

## I. PROJECT FUNDING REQUEST

- a. AGENCY / SPONSOR: San Mateo County Department of Parks
- b. PROJECT NAME: Midcoast Multi-Modal Trail (MMT)
- c. TOTAL MEASURE A FUNDS REQUESTED: \$ 500,000
- d. APPLICATION CHECKLIST:
  - Required Sponsor Governing Board Resolution\*  
*\*An endorsement letter from the sponsor's City Manager/Executive Director must be provided if the resolution is not obtained by the application January 17, 2014 application deadline.*
  - Required Non-Supplantation of Funds Certification
  - Project Location Map, Plans, Photographs (Section II.1a.iii)
  - Policy & Plan Consistency Documentation (Sections II.2.b and IV.a)
  - Letters of Support (Section II.e)
  - If request is for Right of Way (ROW) acquisition, attach environmental clearance and documentation for estimate of value (Section II.1.b)

## II. Project Readiness and Need - up to 35 points

### 1. **Project Readiness – up to 20 points**

#### a. **Clear and Complete Proposal**

- i. **Overall Project Description: Describe the overall project that is ultimately to be constructed. If the overall project is larger than the project scope for which the Measure A funds are requested, state the work that may have already been completed and the work that may remain.**

The Midcoast Multi-Modal Trail (MMT) was conceived during a detailed, 2 phase planning process undertaken in 2009/2010 and 2011/2012 by the San Mateo County Parks Department (Parks). The resulting *Highway 1 Safety and Mobility Improvement Study* was established through a thorough community-based planning process undertaken using two California Department of Transportation Community-Based Transportation Planning grants. The purpose of the study was to identify and prioritize pedestrian and bicycle mobility needs along the Highway 1 corridor throughout the Midcoast. Currently, pedestrians and bicyclist have to travel along Highway 1's shoulder or make sporadic highway crossings to travel throughout the Midcoast and to Half Moon Bay. This deters pedestrian and bicycle mobility causing further highway congestion.

Local Government Commission's consultants assembled a multi-disciplinary team to analyze the mobility constraints along the Highway 1 corridor along the unincorporated villages and communities of Princeton, El Granada, Miramar, Moss Beach and Montara to determine the best parallel routes to improve pedestrian and bicyclist mobility. Community residents, public land managing agency representatives, civic groups and

other stakeholders were involved throughout the process. In addition to the County and Caltrans, some key stakeholders included the Midcoast Community Council, Midcoast Parks and Recreation Committee, California Coastal Conservancy, Committee for Green Foothills, Half Moon Bay Chamber of Commerce, local schools, businesses, and residences.

Starting from the south, the MMT has been divided into four segments to allow for a timely completion of planning and construction phases. Funding will also need to be identified and secured for each segment. Segment one (1) is Alto Avenue in Miramar to Coronado Street in El Granada (this project). Segments two through four are (2) Coronado Street in El Granada to Capistrano Road in El Granada, (3) Capistrano Road in El Granada to Carlos Street in Moss Beach and (4) Carlos Street in Moss Beach through Main Street in Montara. Coordination with community residents, Midcoast Community Council, businesses, partners and government regulatory agencies will be accommodated during each segment.

North-bound MMT users of Segment one will be able to turn east on Coronado Street to travel north towards Princeton. South-bound MMT users will be able to safely connect to the Naomi Patridge Trail, Half Moon Bay's pedestrian and bicycle commuter trail network. With residential neighborhoods primarily on the eastern side of Highway 1, the trail will be easily and safely accessible to residents of the Midcoast. MMT users will be able to accomplish their daily tasks, visit businesses throughout the Midcoast and in Half Moon Bay, commute to and from school, and recreate by bicycle or foot without getting in their car or crossing Highway 1.

San Mateo County Department of Parks (Parks) requests \$500,000 from the San Mateo County Transportation Authority to prepare the designs, plans, specifications, and permits for approximately 3,750 feet of the planned Midcoast Multi-Modal Trail (MMT) from Alto Avenue in Miramar to Coronado Street in El Granada.

Once the designs, plans, specifications, and permits are significantly complete, Parks will begin securing funds for the construction of this planned MMT segment.

Once built, the MMT will connect to Half Moon Bay's Naomi Patridge Trail in Miramar connecting Princeton, El Granada, and Miramar with the City of Half Moon Bay. The MMT will be a safe continuous recreational and commuter trail for walkers, joggers, cyclists, and stroller pushers on the eastern side of Highway 1.

**ii. Project Scope: Describe the work and phases (see list of phases in the table for project schedule, iv, below) that will be completed with the requested Measure A funds and if it is the same or a subset of the overall project description.**

The MMT Project will be comprised of the following phases:

I. Pre-Project Planning Phase

Pre-project Planning will include developing a scope of work and selecting a consultant through a Request for Proposals process. The firm will need to offer expertise in trail design, engineering, environmental, and permit development.

II. Preliminary Engineering

Preliminary Engineering begins with a kick-off meeting of Parks and Public Works representatives and the consulting firm to review the schedule, list of deliverables that includes plans, specifications, permits, and community meetings which includes public

meetings and County Parks and Recreation and Planning Commission meetings. Pre-project meetings will be held with Caltrans and various State and Federal regulatory agencies to verify permits and consultations that will be required.

### III. Plans, Specifications and Estimates

The firm will prepare plans, specifications, and estimates at the following levels of project completion: 30%, 60%, 90% and 100%. A Midcoast public meeting will be held at the 60% level of completion and a Parks and Recreation Commission meeting will be held in the community at 90%. In addition, a meeting will be held with the Midcoast Community Council. CEQA and Coastal Development Permits will be developed in conjunction with a variety of regulatory agencies.

### IV. Next Steps

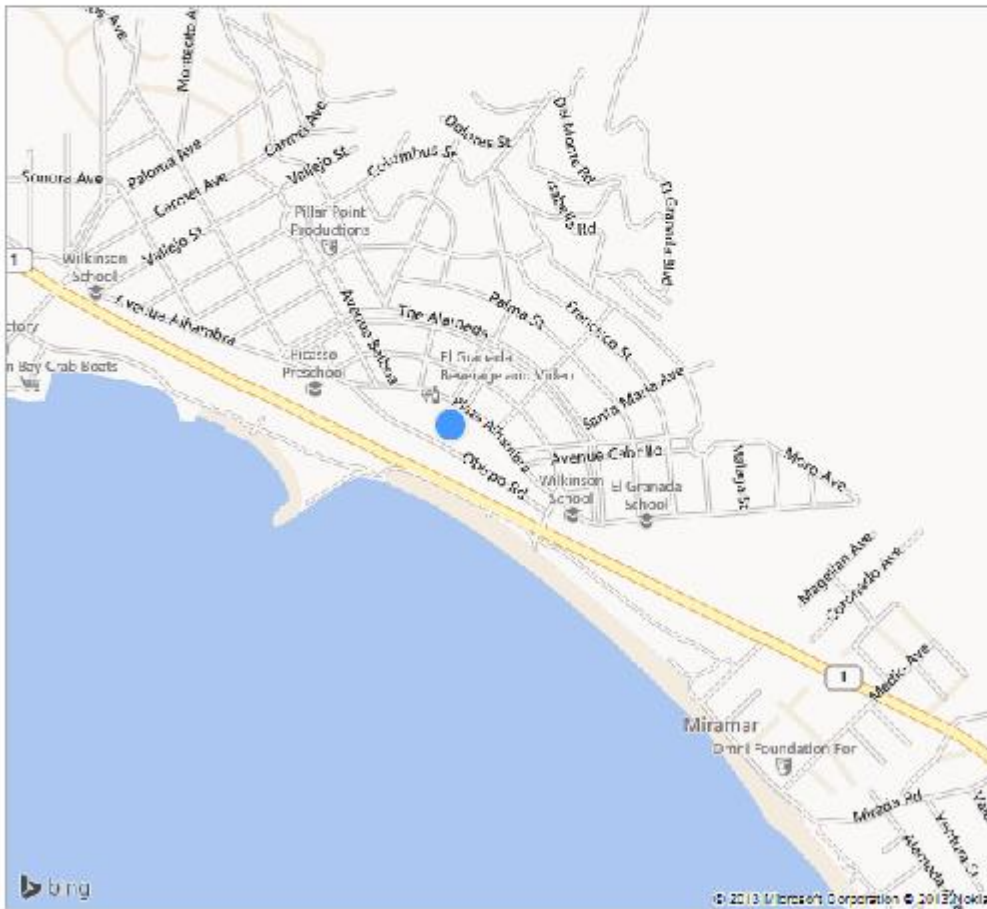
Once the Plans, Specifications and Estimates are approximately 60% complete, timelines will be developed for the construction phase and funding and will be sought and obligated for construction of this MMT segment. Funds will also be sought for planning of the other MMT segments.

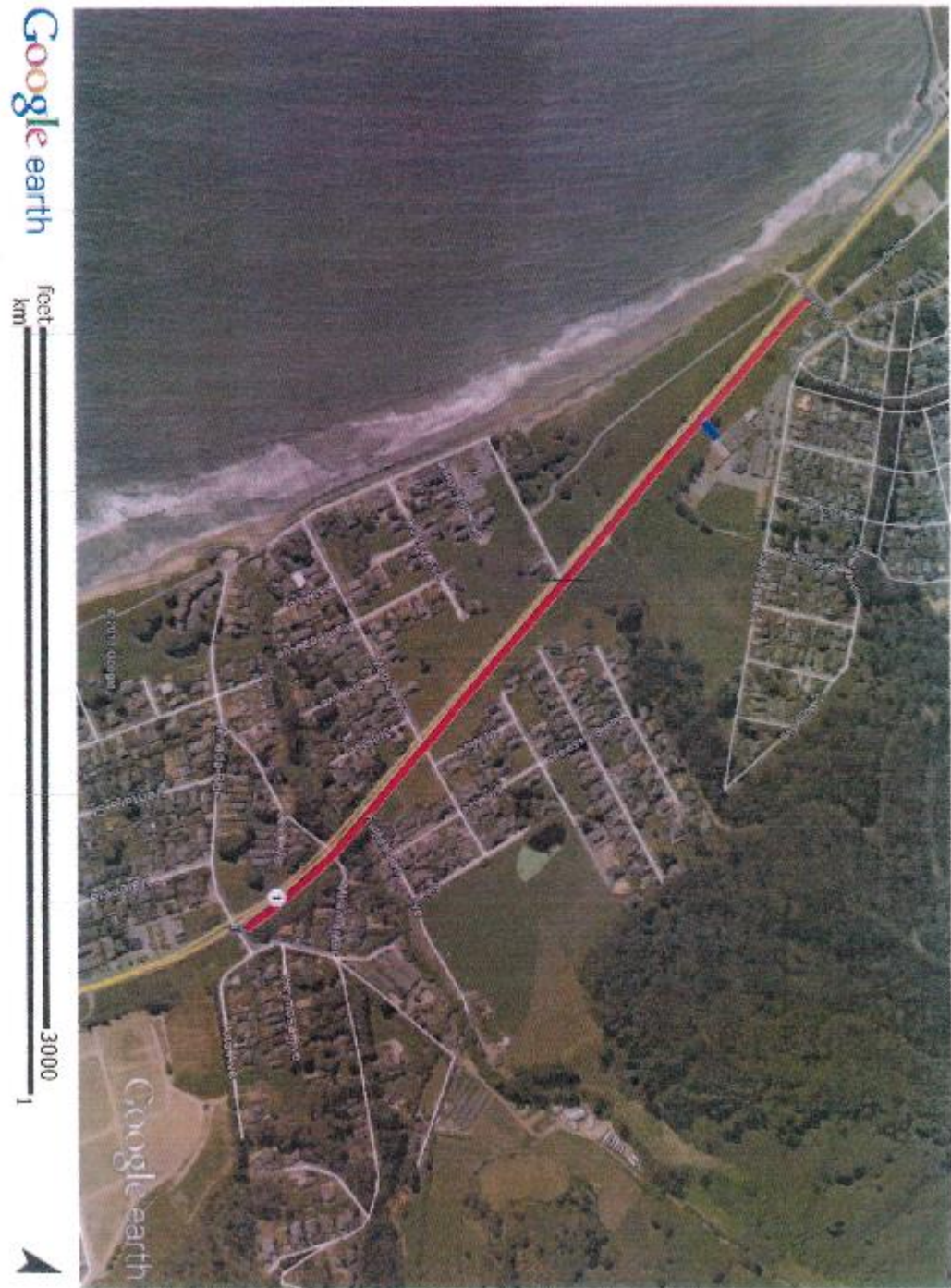
- iii. **Attach a Map(s), any plans, drawings and relevant photos of the overall project and scope for the requested Measure A funds.**

 Maps

El Granada, CA

 On the go? Use [m.bing.com](http://m.bing.com) to find maps, directions, businesses, and more





iv. Project Schedule - Indicate the anticipated beginning and end date for each phase of the project. If a phase is not applicable for this application, write "N/A".

If the PS&E phase is underway, indicate the percent complete to date: Not applicable.

Phase	Month and Year	
	Phase Start	Phase End
Pre-Project Planning	07/01/14	09/30/14
Preliminary Engineering(PE)/Environmental (ENV)	10/01/14	04/30/15
Plans, Specifications & Estimates (PS&E)	10/01/14	06/30/15
ROW Acquisition and Utilities	N/A	N/A
Construction and Procurement	Future Phase	Future Phase

v. **Project Budget – Provide a detailed budget for all applicable phases of work for which Measure A funds are requested:**

Phase	Measure A Request	Matching Funds	Total
Pre-Project Planning			
PE/ENV		50,000	50,000
PS&E	500,000		500,000
ROW Acquisition and Utilities			
Construction and Procurement			

b. **ROW certification completed?**

Yes or N/A  No

Comments:

**If request is for, or includes ROW acquisition, describe the extenuating circumstances for the need to acquire the right of way:**

Right of Way certification will be secured from Caltrans when the project begins. County Parks has been working with Caltrans since the inception of this project and throughout the Highway 1 Safety and Mobility Improvement Study.

c. **Permits, Agreements and/or Environmental Clearance approved?**

Yes  No  N/A

List all permits, agreements and environmental clearance (both CEQA and NEPA) approved and/or needed, to date:

Permit/Agreements/Environmental Clearance	Status	Date Approved

CEQA/Coastal Development Permit	Needed	
Caltrans Encroachment Permit	Needed	
Caltrans Maintenance Agreement	Needed	

Comments:

As we begin the project, we will identify any additional environmental consultations that will be required. This will include The U.S. Fish and Wildlife Service and California Department of Fish and Wildlife.

**d. Discuss the public planning process that occurred, or will occur, for the proposed project:**

The MMT was conceived during a detailed, 2 phase planning process undertaken in 2009/2010 and 2011/2012 by San Mateo County Parks Department. The *Highway 1 Safety and Mobility Improvement Study* was an intense community-based planning process undertaken using a Caltrans Community-Based Transportation Planning grant. Local Government Commission consultants assembled a multi-disciplinary team to analyze the mobility constraints along the Highway 1 corridor between the unincorporated villages of Princeton, El Granada, and Miramar.

A multi-day design charrette was held from June 25-30, 2009. Parks staff, community leaders, and residents participated in a series of events designed to identify and prioritize pedestrian and bicycle mobility needs along the Highway 1 corridor throughout the Midcoast. Currently, pedestrians and bicyclist have to travel on Highway 1's shoulder to travel throughout the Midcoast and to Half Moon Bay. A series of focus groups were held as well as a full Community Workshop. Participants included the County, Caltrans, Midcoast Community Council, California State Parks, Midpeninsula Regional Open Space District, Golden Gate National Recreational Area, Coastside Bicycle Coalition, Midcoast Park Lands and residents.

Using the results of these meetings, the *Highway 1 Safety and Mobility Improvement Study* was developed and subsequently adopted by the San Mateo County Board of Supervisors.

Now, San Mateo County Parks would like to use this body of knowledge to develop the full set of construction documents, specifications and permits needed to construct the first segment of the MMT from Alto Avenue to Coronado Street.

**e. Comment on level of public support. As appropriate, attach documents of support and state composition of relevant committee. (examples: letters, meeting minutes, etc.)**

Attached are letters of support from Congresswoman Jackie Speier, Assembly Members Richard Gordon and Kevin Mullin, Senator Jerry Hill, Caltrans, Committee for Green Foothills, Cabrillo Unified School District, El Granada Elementary School Parent Teacher Organization, and Midcoast Community Council.

**2. Project Need – Up to 15 points**

**a. Does the project meet commuter and/or recreational purposes?**

Yes  No

**Explain:**

The MMT will serve a large number of non-motorized commuters and recreational trail users living, studying, working or visiting El Granada, Miramar, Princeton and Half Moon Bay. Future Class I trail users will include cyclists, hikers, joggers, walkers, in-line skaters, skate-boarders, dog-walkers and parents pushing strollers. The trail will also accommodate those with mobility devices. The MMT is adjacent to several schools (two Wilkenson School campuses, El Granada Elementary School and Picasso Pre-School). Many of these students can walk or bike alone or with their parents to and from school. The MMT is also across Highway 1 from Pillar Point Harbor which offers fish restaurants and related marine businesses, kayak and surf rentals, retail and lodging. With residential neighborhoods primarily on the eastern side of Highway 1, the trail will be easily and safely accessible to residents of the Midcoast.

A fall 2012 Safe Routes to School Survey conducted by the El Granada Elementary School determined that 80% of parental concern regarding children walking and biking to school would be mitigated by the MMT. The distance from school is ¼ mile or less for 30%, ¼-½ mile for 7%, ½ to 1 mile for 9%, 1 to 2 miles for 29% and more than 2 miles for 33% of El Granada Elementary School students. 80% of travel to school is by parents driving the family car regardless of the distance from home to school. High response rates for prohibiting students from walking or bicycling to and from school were lack of bikeways or paths (37%) and unsafe intersections (43%). As the MMT will be adjacent and parallel to Highway 1 and connect to El Granada Elementary School, it will be convenient and logical for parents, children and faculty to use.

The MMT is intended to improve the safety, efficiency and experience of pedestrians and bicyclists in the Highway 1 corridor. This is especially important as Highway 1 serves as the only viable travel route linking the businesses, recreational opportunities and communities of the San Mateo County Midcoast and Half Moon Bay. Residents and visitors are largely dependent on the highway for commuting, shopping, accessing businesses and recreation opportunities and completing simple daily tasks. Alternatives for non-automobile vehicle trips on the highway such as the MMT can help improve roadway function and mitigate congestion.

San Mateo County Parks wants to extend the pedestrian and bicycle network of the Midcoast to enable local residents and visitors to reach other residences, lodging, businesses, services and visitor attractions without traveling by motorized vehicles or on Highway 1's shoulder.

**b. Is the project identified in the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP) as part of the Countywide Bikeway Network or located in a Pedestrian Focus Area in the CBPP?**

c. Yes  No

**Page number(s):** 59, Figure 18: Countywide Bikeway Network Map Coastal.

The MMT is shown as Proposed Countywide Bikeway Network, Class I Multi-use Path.

**Is the project identified in a local Bicycle and/or Pedestrian Plan?**

Yes  No  **Document Name and Page number(s):**

1) Metropolitan Transportation Commission Regional Bicycle Plan, Bikeway Network, San Mateo County. Page XIII and 59.



2) Highway 1 Safety and Mobility Improvement Study, San Mateo County Midcoast Communities: Princeton, El Granada and Miramar, CA. Page 26.

d. **Is pedestrian and/or bicycle safety improved because of the project?** Yes  No

**Explain and cite any relevant history pertaining to accidents and safety issues in the immediate project vicinity:**

2008 Caltrans data indicate an average daily traffic volume of 27,000. Posted speed limits vary between 45 and 50 mph along this corridor. Separating the motorized and non-motorized users is essential for both safety and willingness of people to switch from using a car to walking and bicycling. As shown in the pictures included with this proposal, nothing separates the highway traffic from the shoulder. Courageous road bikers are occasionally seen but pedestrians are scarce for fear of passing traffic. Automobiles often drive into the shoulder as there is no Class III bike lane or markings to define other modes of travel use along the Highway 1 shoulder.

**III. EFFECTIVENESS – Up to 35 points**

**a. Does the project provide facilities that accommodate both pedestrians and bicycles? If so, please describe.**

The MMT will allow for a safe separated route of travel through the Midcoast for non-motorized travelers such as walkers and cyclists and will span the Highway 1 corridor to bring these users to the same destinations. The Class I trail must be viewed as safe by this population as well as mobility-impaired users, parents with strollers, in-line skaters or skateboarders for them to use it. Implementation of the MMT project also address State of California Assembly Bill 32 and Senate Bill 375 carbon emission reduction requirements. It is vitally important that we provide non-vehicle modes of travel along the Midcoast in order to reduce the amount of vehicle on the roadway.

**b. What is the relationship of the project to other bicycle or pedestrian routes/facilities (i.e. does it provide access to, or close a gap in the countywide bicycle or pedestrian network)?**

The MMT will connect to Half Moon Bay's Naomi Patridge Trail to provide seamless regional pedestrian and cyclist connectivity through the Midcoast from Montara to Half Moon Bay. The MMT will allow people to safely travel on a Class I trail along the eastern side of the Highway 1 right-of-way separated from the Highway 1 shoulder.

**c. Does the project provide access to bicycle and/or pedestrian facilities in high use activity centers (schools, transit stations and other activity nodes)? If so, please describe.**

There will be a pathway connecting the MMT and El Granada Elementary School for students and faculty to access the campus. Residents of the villages of El Granada and Miramar will also be served by the MMT as it starts at Alto Avenue at the south and spans Miramar, Furtado, Medio, Magellan and ends at Coronado to the north. People will no longer need to travel on the Highway 1 shoulder with passing traffic. Individuals on the outlying towns of Montara and Half Moon Bay will be able to travel through El Granada and Princeton outside of the Highway 1 shoulder and not contribute to existing highway traffic.

**d. Describe the cost effectiveness of the project. Does the project provide a relatively high impact for the cost?**

The MMT provides a non-motorized Class I trail for the 11,000 residents living in this area as well as a large number of individuals that recreate or commute through the Midcoast to be patrons or work at retail, recreational and service businesses. The very active Pillar Point Harbor serves many coastal visitors and fishermen.

- f. **Does the project serve a low income/transit dependent population in the immediate vicinity? Provide supporting documentation.**

The low income and transit dependent population of the midcoast must bicycle or walk along the Highway 1 shoulder to commute to and from school, work and scarce bus services. SamTrans Route 17 has limited service between Pacifica and Pescadero. SamTrans cancelled Route 294 which reduced coastside bus service by nearly 50%. Timed stops are located just north of this project at Capistrano Avenue in El Granada and several miles south at Half Moon Bay High School. There is no stop in Miramar.

**IV. POLICY CONSISTENCY – Up to 10 points**

- a. **Demonstrate how the project is consistent with policy documents. List each document or policy, the publication date and page upon which the project can be found. Attach relevant pages.**

<b>Document or Policy</b>	<b>Publication Date</b>	<b>Page</b>
Highway 1 Safety and Mobility Improvement Study. San Mateo County Midcoast Communities: Princeton, El Granada and Miramar, CA	April 2010	30
San Mateo County Comprehensive Bicycle and Pedestrian Plan	2011	Appendix B, Figure B-8, Project #9
Metropolitan Transportation Commission's Regional Bicycle Plan for the San Francisco Bay Area	2009	39
Midcoast Parks Action Plan	2007	10

**V. FUNDING – Up to 10 points**

- a. **Using the table below, indicate the sources of funding as well as the percentage that have been secured for the proposed Measure A project work scope. Add rows as needed.**

<b>Funding Source</b>	<b>Total</b>	<b>Percentage</b>
SMCTA Measure A Request	\$450,000	90%
San Mateo County Measure A	\$50,000	10%
Total Project Cost	\$500,000	100%

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Total matching funds to be provided: \$ 50,000

Total project costs \$ 500,000

Local match percentage =  $\frac{\text{total matching funds provided } \$ 50,000}{\text{total project cost } \$ 500,000}$   
10%

**b. Discuss any potential funding shortfalls or risks associated with any of the listed funding sources, and how they will be addressed.**

The \$50,000 match will be voted on by the Board of Supervisors' at the January 28 meeting.

Completion of this segment of the MMT will enable the County to secure funds for the construction of this segment. And it will also help leverage funding for the other three segments.

**b. Can the project be divided into phases or segments if full funding is not available?**

Yes  No

**If "Yes", describe the different phases/segments and costs associated with each.**

The MMT has already been divided into four segments. This project focuses on the southernmost segment from Half Moon Bay through Miramar to El Granada. Future projects will address the three other segments from Coronado Street to Capistrano Road; Capistrano Road to Carlos Street; and Carlos Street to Main Street.

**VI. SUSTAINABILITY**

**a. What are the environmental benefits of the project (e.g. reduces emissions and improves air quality, utilizes low environmental impact/green development practices)?**

In addition to providing a safe route of travel, the project addresses State of California Assembly Bill 32 (California Global Warming Solutions Act) and Senate Bill 375 carbon emission reduction requirements. More people will have a non-automotive means to travel between residences, businesses, stores and recreation.

**b. Does the project improve links or facilities between Transit Oriented Development (TOD) and transit stations/other high-use activity centers? How does it contribute toward the creation of livable, walkable, and healthy communities?**

The rural midcoast doesn't yet have transit oriented development. High use activity centers in the vicinity of the project are the Pillar Point Harbor just to the north and City of Half Moon Bay just to the south.

**c. Does the project support existing economic activity and/or new economic development in the immediate vicinity?**

The project will enable people to walk or bike to local businesses and restaurants.

PROJECT CONTACT INFORMATION

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