

March 7, 2021

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Re: Connect the Coastside (CTC) Draft Plans - Summary of Comments to Date

The comments below are an updated summary of our previous comments to date on the CTC draft plans, with a focus on the more recent January 2021 draft.

General CTC Comments:

Sustainability Concerns

- CTC must acknowledge that both the Buildout Projection and the Constrained 2040 Development Forecast will exceed MWSD's current water and sewer capacity (In 2016, MWSD stated that they could not support more than 1,000 new connections).
- CTC must include discussion on sustainability of water, sewer, roads and other public infrastructure and how they will be impacted by proposed mitigations.

Inadequate / Outdated Data

- CTC must provide a more realistic projection of costs for all improvement options, including grading, land acquisition, watershed/habitat mitigation and sewer and water infrastructure impact.
- CTC must update 7-year old traffic data. CTC uses outdated 2014 traffic data that doesn't reflect the current situation. The traffic has significantly increased during the last couple of years - before and during the pandemic.
- CTC must provide more discussion on how the Delay Index, Level of Service and VMT measures compare in adequately providing for an accurate assessment of the traffic problems on the Coastside.
- CTC must explain their assumption that bike lanes, pedestrian and multimodal trails will diminish vehicular traffic to the point of improving the delay index on HWY1.
- CTC must explain their assumption that current traffic levels will diminish post-COVID, since Half Moon Bay's LUP update assumes visitor traffic will continue to grow irrespective of COVID.

Evacuation Planning

- CTC must include a chapter outlining evacuation plans for residents and visitors under current and buildout conditions, showing how CTC improvements will

enhance traffic flow and the ability to evacuate. An analysis of various disaster scenarios, such as a major seismic event on a weekend when the Coastside is packed with visitors, should be included.

- CTC must also include wildfire evacuation concerns from the County's Hazard Mitigation Plan, due in September 2021, before proceeding with a final CTC version.

Lot Mergers

- CTC must include a final plan for lot merger, lot retirement and traffic mitigation fees, including County support for implementation and enforcement.
- Plans for lot merger and retirement must include rural and urban residential areas.

Process

- Outline how two separate CTC exercises (Half Moon Bay and Unincorporated San Mateo County Midcoast) will be integrated into one overall solution for the San Mateo County Coastside.

Specific CTC comments:

- CTC should prioritize implementation of shorter-term solutions (most of these have been previously proposed):
 - Add marked (Class II) bike lanes on HWY1 from Devil's Slide to HMB.
 - Improve bike/ped access on Airport St.
 - Improve SamTrans service for school kids.
 - In Moss Beach and Montara, consider a combination of reduced traffic speeds and acceleration lanes for cross traffic at a few intersections to provide near-term improvements to circulation and safety at low cost. Specifically,
 - Widen Cypress Av and California Av approaches to HWY1, stripe separate lanes for right and left turns onto the highway and add acceleration lanes on the highway for left turns from Cypress Av and California Av.
 - Upgrade the HWY1/Carlos St north intersection: no left turn from Carlos onto HWY1, add median on Carlos to channel right turn traffic onto the highway, add a right turn acceleration lane on the highway, clear vegetation on the south facing berm of the highway to improve sight distance. Also, shorten the HWY1 left turn lane approaches north to the Lighthouse and south to Carlos St to provide better separation from the left turn lane for 16th St and to eliminate "suicide arrows".
 - Add smart pedestrian crossings on HWY1 with raised medians and flashing beacons at California Av and 2nd St. (exclude Cypress Av and 16th St - explained below).
 - Remove the unsafe and poorly-located crosswalk at HWY1/Virginia Av.

- Defer any action on Wienke Way and include options analysis in a HWY1/California Av ICE.
 - Complete the Parallel Trail between 16th St and 14th St. in Montara.
 - Do not extend the parallel trail on Carlos St between 16th St and California Av. Instead, construct a new HWY1 pedestrian overpass bridge near the north end of Carlos Street connecting Carlos to the MWSD frontage road. This bridge could connect the Parallel Trail from Montara to the Coastside Trail, via Vallemar Av to the Vallemar Bluff Trail or Julianna Av, then proceeding via Weinke Way to California Ave.
 - Do not change Carlos St in the Moss Beach commercial area to one-way. The change is not adequately justified, will add to confusion and inconvenience for residents and visitors and will likely add to VMT.
 - Improve bike/ped access on California Av west for Coastal Trail connection to Airport St via Dardanelle/Bluff Trails and Cypress Av. Don't encourage bike/ped use of Cypress Av west, as it is too narrow and unsafe and cannot be easily widened due to the creek.
- Longer term options should be reassessed after the above improvements are in place using updated traffic data at that time:
 - Perform ICE for HWY1/California Av. Include Coastal Trail access here and compare various signalization and roundabout options. Include options assessment for Wienke Way.
 - Reassess/update ICE for Hwy1/Cypress Av. Focus on vehicle traffic improvements only. Do not encourage bike/ped traffic on Cypress Av west.
 - Reassess the HWY1/16th St intersection and the Carlos/16th St realignment.

Questions:

- The HWY1 segment between Capistrano Rd and Mirada Rd in El Granada (Table 31 of 2021 CTC) appears to be the only indicated segment delay for the entire Midcoast (see attachment below). How will the mitigation measures for improving the delay index for this segment affect the delay indexes for other segments on HWY1? Will it change the need for longer-term buildout mitigations at other HWY1 intersections in Moss Beach?
- Transit times for SR-92 in Table 16 of the 1-15-20 CTC draft indicate significant and unacceptable delays for both current conditions and buildout conditions, even with mitigation (see attachment below). This point is also mentioned on p. 76 of the current 2021 CTC draft. However, transit times for HWY92 in Table 32 of the recent 2021 CTC draft have been changed and now indicate acceptable delays for all conditions, suggesting that no mitigation is required. Were these data updated recently? Please explain the large discrepancy between versions and its implications.
- What if Half Moon Bay and the Unincorporated Midcoast do not agree on key transportation elements or mitigations?

- SamTrans - What is the most likely scenario regarding SamTrans commitment to improvements in coastside bus service? What are the underlying assumptions? Does CTC rely on funding priority within the SamTrans budget?
- Cost - The \$77 million estimate does not include significant pieces. What assumptions were made between the 1-15-20 and January 2021 versions that dropped the estimate by half? What is the realistic range for the full cost?
- CalTrans - CalTrans has not reviewed or committed in any way. How realistic is their full commitment and what is their expected cost share?
- Timeline - The timeline is lengthy. How realistic is this timeline and what assumptions does it rely on?
- Impact on buildout vs accessibility - How will CTC implementation affect the timing of development projects to preserve safety and visitor accessibility? What are the CTC "must haves" before specific projects can proceed?

Thank you for your consideration,

Midcoast ECO Board of Directors

Attachment: CTC Roadway Delay Index Data

CTC Roadway Delay Index Data

Table 16 from 1-15-20 CTC, p. 44

Table 16 - Buildout Conditions Peak Hour Roadway Segment Delay Index

Corridor and Direction of Travel	Operating Standard	Freeflow Travel Time (mm:ss)	AM Peak Hour		PM Peak Hour		Midday Peak Hour		
			Travel Time (mm:ss)	Delay Index	Travel Time (mm:ss)	Delay Index	Travel Time (mm:ss)	Delay Index	
NB Highway 1 from Mirada Rd to 1 st Street <i>Mirada Rd to Capistrano Rd (N)</i> <i>Capistrano Rd (N) to 16th St</i> <i>16th St to 1st St</i>	2.0	06:30	07:53	1.22	9:02	1.39	9:22	1.44	
	N/A	02:37	03:37	1.39	4:41	1.8	5:02	1.93	
	N/A	02:59	03:07	1.04	3:15	1.09	3:12	1.07	
	N/A	00:54	01:09	1.28	1:06	1.21	1:08	1.25	
SB Highway 1 from 1 st Street to Mirada Road <i>1st St to 16th St</i> <i>16th St to Capistrano Rd (N)</i> <i>Capistrano Rd (N) to Mirada Rd</i>	2.0	06:30	09:51	1.52	14:59	2.32	12:35	1.94	
	N/A	01:00	01:08	1.14	1:17	1.28	1:29	1.48	
	N/A	03:00	03:00	1.00	3:03	1.02	3:21	1.12	
	N/A	02:30	05:43	2.30	10:39	4.28	7:45	3.12	
SR-92 from Half Moon Bay city limits to I-280 on-ramp	NB	2	08:42	43:44	18.82	15:39	36.28	39:27	59.71
	SB			17:51	22.74	08:22	118.20	36:07	135.19

¹ Bolded segments fall below the defined LOS standard.

These data for SR-92 have been changed in the January 2021 CTC Table 32 (see below).

CTC Roadway Deficiencies Recalculated (time data taken from 1-15-20 CTC Table 16, p. 44)

Buildout Conditions Peak Hour Roadway Segment Delay Index

(Does not include recommended transportation projects) – not stated in CTC Table 16

Corridor and Direction	Freeflow (mm:ss)	Freeflow (s)	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
			mm:ss	s	Delay Index	mm:ss	s	Delay Index	mm:ss	s	Delay Index
NB SR-1: Mirada Rd to 1st St <i>Mirada Rd to Capistrano Rd (N)</i> <i>Capistrano Rd to 16th St</i> <i>16th St to 1st St</i>	6:30	390	7:53	473	1.22	9:02	542	1.39	9:22	562	1.44
	2:37	157	3:37	217	1.38	4:41	281	1.79	5:02	302	1.92
	2:59	179	3:07	187	1.04	3:15	195	1.09	3:12	192	1.07
	0:54	54	1:09	69	1.28	1:06	66	1.22	1:08	68	1.26
SB SR-1: 1st St to Mirada Rd <i>1st St to 16th St</i> <i>16th St to Capistrano Rd (N)</i> <i>Capistrano Rd (N) to Mirada Rd</i>	6:30	390	9:51	591	1.52	14:59	899	2.31	12:35	755	1.94
	1:00	60	1:08	68	1.13	1:17	77	1.28	1:29	89	1.48
	3:00	180	3:00	180	1.00	3:03	183	1.02	3:21	201	1.12
	2:30	150	5:43	343	2.29	10:39	639	4.26	7:45	465	3.10
NB SR-92: HMB to I-280	8:42	522	43:44	2624	5.03	15:39	939	1.80	39:27	2367	4.53
SB SR-92: I-280 to HMB	8:42	522	17:51	1071	2.05	8:22	502	0.96	36:07	2167	4.15

Bolded segments above deficiency standard of 2 - CTC Table 16 defines it as "below LOS standard".

Delay Index values above for SR-1 (circled in black) are the same as those in CTC Table 16 within 0.02 units. They are also the same as those in the CTC Presentation Table below. Delay Index values above for SR-92 are vastly different from those in CTC Table 16. They are also different from those in the CTC Presentation Table below.

Segment responsible for delay!

(likely due to traffic light at Coronado St)

Suggest ICE at HWY1 and Coronado St to assess traffic-sensitive light or ROUNDABOUT

Tables 31 and 32 from January 2021 CTC

Table 31: Mitigated Maximum Buildout Forecast Delay Index Compared to Existing and Maximum Buildout for Highway 1

	FREE FLOW~	EXISTING						MAXIMUM BUILDOUT*						MITIGATED MAXIMUM BUILDOUT^					
		AM		MD		PM		AM		MD		PM		AM		MD		PM	
	Travel Time	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index
Highway 1 - Southbound																			
1st Street to 16th Street	01:00	00:29	0.49	00:33	0.55	00:32	0.53	00:34	0.58	00:48	0.80	00:39	0.66	01:17	1.29	01:20	1.34	01:29	1.49
16th Street to Capistrano (North)	02:59	03:40	1.23	03:56	1.32	03:50	1.28	03:34	1.19	04:02	1.35	03:41	1.23	08:02	2.70	04:11	1.40	05:44	1.92
Capistrano (North) to Mirada Road	02:29	03:10	1.27	03:21	1.35	03:16	1.31	05:43	2.30	07:45	3.12	10:39	4.28	03:52	1.55	04:15	1.71	03:42	1.49
Total	06:28	07:19	1.13	07:50	1.21	07:37	1.18	09:51	1.52	12:35	1.94	14:59	2.32	13:11	2.04	09:46	1.51	10:56	1.69
Highway 1 - Northbound																			
Mirada Road to Capistrano (North)	02:36	03:05	1.18	03:29	1.34	03:27	1.32	03:29	1.34	04:54	1.88	04:32	1.74	03:25	1.31	03:46	1.45	03:42	1.42
Capistrano (North) to 16th Street	02:59	03:24	1.14	03:27	1.16	03:28	1.16	03:15	1.09	03:20	1.12	03:24	1.14	03:46	1.26	03:55	1.32	03:56	1.32
16th Street to 1st Street	00:54	01:00	1.11	01:00	1.10	00:56	1.04	01:09	1.28	01:08	1.25	01:06	1.21	01:16	1.30	01:16	1.39	01:13	1.35
Total	06:29	07:28	1.15	07:56	1.22	07:51	1.21	07:53	1.22	09:22	1.44	09:01	1.39	08:26	1.30	08:57	1.38	08:52	1.37

~ Free Flow is segment length divided by the speed limit and an output of Synchro

* In Maximum Buildout conditions, segments that do not meet the delay index standard of 2.0 are highlighted in red

^ In Mitigated Maximum Buildout conditions, all segments meet the proposed delay index standard of 3.0 because parallel bicycle and pedestrian facilities are provided

Note that mitigation changed southbound delay from PM to AM for entire 1st street to Mirada Rd segment, but subsegments are improved. However, Maximum Buildout data for Hwy1 are now consistent with recalculated data above for Table 16 of 2020 CTC.

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Table 32: Mitigated Maximum Buildout Forecast Delay Index Compared to Existing and Maximum Buildout for Highway 92

	FREE FLOW~	EXISTING						MAXIMUM BUILDOUT*						MITIGATED MAXIMUM BUILDOUT*					
		AM		MD		PM		AM		MD		PM		AM		MD		PM	
	Travel Time	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index	Travel Time	Delay Index
Highway 92																			
HMB City Limit to I-280 Ramp (EB)	08:42	12:51	1.48	12:51	1.48	12:43	1.46	12:48	1.47	12:39	1.45	12:40	1.46	17:12	1.98	13:10	1.51	13:12	1.52
I-280 Ramp to HMB City Limit (WB)	08:42	12:25	1.43	12:25	1.43	12:49	1.47	12:21	1.42	12:44	1.46	12:45	1.47	12:32	1.44	13:06	1.51	13:05	1.50

These data for SR-92 were changed from the 1-15-20 CTC Table 16 (see above).

WHY?