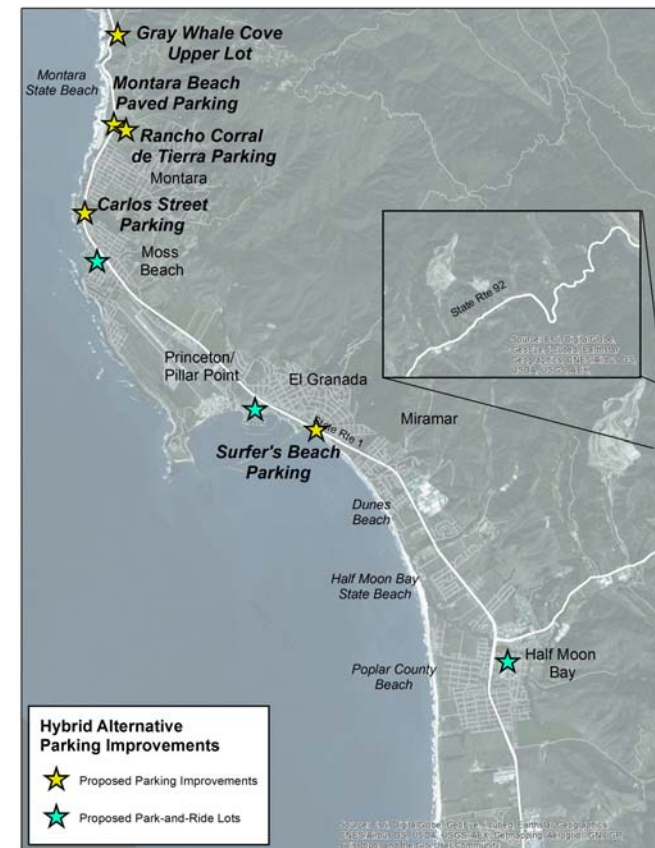
- Transit Improvements
 - Improved bus
 - Shuttle bus service during special events
 - More frequent weekend SamTrans service
 - Park-and-ride shuttle at community lots
 - Local SamTrans Route
 - More frequent commute SamTrans service
 - School bus service





Proposed Hybrid Alternative

- Parking Improvements
- Improved or Expanded Parking Lots
- Improved Access to Parking
- Wayfinding signage





Proposed Hybrid Alternative

- Half Moon Bay Bicycle, Pedestrian and Parking Improvements
 - Parallel Trail and Coastal Trail segments
 - Sharrows on Main Street
 - Park-and-Ride lots



Conclusions

- Most improvements considered could be cost-effective ways to improve multi-modal mobility, safety or access.
- Even the most extreme improvements will not address all Buildout deficiencies.
- Land-use policy options or changes in standards may also be required.



Project Schedule

