



Connect the Coastside

Midcoast Community Council

Highway 92 Transportation Improvements and Land Use Programs

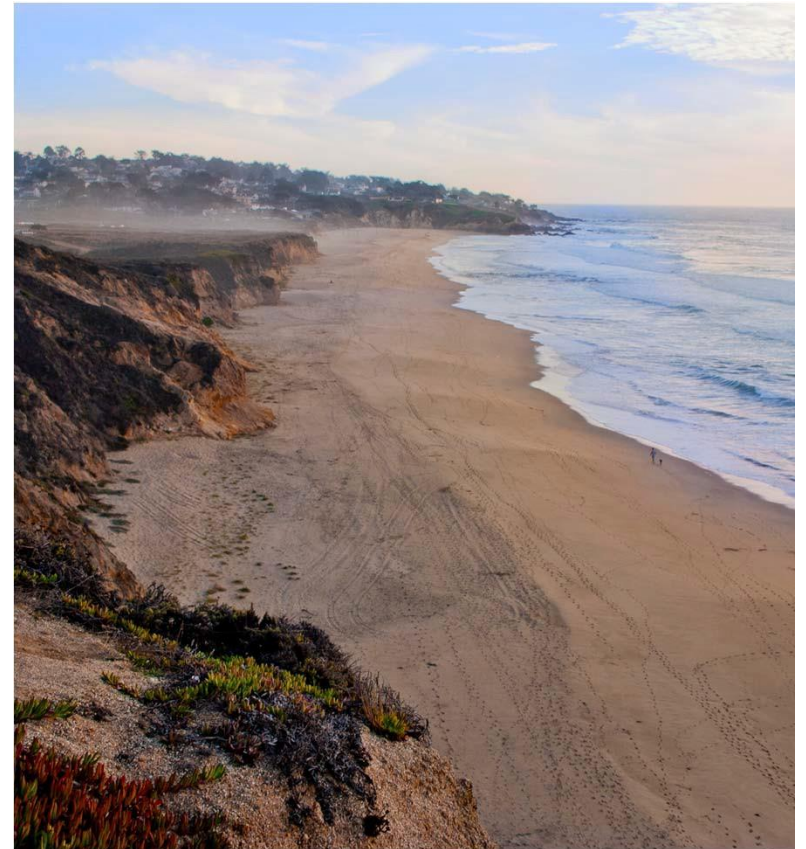
July 8, 2020





Meeting Agenda

- Brief Summary of Virtual Meetings
- Review Recommendations
 - Delay Index
 - Highway 92
 - Land Use Programs
- Next Steps





Brief Summary of Virtual Meetings



Connect the Coastsides Virtual Meetings

- **___ attendees across** the 3 meetings
- Meeting presentation recording and breakout room notes posted to CTC website
- Full report August 10th MCC Meeting





Virtual Meetings What We Heard – Support

- Goals of the plan
- Parallel Trail
- Neighborhood-level projects to address speeding
- Better transit service, especially to rail stations and HMB





Virtual Meetings What We Heard - Concerns

- Lack of safe pedestrian crossings of SR-1 & discontinuous infrastructure
- Traffic congestion and difficulty turning on/off SR-1
- Lack of school buses and transit makes it hard to shift from driving
- Emergencies, evacuation, and Safe Routes to School





Delay Index



What is Connect the Coastsides?

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





Measuring Transportation Impacts

Different ways to measure how well the transportation system works:

- Level of Service
- Vehicle Miles Traveled
- Delay Indices



Measuring Transportation Impacts

Connect the Coastsides Recommends using a “Delay Index” to measure how well a roadway segment is performing

Defined as the ratio of peak period travel time on a corridor to free-flow travel time where “peak period” = weekday commute and weekend midday



Roadway Deficiencies

When does a roadway segment become “deficient” in Connect the Coastsides using the delay index?

Travel time along a **vehicle-only** segment with longer than **2x freeflow** travel time.

Example: If a 5-minute trip during free-flow becomes longer than 10-minutes during a peak period on a vehicle-only stretch of road



Roadway Deficiencies

When does a roadway segment become “deficient” in Connect the Coastsides using the delay index?

Travel time along a **multi-modal** segment with longer than **3x freeflow** travel time (a road with a parallel facility for people to walk, bike)

Example: If a 5-minute trip during free-flow becomes longer than 15-minutes during a peak period on a multi-modal stretch of road



Roadway Deficiencies

Buildout Conditions Peak Hour Roadway Segment Delay Index

Segment	Weekday AM Peak Delay Index	Weekday PM Peak Delay Index	Weekend Midday Peak Delay Index
SR-1 Northbound - Mirada Road to 1 st St	1.21	1.39	1.44
SR-1 Southbound – 1 st St to Mirada Rd	1.52	2.31	1.94
SR-92 Northbound - HMB to I-280	5.03	1.80	4.53
SR-92 Southbound - I-280 to HMB	2.05	0.96	4.15

BOLD – Does not meet Standard (2.0)



SR-92 Recommended Projects



Roadway and Intersection Circulation and Safety

➤ Intersection Improvements

➤ Roundabouts at SR-92 and SR-35

Lower (Eastern): replace signal with roundabout to improve LOS

Upper (Western): add roundabout to mitigate buildout scenario LOS





Roadway and Intersection Circulation and Safety

➤ Roadway Improvements

- Left-turn lanes at major businesses along SR 92 in Half Moon Bay
- SR-92 climbing lane between the quarry and existing lanes





Pedestrian Crossing Improvements

- Install crossings across Highway 92 at points of interest, such as businesses and recreational trails
- Crossings would be enhanced with high-visibility striping and pedestrian activated beacons



Signage Improvements

- Improve the safety of intersections and roadways by adding signs for drivers, pedestrians and cyclists
- Add “Trucks Keep Right” signs on Highway 92 between the Half Moon Bay City limit and Interstate 280



Google Street View of Highway 92

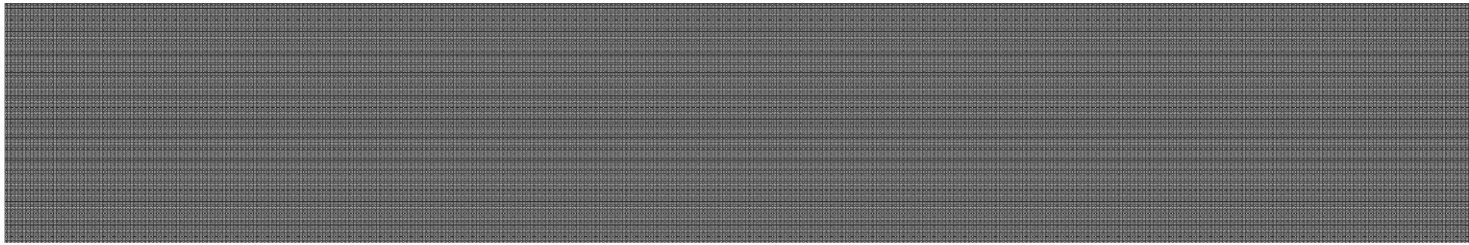


Bicycle Circulation and Safety

Provide more space for cyclists through widened shoulders, bike lane, and/or buffered bike lane (*conditional on future demand studies*)



Example buffered bike lane with flex posts

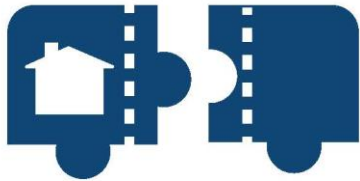


Land Use Policy Concepts





Recommended Policies



Lot Merger Program



Lot Retirement Program



Transportation Impact Mitigation Fee



Land Use Policy Concepts

➤ Paper subdivisions

- Revised Criteria for Legalization of Parcels Included Within Historic Recorded Subdivisions requires chain of title
- Estimated 183 parcels in County jurisdiction

➤ Substandard lots

- Lots that do not meet minimum lot size or lot width standards w/COC B cannot be developed
- Use permit required where lot is very substandard (smaller than 3,500sf or 35 ft wide where 5,000sf and 50 ft minimums apply COC A only)



Land Use Policy Concepts

➤ **Mandatory Lot Merger Program**

- Zoning, Subdivision Ordinance establish process for merger of contiguous parcels
- Board of Supervisors adopted policy in 2006 authorizing mandatory lot merger program
 - At least 2 contiguous parcels in same ownership
 - At least 1 parcel undeveloped
 - Area of at least one parcel <4,500sf in R-1 or R-3, <5,000sf in RM-CZ
 - Voucher for development bonus offered for voluntary merger
 - Process of hearing and appeals for mandatory merger



Land Use Policy Concepts

➤ **Mandatory Lot Merger Program**

- Lot Merger program would support LCP policy 1.21: Lot Consolidation
- Lot Merger assumed in buildout calculation, consistent with methodology used for Midcoast LCP
- ~216 lots estimated eligible in Unincorporated Midcoast
- Vacant substandard lots would decrease by 40%



Land Use Policy Concepts

➤ **Mandatory Lot Retirement Program**

- Require 1:1 retirement of development rights on existing lots in exchange for new lots
- Coastal Commission has required this as Condition of Approval for some recent projects, recommended program for Midcoast LCP
- Proposed policy concept for CTMP:
 - Donor sites: located outside of existing developed areas; in areas containing sensitive habitat; or designated for Conservation, Open Space, Recreation or Agriculture
 - Apply only when new residential subdivision is proposed; do not apply to infill development



Land Use Policy Concepts

- **Mandatory Lot Retirement Program**
 - Lot Retirement program would follow Coastal Commission recommendation
 - Estimated ~148 eligible donor lots in unincorporated Midcoast, assuming Lot Merger program also in effect

Urban Midcoast



Rural Midcoast





Land Use Policy Concepts

➤ Traffic Fee Mitigation Program

- Traffic Impact Fee could be established to help fund recommended improvements
- Would apply to new housing and commercial, at rate based on proportion of need attributable to new development
- Not a growth management strategy, but could have the effect of lowering development



Next Steps

- Present “What we heard” and Proposed Plan Changes to MCC on August 10th
- Spanish Speaker Outreach
- Revise Plan
- MCC and Planning Commission Workshops
- Plan Revisions
- Present to MCC and Decision Makers

<https://planning.smcgov.org/connect-coastside>

