



COUNTY OF SAN MATEO
Inter-Departmental Correspondence
Board of Supervisors



DATE: June 25, 2013
BOARD MEETING DATE: July 9, 2013
SPECIAL NOTICE/HEARING: None
VOTE REQUIRED: Majority

TO: Honorable Board of Supervisors
FROM: Supervisor Don Horsley
SUBJECT: Transportation Authority's (TA) Measure A Local Match

RECOMMENDATION:

Adopt a Resolution accepting \$1,500,000 in grant funding from the San Mateo County Transportation Authority and approving a 10% required local match of \$150,000.

BACKGROUND:

In 2010, the County received grant funding from the California Department of Transportation to study safety and mobility improvements along the Highway 1 corridor in the unincorporated Midcoast. These funds enabled the County to conduct an extensive public outreach and project development process that developed safety and traffic-relief improvements along the highway. The conceptual designs were published in the Midcoast Highway 1 Safety and Mobility Study- Phase 1 and Phase 2.

At the June 26, 2012 Board of Supervisors (Board) meeting, the Board approved the submittal of a letter of support and grant application for the TA's Measure A for an amount not to exceed \$5,000,000. At this time, the Board also authorized the County Manager to execute a funding agreement with the TA to encumber any TA Measure A funds awarded to the County. The County was seeking funds to conduct the planning, environmental and design of left turn lanes, raised medians and safe pedestrian crossings along Highway 1 throughout the unincorporated Midcoast. These projects, which were developed through the Highway 1 studies, have been conceptually designed to improve pedestrian safety and reduce traffic congestion.

On October 4, 2012, the TA's Board of Directors approved a project funding list which granted San Mateo County \$500,000 for preliminary planning and a Project Implementation Document and programed \$1,000,000 for the environmental review and design of the projects.

DISCUSSION:

The Highway 1 road infrastructure throughout the unincorporated Midcoast is currently failing with a Level of Service of a D or F depending on the time and location.

Additionally, it lacks designated locations for residents and visitors to safely cross the highway. This inhibits people's ability to safely access homes, businesses, recreational opportunities such as parks, beaches and hiking trails, and other attractions in the area. For this reason, the County sought, and received, funds from Caltrans to study how to improve congestion and pedestrian mobility throughout the Midcoast. The study resulted in two documents: Highway 1 Safety and Mobility Improvement Study Phase 1 and Highway 1 Safety and Mobility Improvement Study Phase 2.

Project Elements

The Highway 1 studies identified multiple locations for pedestrian crossings, raised medians with breaks for turning traffic, and left turn lanes. These projects will grant drivers and pedestrians access to residential areas, popular recreational attractions, and businesses quickly and safely.

Pedestrian Crossings: Pedestrians often have to spontaneously cross Highway 1 at random locations, creating hazardous situations. Designated crossings provided at strategic locations will reduce the likelihood of dangerous foot traffic and facilitate predictable movements. With a vast majority of housing and parking east of Highway 1 and attractions like county and state parks, beaches, hiking trails, a marine sanctuary and restaurants on the west side, the limited designated crossings that currently exist do not meet the demands.

Left Turn Lanes: With only one northbound and one southbound lane, Highway 1 offers few opportunities for vehicles to safely turn left. Furthermore, while a vehicle waits for a safe opportunity to turn, those behind have two options: wait for the car in front to turn, which creates bottlenecks throughout the most traveled and popular locations on the Midcoast, or drive around the vehicle waiting to turn, creating another safety hazard by entering onto the shoulder of the road where cars are parked and pedestrians/bicyclists travel. Constructing left turn pockets will allow traffic on the Midcoast to flow more freely while reducing hazards on the roadway.

Raised Medians: Raised medians will physically restrict and channel turning movements, improve local circulation, encourage reduced speeds, and provide turning bays for vehicles to safely wait to turn. They will also provide "safe refuge" for pedestrians/bicyclists when crossing the highway. All designated crossings will be accompanied by raised medians for this purpose.

County Counsel has reviewed and approved the Resolution as to form.

FISCAL IMPACT:

A transfer in the amount of \$150,000 from Non-Departmental ERAF Reserves to the Planning Department will be completed as part of the FY 2013-14 Recommended Budget in order to pay for the 10% local match required by the grant.