

Midcoast Highway 1 Safety & Mobility Improvement Study

Status of 2012 Action Plan

November 2018

Midcoast Community Council
11/14/2018 presentation
by Lisa Ketcham

Highway 1 Safety & Mobility Improvement Studies 2012

<http://www.midcoastcommunitycouncil.org/hwy-1-mobility-studies/>

Concept plans for Midcoast Highway 1 Corridor

2-phase public planning effort 2009-2012

MCC priorities 2012:

- Pedestrian crossing with refuge island in each community, most importantly in Moss Beach.
- East-side Parallel Trail.

Traffic & Trails: *Help Plan the Future*



Midcoast Highway 1 -- Crossings, Raised Medians, Left-Turn Lanes

<http://www.midcoastcommunitycouncil.org/h1-crossings/>

SHORT TERM/ HIGH PRIORITY

Design Alternatives 2014 – 2015

Project Phasing:

- Phase 1:
 - Gray Whale Cove** center turn lane & crossing – design phase 2016-2018
 - Lighthouse crossing – disqualified from grant funding
 - Cypress northbound acceleration lane – not pursued
- Phase 2:
 - Moss Beach** crossing with raised median refuge island at Virginia
- Phase 3:
 - Montara** crossing with raised median refuge island at 2nd St.



Highway 1 Parallel Trail

- aka Midcoast Multi-Modal Trail

MID-TERM, HIGH PRIORITY

- East of highway trail connecting Midcoast communities to each other and to HMB.
- Mirada Rd, Miramar, to 2nd St, Montara
- Expected to be completed in 4 segments.

<http://www.midcoastcommunitycouncil.org/parallel-trail/>



Southern segment
Mirada Rd to Coronado
Design 2014 – 2018
Construction 2019?



Highway 1 Safety & Mobility Study

Action Plan 2012

red = 2018 status

<http://www.midcoastcommunitycouncil.org/storage/issues/hwy1/2012-11-20-H1-ActionPlan.pdf>

Priority/Timeframe Criteria: importance, funding availability, complexity

Studies	Timeframe	Priority
Comprehensive Transportation Mgmt Plan -- stalled	Mid	High
Parking Study -- completed by National Park Service	Mid	Medium
Bike Lane Study – HMB to Devil’s Slide	Mid	Medium
Analyze realignment options at Surfers’ Beach	Long	High
Speed limit 45 mph throughout Midcoast except airport	Long	High
Infrastructure Projects		
Crossings/ medians/ turn lanes – Gray Whale Cove design	<u>Short</u>	High
Hwy shoulder parking controls Capistrano to Coronado	<u>Short</u>	High
Parallel Trail (PT) -- southern segment final design phase	Mid	High
CA Coastal Trail (CCT) – Mirada Surf to Harbor complete	Mid	High
Carlos St, Moss Beach streetscape improvements (PT)	<u>Short</u>	High
Main St, Montara improvements (PT/ CCT)	Mid	Medium
Airport St bike/ped trail	Mid	Medium
Lighthouse pedestrian overcrossing (CCT)	Long	Medium

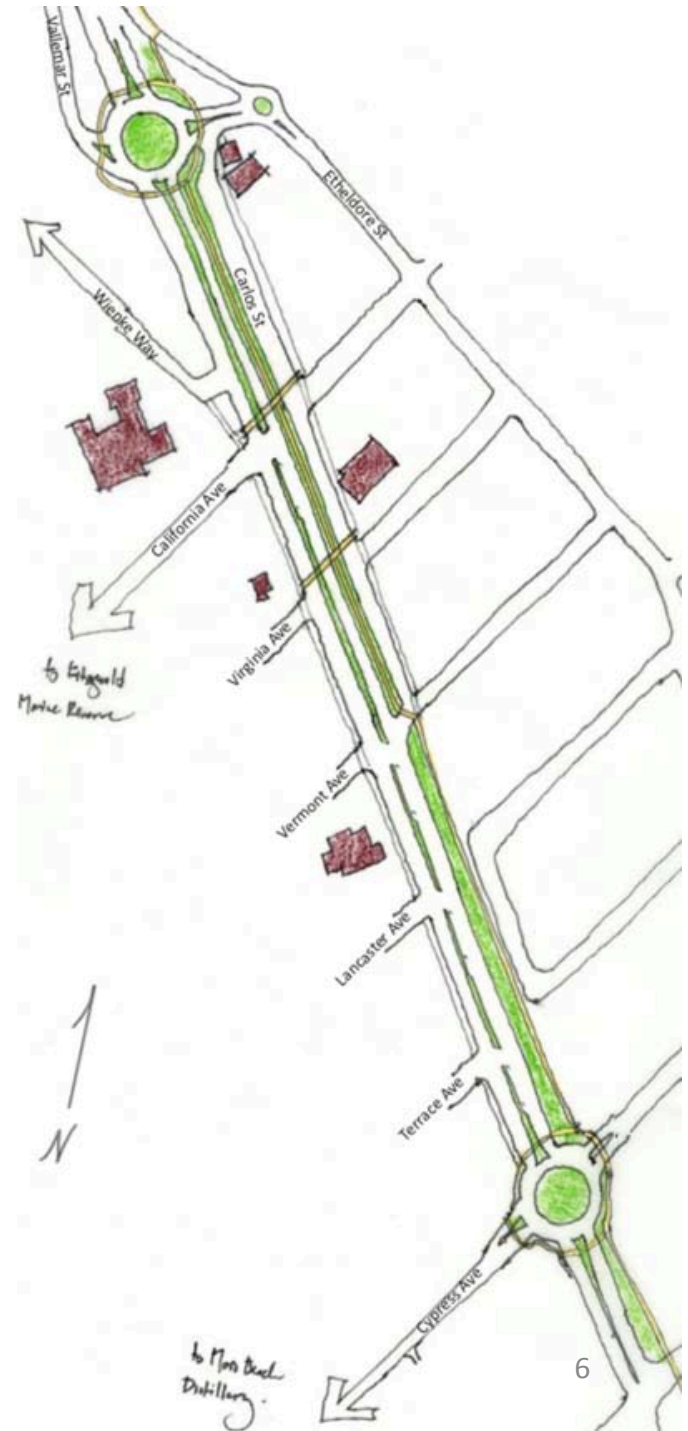
How short is a short-term project in a 25-year timeframe?

Highway 1 Safety & Mobility Study

Moss Beach –

- Bisected by Hwy 1
- Needs context-appropriate village circulation plan
- Roundabout at each end of Moss Beach:
 - calm traffic without stopping it
 - safe pedestrian crossings included, one direction of traffic at a time
 - convenient U-turns to avoid making left turns onto the highway, improving LOS at all intersections.

Connect the Coastside does not analyze a circulation plan for Moss Beach as a whole, but by default proposes entirely different concept with 2 traffic signals and no village entry definition.





Overview of Connect the Coastsides to date

Project to develop a Comprehensive Transportation Management Plan

Midcoast Community Council
11/14/2018 presentation
by Lisa Ketcham

Comprehensive Transportation Management Plan (CTMP)

<http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>



- Key pending Midcoast long-range planning project
- Requirement of 2012 Update of Midcoast Local Coastal Program (LCP)
- Address cumulative traffic impacts of residential development on Highway 1 & 92.
- Base plan on analysis of projected new development at LCP buildout.
- Propose specific LCP policies designed to:
 - offset demand for all new vehicle trips generated by new residential development during commuter and recreation peak periods.
 - offset and mitigate for significant cumulative impacts on public access to the beach.
- Thoroughly evaluate feasibility of in-lieu fee traffic mitigation program, expansion of public transit, and development of mandatory lot merger program.

Comprehensive Transportation Management Plan



CONNECT
THE COASTSIDE



Study area

- Devil's Slide to south end of HMB
- I-280 to ocean
- Advisory only within City of HMB

This overview will focus on Midcoast only and is not comprehensive.

Comprehensive Transportation Management Plan (CTMP)

Original timeline: 15 months, 2014-2015

Actual timeline -- as of Nov 2018

- **Dec 2014** – Buildout Analysis & Traffic Projections Report
Appendices: Development assumptions, Water/wastewater capacity
- **Apr 2015** – Evaluation of Transportation Alternatives to Address Buildout Deficiencies (Community objections lead to course correction and extension of consultant contract.)
- **Oct 2015** – Alternative Development Forecast & Transportation Standards
- **Mar 2016** – Recommended Transportation Alternative Evaluation;
Land Use Policy Options
- Draft CTMP expected Oct 2016 but postponed ever since.

Reports, presentations, and comments found here:

<http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>



Comprehensive Transportation Management Plan



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Effect of project delays:

- Public outreach momentum and awareness lost.
- Staff turnover - 2 County project managers gone, agency staff turnover on Technical Advisory Committee
- Project website www.connectthecoastside.com domain expired.
- County project page has only Mar 2016 draft report.
<https://planning.smcgov.org/connect-coastside>
- Other project documents, presentations and comments only found on MCC project page.
<http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>
- Major projects proceed without guidance of long-term plans and policies (Big Wave and Cypress Point).
- Delay and lost opportunities for lot merger, lot retirement, and collection of traffic fee mitigation.

Comprehensive Transportation Management Plan (CTMP)



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Development Projections

Buildout (see Dec 2014 report)

- Maximum amount of development which could occur based on existing zoning
- Assumes substandard lots in common ownership are merged.
- 66% increase in Midcoast homes/apartments (2,600 units)
- May be constrained by available water & wastewater capacity

vs

Constrained Development Forecast

- Maximum development only to 2040
- Assumes existing 40-unit annual growth rate limit remains in place after adoption of CTMP.
- 26% increase in Midcoast residential by 2040 (1,120 units)

Comprehensive Transportation Management Plan

Transportation Standards

Roadway Segments



Existing roadway standard: Level of Service (LOS)

- Based on ratio between peak period traffic volume and roadway capacity (V/C).
- Does not take into account delay resulting from sources such as intersection control.
- Provides no standards for other modes of travel.

Recommended roadway standard: Delay Index

- Ratio of peak period to free-flow travel time
- Delay index of 2 for vehicle-only segments
(up to 2x free-flow is acceptable in segments with no bicycle facilities)
- Delay index of 3 for segments with multi-modal facilities
(up to 3x free-flow travel time is acceptable)

Comprehensive Transportation Management Plan



Transportation Standards

Intersections

Existing intersection standard: Level of Service (LOS)

- Based on wait time at controlled intersection
- County standard LOS C/D
- 2-way stop control: based on delay for minor street traffic entering highway – gives priority to delay experienced by relatively low volume side street over higher volume of thru highway traffic.

Recommended intersection standard: revised LOS

Deficiency:

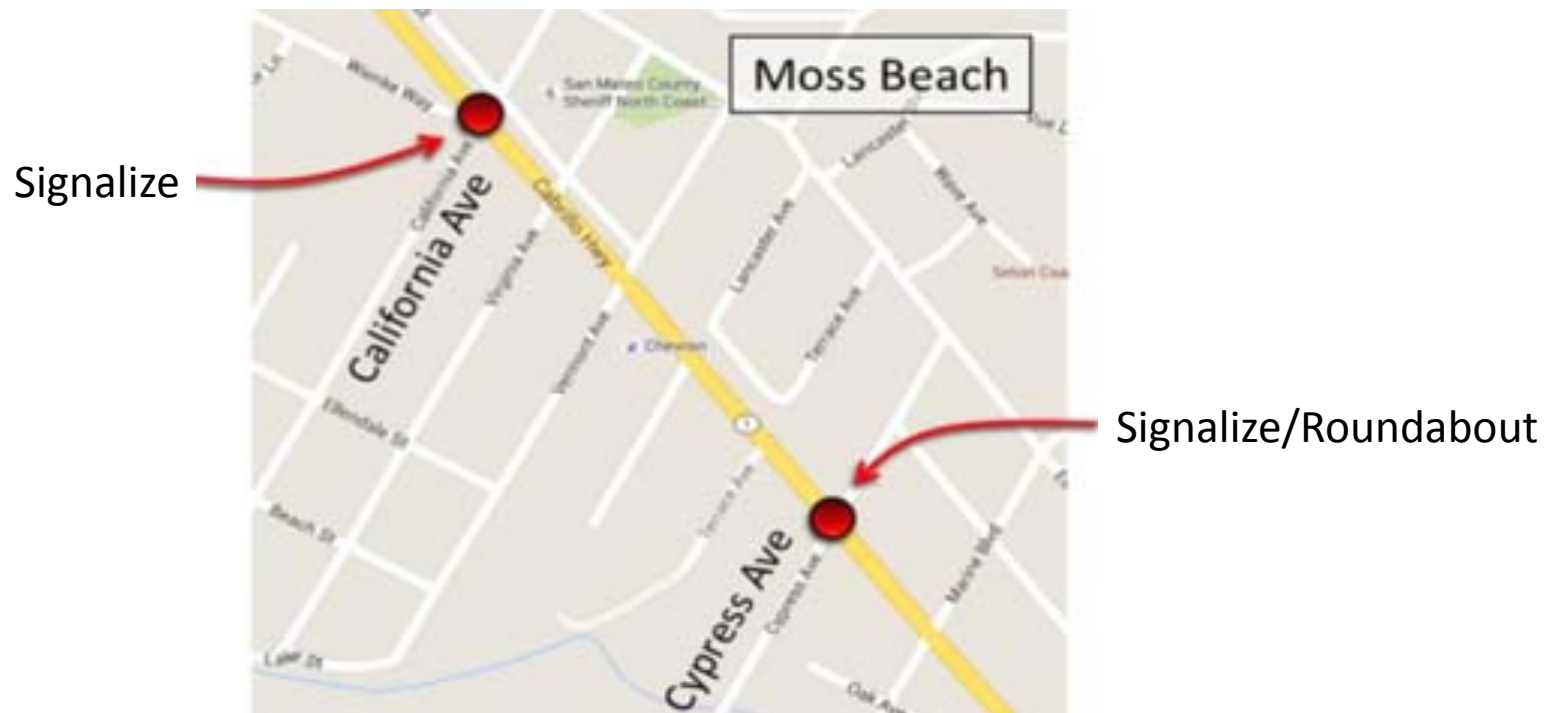
- Unsignalized intersections that have a deficient LOS and meet a signal warrant (sufficient side street volume).
- Signalized Level of Service worse than LOS D.

Mar 2016 Recommended Transportation Alternative



Intersections

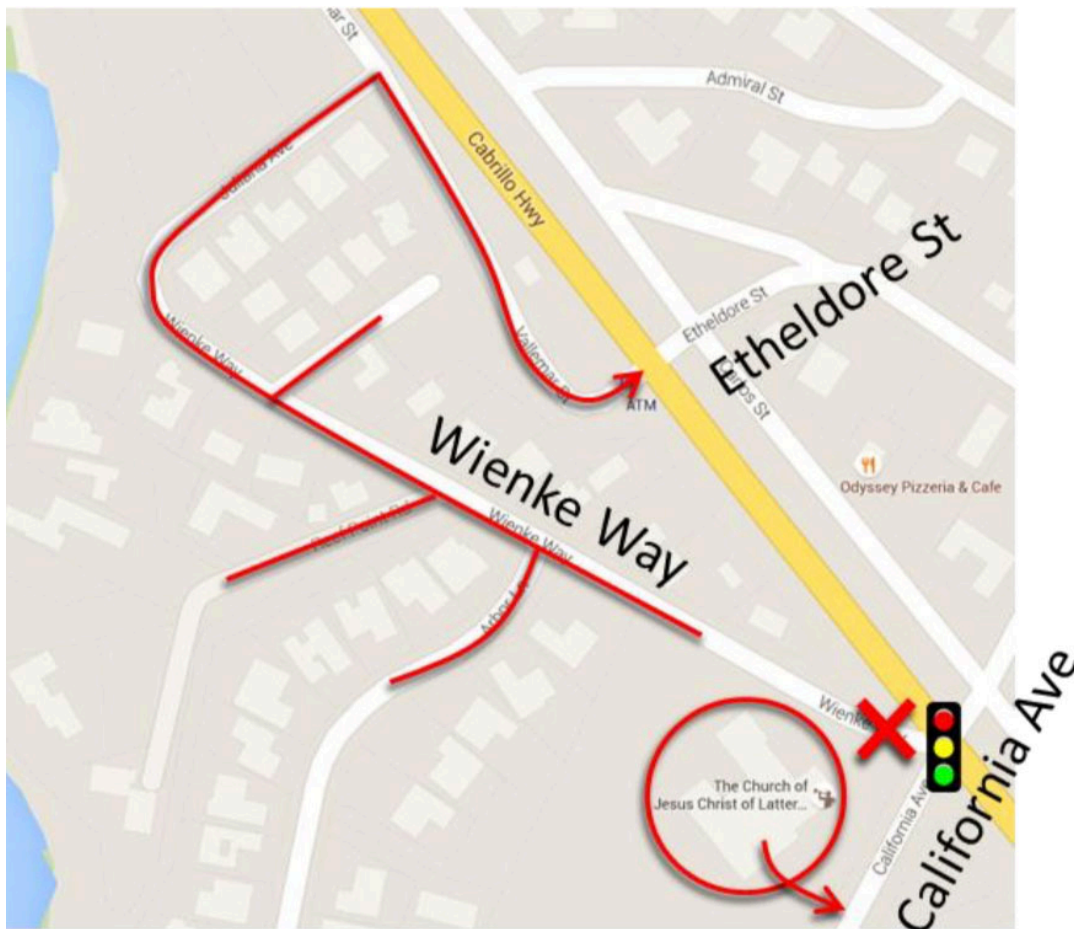
California and Cypress are the only Midcoast intersections with sufficient side-street volume to meet the signal warrant.



Mar 2016 Recommended Transportation Alternative

Intersections

- Simplify California/ Hwy 1/ Wienke intersection.
- Close Wienke & re-route highway access via Vallemar.



Vallemar and Wienke access neighborhood of ~75 homes.

Mar 2016 Recommended Transportation Alternative

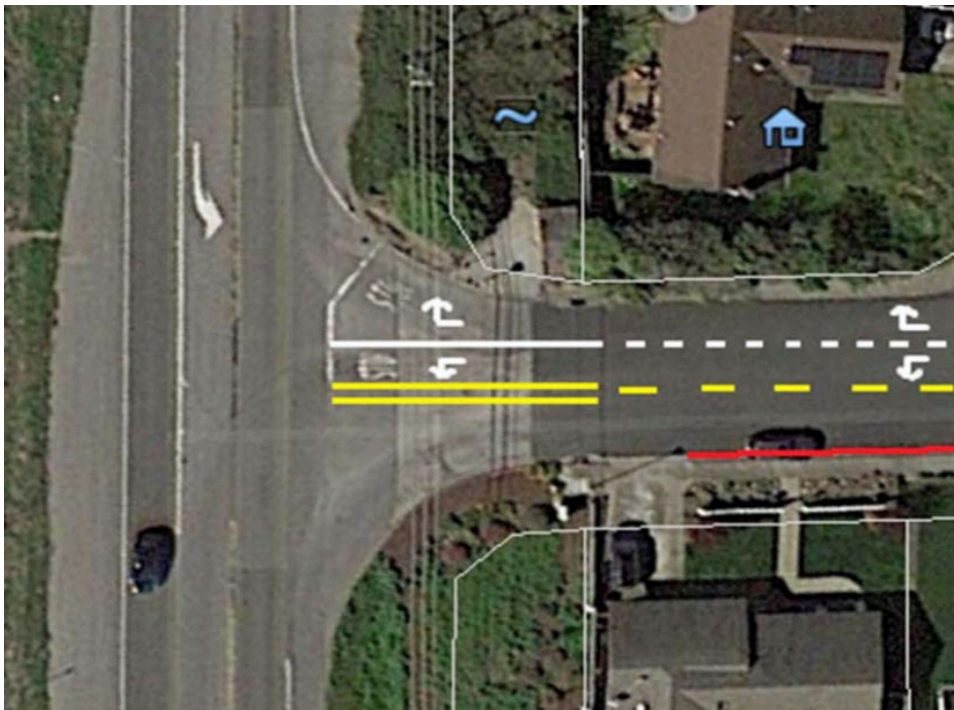


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Intersections

Improve LOS at certain 3-way intersections:

- Widen side street approach to highway
- Stripe separate lanes for right or left turn.
- Stripe center acceleration lane for vehicles turning left onto highway.



Example at Spindrifft

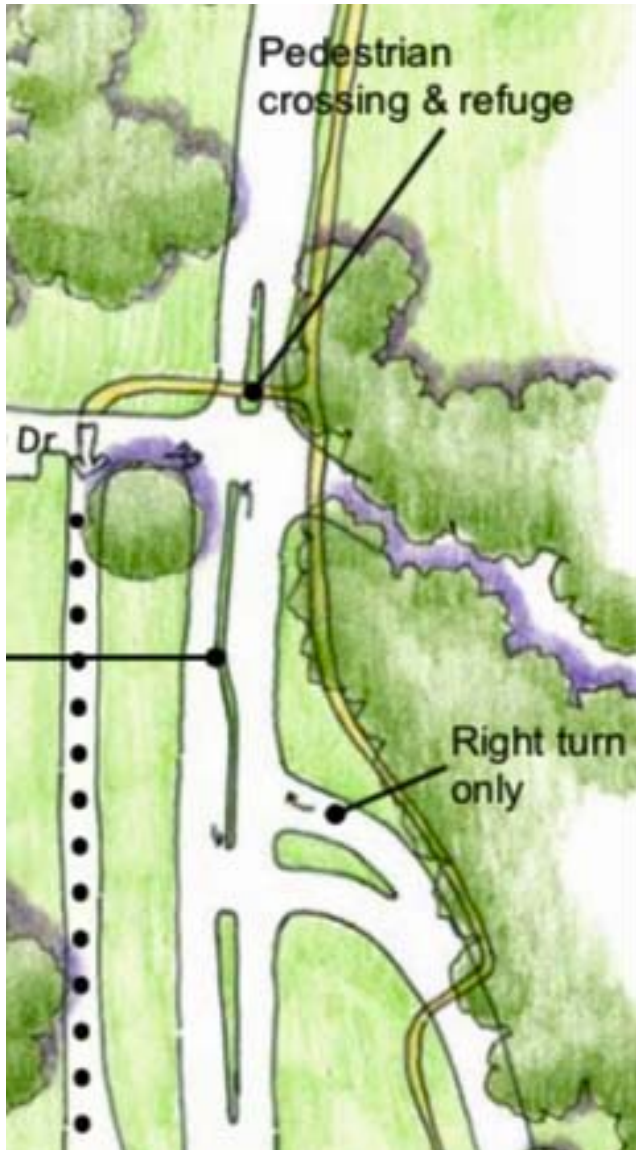
Consideration for near-term option at Cypress?

Mar 2016 Recommended Transportation Alternative

Midcoast Circulation & Safety



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16th/lighthouse:

- median
- northbound turn bay & acceleration lane
- pedestrian crossing

Carlos:

- right turn only onto highway

Mar 2016 Recommended Transportation Alternative



Midcoast Pedestrian Improvements:

- refuges on wide crossings
- ADA compliant walking paths along Hwy 1 in village areas – 6' wide obstruction-free path, pedestrian scale lighting.
- additional crossings to reduce distance between crossings to ½ mile in pedestrian areas



Mar 2016 Recommended Transportation Alternative



Midcoast Bicycle Improvements:

- Parallel Trail continuous 2nd St to Ruisseau Français
- Coastal Trail continuous Devil's Slide Trail to 2nd St, Cypress between Hwy 1 and Airport St.
- Class 2 bicycle lane in both directions along Hwy 1



Mar 2016 Recommended Transportation Alternative



Midcoast Transit Improvements:

- School Bus service for Cabrillo Unified with storage and maintenance facilities
- More frequent weekend service for exiting SamTrans routes 294 and 17
- Park-and-Ride shuttle for existing parking lots
- Shuttle bus service on summer/fall weekends during special events



Comprehensive Transportation Management Plan



Land Use Policy Options, March 2016

<http://www.midcoastcommunitycouncil.org/storage/issues/hwy1/2016-03-10-CTMP-draft-rep-land-use.pdf>

MCC webpage on Connect the Coastsides with all docs/comments:

<http://www.midcoastcommunitycouncil.org/comp-transp-mgmt-plan/>

A screenshot of the Midcoast Community Council website. The header features a coastal scene with waves crashing against rocks and a bird in flight. The text 'Midcoast Community Council' is on the left and 'MCC' is on the right. Below the header is a navigation bar with links: Home, Calendar, MCC, Contacts, Parks, Planning, Hwy 1, Public Works, Shoreline, and Archives. The 'Hwy 1' link is highlighted, and a dropdown menu is open, listing: Highway 1, Connect the Coastsides, Crossings, Devil's Slide, Parallel Trail, and Safety & Mobility Studies. A red arrow points to the 'Connect the Coastsides' option. Below the navigation bar, the 'Comprehensive Transportation Management Plan (CTMP)' section is visible, including the 'CONNECT THE COASTSIDE' logo and a description of the project. The text reads: 'Connect the Coastsides is the project to develop a Comprehensive Transportation Management Plan (CTMP) to address cumulative traffic impacts of Midcoast development on Highway 1 & 92.' To the right of this section, there is a 'Planning' section with a 'Final' status and a 'May 2' date, and a 'Public Outreach' section with a 'early 2019' date. A 'March 2016 Draft Report: Recommended Transportation Alternative Evaluation -' is also mentioned.