

# 6

## TRANSPORTATION



### 6.1 ROADWAY NETWORK AND TRAVEL PATTERNS

#### Major Regional Routes

##### *I-280*

This eight-lane freeway generally runs north-south between half a mile and two miles east of the City limits of Pacifica. It is a major regional freeway on the Bay peninsula and has its northern and southern termini respectively in San Francisco and San Jose. In the vicinity of the study area, I-280 supports four mixed use lanes in each direction. I-280 has an Annual Average Daily Traffic (AADT) of about 107,000 vehicles south of I-380 including 11,200 during the peak hour, and approximately 175,000 north of I-380 including 13,400 during the peak hour. Access between I-280 and Pacifica is via interchanges at State Route 1, Hickey Boulevard, and Westborough Boulevard/Sharp Park Road.

##### *State Route 1*

State Route 1, also called Coast Highway or Highway One, runs north and south along the entire length of Pacifica. It is a major highway with ends in Mendocino County to the north and Orange County to the south. In the vicinity of Pacifica, State Route 1 provides access to I-280 and State Route 35 slightly north of the City and connects with a number of collectors within the City. From Sharp Park northward, SR 1 is a limited-access freeway, with two lanes in each direction, and mixed use in all lanes. South of Sharp Park, it is a four-lane highway. State Route 1 has AADT of approximately 45,500 vehicles south of the Sharp Park Road interchange including 4,000 during the peak hour, and approximately 32,000 vehicles north of the Sharp Park Road interchange including 2,800 during the peak hour. The Level of Service (LOS) standard for the segment of State Route 1 within Pacifica is LOS E, and the segment is part of the City/County Association of Governments of San Mateo County (C/CAG) Congestion Management Program.



*State Route 1 is the principal north-south route in Pacifica. It is a two-lane highway south of Linda Mar Boulevard, a four-lane highway between Linda Mar Boulevard and Sharp Park, and a four-lane divided freeway from Sharp Park northward.*



*Sharp Park Road is Pacifica's main east-west route, connecting State Route 1 with State Route 35 and I-280 to the east. Sharp Park Road has two travel lanes in each direction, and a bicycle lane in the eastbound direction.*

### *State Route 35*

Also called Skyline Boulevard, State Route 35 generally runs north-south from San Francisco to Santa Clara County and accommodates two mixed lanes in each direction. SR 35 intersects with SR 1 just north of Pacifica and follows the City's eastern boundary from SR 1 to Sharp Park Road. South of Sharp Park Road, it runs roughly parallel to Pacifica's eastern boundary. South of Sneath Lane SR 35 is a two-lane arterial. Between Sneath Lane and Sharp Park Road it is a four-lane arterial. Between Sharp Park Road and Hickey Boulevard SR 35 is a two-lane arterial while north of Hickey Boulevard it is a four-lane freeway. SR 35 has AADT of approximately 21,900 vehicles south of Sharp Park Road with approximately 2,150 during the peak hour; and about 19,100 vehicles north of Sharp Park Road with 1,900 during the peak hour.

### *Sharp Park Road*

Sharp Park Road follows a southwest-northeast route through the center of Pacifica, connecting SR 1 (Coast Highway) with SR 35 (Skyline Boulevard). It continues east of SR 35 in South San Francisco as Westborough Boulevard, and intersects with I-280 before ending in South San Francisco. Sharp Park Road generally has two travel lanes in each direction.

## **Roadway Classification**

Pacifica's roadway network is comprised of freeways, highways, arterials, collector streets and local streets. Figure 6-1 illustrates the roadway network with street classifications.

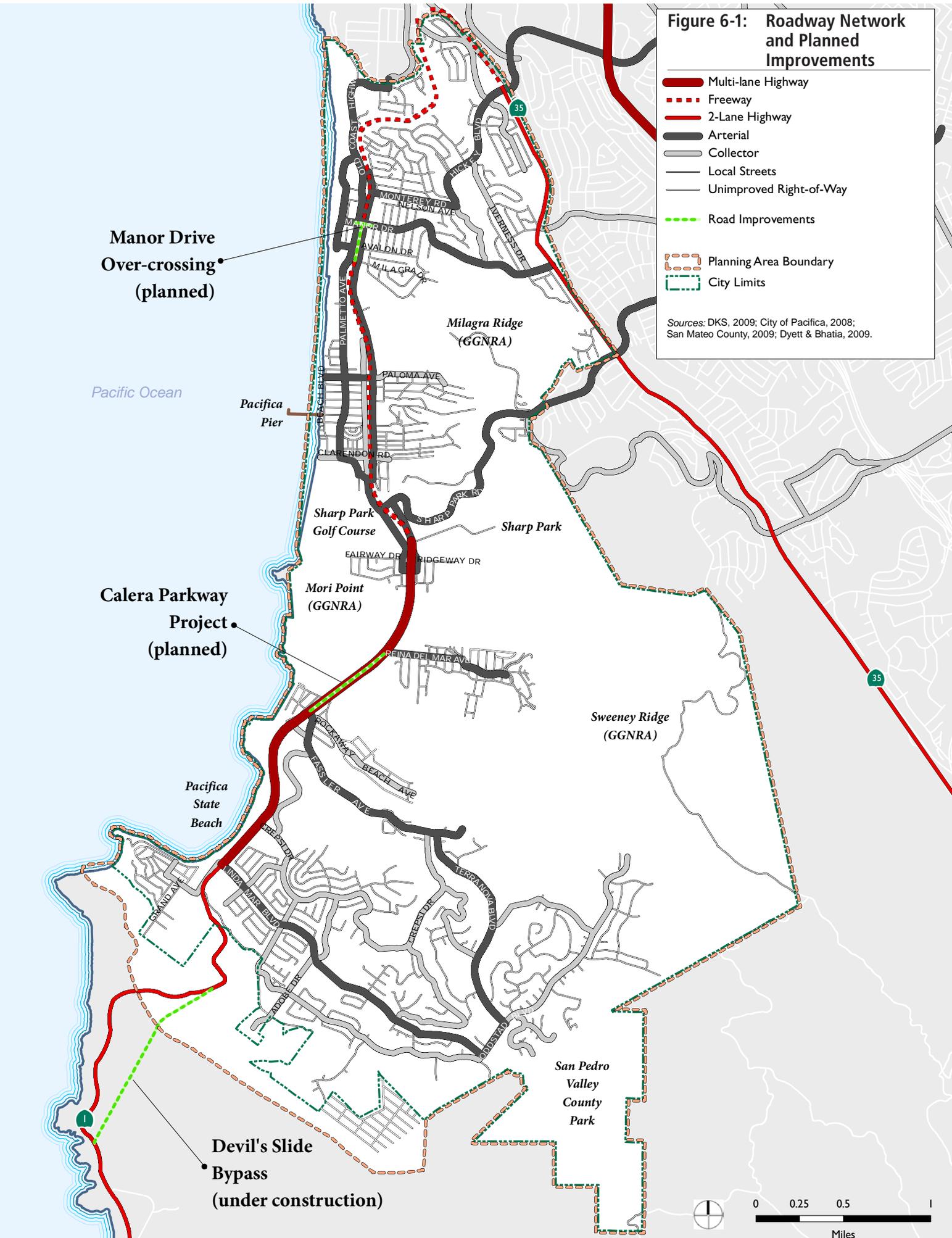
### *Freeways and Multi-Lane Highways*

Freeways typically have speed limits of 55 and 65 miles per hour (mph) and four to eight lanes, with physical medians and uninterrupted flow. According to Appendix A of the City/County Association of Governments (C/CAG) 2007 Congestion Management Program, multilane highways generally have posted speed limits between 40 and 55 miles per hour (mph). They usually have four or six lanes, often with physical medians or two-way left-turn lane medians, although they may also be undivided.

**Figure 6-1: Roadway Network and Planned Improvements**

-  Multi-lane Highway
-  Freeway
-  2-Lane Highway
-  Arterial
-  Collector
-  Local Streets
-  Unimproved Right-of-Way
-  Road Improvements
-  Planning Area Boundary
-  City Limits

Sources: DKS, 2009; City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.



**Manor Drive Over-crossing (planned)**

**Calera Parkway Project (planned)**

**Devil's Slide Bypass (under construction)**



Unlike freeways, multilane highways are interrupted by intersections or driveways. In Pacifica, SR 1 north of Linda Mar Boulevard and SR 35 (Skyline Boulevard) both have segments that are freeways and segments that are multilane highways. The I-280 freeway is an important regional connection.

### Two-Lane Highways

The 2007 C/CAG Congestion Management Program defines a two-lane highway as a two-lane roadway with one lane for use by traffic in each direction. In Pacifica, SR 1 is considered a two-lane highway south of Linda Mar Boulevard.

### Arterials

Arterials provide important through-traffic routes, and are built in a range of formats. Typically, Type I arterials have a suburban design, with one to five signalized intersections per mile, no parking, and free-flow speeds of 35 to 45 miles per hour (mph). Type III arterials have an urban design, with six to 12 signals per mile, parking permitted, and free-flow speeds of 25 to 35 mph. Type II arterials have free-flow speeds of 30 to 35 mph.

In Pacifica, arterials have been classified as roadways that are wider, accommodate higher volumes of traffic, or may provide access to the state highway system. Additionally, arterials generally provide important connections between different areas of Pacifica. In the northern section of the City, Sharp Park Road, Manor Drive, and Monterey Road/Hickey Boulevard all serve as through-passages between State Route 1 and State Route 35 (Monterey Road is a minor arterial.) Francisco Boulevard, Oceana Boulevard, Palmetto Avenue and Lundy Way each run parallel to State Route 1 and provide access points to on/off ramps. Since these roadways provide access to the state route system and experience higher volumes of vehicle traffic, they are classified as arterials.

Due to the bisecting nature of State Route 1, certain roadways are vital to traffic circulation west of State Route 1. Palmetto Avenue is the only roadway west of State Route 1 to extend from the northern edge of the City to central Pacifica. At the south-

ern terminus of Palmetto Avenue, Lakeside Drive connects Palmetto Avenue to Francisco Boulevard. Paloma Avenue provides one of the few connections between the east and west sides of Pacifica across SR 1. Esplanade Avenue and West Avalon Drive connect to Palmetto Avenue and front the ocean in northern Pacifica, circling the Manor Plaza commercial area.

Reina Del Mar Avenue, Fassler Avenue/Terra Nova Boulevard and Linda Mar Boulevard all provide direct routes between State Route 1 and neighborhoods on the south side of Pacifica.

### Collectors

In Pacifica, collectors have slower permitted speeds than arterials, serve short, local trips, and accommodate travel between residential neighborhoods and arterials. Additionally, collectors are generally larger streets in residential areas but have smaller widths than arterials and usually allow on-street parking.

In northern Pacifica, Gateway Drive, Inverness Drive, and upper Monterey Road are considered collectors since these roadways are gateways between neighborhoods and arterials or are through-passages between arterials. Paloma Avenue east of Highway 1 is a collector and joins residential areas to Oceana Boulevard.

There are more collectors in the more residential southern part of Pacifica. These include segments of Rockaway Beach Avenue, Crespi Drive, San Pedro Avenue, Rosita Road, and Oddstad Boulevard.

Certain streets are specifically not considered collectors, but are local roads, including: Ridgeway Drive, Milagra Drive, Talbot Avenue, and Moana Way.

### Existing Travel Patterns

Existing travel patterns are analyzed in terms of origin and destination, trip type, and travel mode, using information from the C/CAG travel demand model. In Table 6-1, “home-based work trips” are distinguished from “other trips,” such as recreation-, shopping-, and school-related trips, and trip types are shown by origin and destination.

Home-based work trips from Pacifica to San Francisco or to other parts of San Mateo County account for 82 percent of the trips in this category, with only 15 percent of such trips staying in Pacifica. However, 64 percent of all other trips from Pacifica stay in Pacifica, with most of the remainder going elsewhere in the County. Overall, more than half (56 percent) of all trips that originate in Pacifica have Pacifica destinations.

As for commuter trips to jobs in Pacifica, only 15 percent originate in Pacifica, while 51 percent are from elsewhere in San Mateo County and 23 percent are from San Francisco. Meanwhile, 58 percent of other types of trips that end in Pacifica also start there, while 26 percent of “other trips” originate from San Mateo County. Approximately half (51 percent) of all trips with destinations in Pacifica originate in Pacifica.

Table 6-2 details the share of trips to and from Pacifica made by transit. Three percent of trips from Pacifica to other parts of San Mateo County and four percent of trips to San Francisco are made by public transit. Most of the transit trips within the County are on SamTrans buses, while most of the

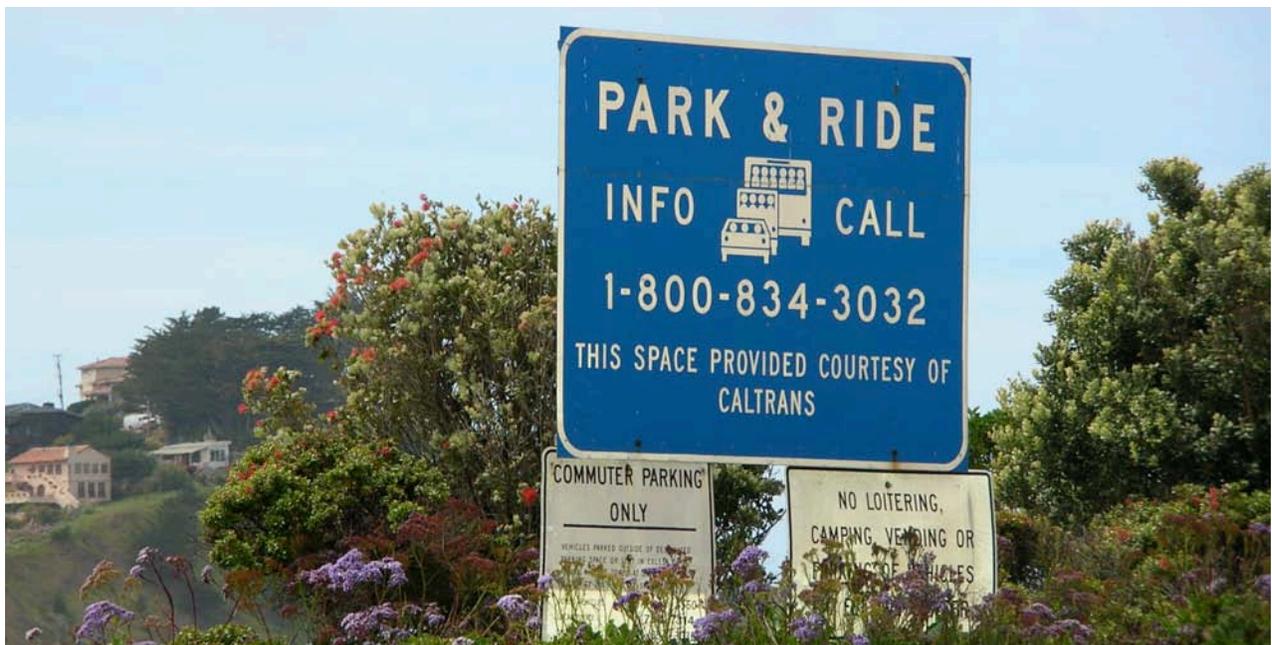
transit trips to San Francisco involve BART. Since the closest BART station (Colma) is a few miles outside of Pacifica, these trips require an additional bus or auto trip. Transit accounts for only a small fraction (0.2 percent) of trips within Pacifica.

Trips to Pacifica follow a very similar pattern in reverse, though only two percent of trips from other parts of the County are transit trips, compared with three percent of the San Mateo County-bound trips that start in Pacifica.

### Parking

On-street parking is permitted on most residential streets in Pacifica. On-street parking is not permitted on high-traffic roadways such as State Route 1, State Route 35, Sharp Park Road, and certain sections of Linda Mar Boulevard and Fassler Avenue.

Off-street parking is available at Pacifica State Beach, Rockaway Beach, and Sharp Park Beach and Promenade. Additional off-street parking is available at various shopping centers including the Fairmont Shopping Center, Pacific Manor Shopping Area, and the Linda Mar Shopping Center.



SamTrans provides a Park & Ride lot on Linda Mar Boulevard, just off State Route 1. Only about 1.5 percent of trips beginning or ending in Pacifica are made using public transportation.

**TABLE 6-1: DAILY TRAVEL PATTERNS**

Destination	Percent of Trips by Trip Type		
	Home-Based Work Trips	All Other Trips	Total Trips
<b>Trips from Pacifica</b>			
Within Pacifica	15%	64%	56%
San Mateo County (not Pacifica)	33%	28%	30%
San Francisco	49%	6%	12%
Other Bay Area Counties	3%	2%	2%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Trips to Pacifica</b>			
Within Pacifica	15%	58%	49%
San Mateo County (not Pacifica)	51%	26%	31%
San Francisco	23%	14%	16%
Other Bay Area Counties	11%	2%	4%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: DKS Associates, 2009.

**TABLE 6-2: TRANSIT MODE SHARE**

	Mode Share as a Percentage of Total Travel			TOTAL
	SamTrans Bus	Caltrain	BART	
<b>Trips from Pacifica</b>				
Within Pacifica	0.20%	–	–	<b>0.20%</b>
San Mateo County (not Pacifica)	2%	0.02%	0.10%	<b>3%</b>
San Francisco	0.30%	0.10%	3%	<b>4%</b>
Other Bay Area Counties	0.05%	0.50%	0.05%	<b>1%</b>
<b>SUBTOTAL</b>				<b>1.3%</b>
<b>Trips to Pacifica</b>				
Within Pacifica	0.20%	–	–	<b>0.20%</b>
San Mateo County (not Pacifica)	1%	0.05%	0.03%	<b>2%</b>
San Francisco	2%	0.10%	2%	<b>4%</b>
Other Bay Area Counties	0.05%	0.05%	0.04%	<b>1%</b>
<b>SUBTOTAL</b>				<b>1.2%</b>

Source: DKS Associates, 2009.

Note:

Bus trips include bus-to-Caltrain and bus-to-BART trips.

Subtotals represent proportion of trips from or to Pacifica, respectively, made by transit, regardless of mode.

## 6.2 TRAFFIC CONDITIONS

### Methodology

Level of service (LOS) calculations were performed at 11 intersections and 12 roadway segments for the weekday AM and PM peak hours. In addition, data from the City/County Association of Governments of San Mateo County (C/CAG) Congestion Management Program were evaluated for certain roadway segments.

Intersection turning movement volumes for the study intersections were performed by WILTEC in October, 2008. The intersection volumes for SR 1/Reina del Mar Avenue and SR 1/Fassler Avenue were taken from the *SR 1/Calera Parkway Project Final Traffic Operations Report*. This was completed to present a more uniform technical analysis for these two intersections. Volumes for the weekday AM and PM peak hours were surveyed and included for analysis as they coincide with the daily rush hour peak volumes.

### Level of Service (LOS) Calculations

The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of roadway and intersection performance. Level of Service can range from “A” representing free-flow conditions, to “F” representing extremely long delays. LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for a peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity.

LOS at the selected study intersections and roadway segments was based on methodology described below.

### Intersection Level of Service

Traffic conditions for the study intersections were evaluated using the methodologies provided in the 2000 Highway Capacity Manual (HCM). Two measures of effectiveness (MOE) are used to evaluate intersection performance: the volume-to-capacity ratio, or v/c ratio, measures the demand of vehicles relative to the available capacity for vehicular traffic, while average delay time for a single vehicle traveling through an intersection is measured in seconds of delay. These two MOEs are used to assign particular intersections individual levels of service (LOS). For more information about level of service calculations and thresholds for signalized and unsignalized intersections, refer to Appendix B.

### Roadway Segment Level of Service

Roadway segment analysis was conducted using the Highway Capacity Software (HCS 2000), and the thresholds described in the 2007 Congestion Management Program. For roadway segments, LOS is calculated based on factors including average travel speed, volume-to-capacity ratio, and density of vehicles, with different formulas to account for the way traffic moves on different roadway types. For more information about level of service calculations and thresholds for multilane highway, two-lane highway, arterial, and collector roadway segments, refer to Appendix B.

### Existing Intersection Operating Conditions

The City/County Association of Governments of San Mateo County regularly sponsors a Congestion Management Program (CMP) which identifies and monitors congestion and LOS at certain intersections and roadway segments. The most recent CMP is from 2007. The intersections and roadway segments in the CMP are generally operating at high congestion levels, and special significance criteria have been adopted to ensure conditions do not deteriorate. No intersections identified under the 2007 CMP are located in Pacifica or analyzed as part of this report.

Level of service calculations were performed for this report at 11 intersections for the weekday AM and PM peak hours. The AM peak hour is the highest one-hour period between 7:00 AM and 9:00 AM while the PM peak hour is the highest one-hour traffic volume between 4:00 PM and 6:00 PM.

Two of these intersections—Manor Drive and Palmetto Avenue and Manor Drive and Oceana Boulevard—were studied for the new Walgreens store. Intersection volumes for two other intersections—SR 1 and Reina del Mar Avenue and SR 1 and Fassler Avenue—were adopted from the *SR 1/Calera Parkway Project Final Traffic Operations Report* dated July 2008. Intersection delays are based on analysis performed for the Pacifica General Plan in December, 2008, resulting in slight differences from the Calera Parkway data. Even with these differences, the LOS at these two intersections for the SR 1/Calera Parkway Report and the Pacifica General Plan are reported as unacceptable for both the peak periods.

Figure 6-2 and Figure 6-3 illustrate the existing LOS at each study intersection during the AM and PM peak hours, respectively, and Table 6-3 summarizes the results. Five of the 11 intersections currently operate at LOS D or better during the AM peak hour while six of the 11 intersections do so during the PM peak hour.

### Existing Roadway Segment Operating Conditions

Two roadway segments in Pacifica, on State Route 1 and State Route 35, were identified as part of the 2007 Congestion Management Program.

The CMP details the LOS for each respective roadway segment in the program, based on field data. The CMP field data shows that SR 1 between the San Francisco County line and Linda Mar Boulevard experiences peak-hour LOS F conditions; south of Linda Mar Boulevard, LOS D was the poorest condition observed. On SR 35 between the San Francisco County line and Sneath Lane, LOS C was the poorest peak hour LOS observed.



*Skyline Boulevard between Hickey Boulevard and Timberhill Court operates at "LOS E" during the PM peak-hour, and its intersection with Hickey Boulevard operates at "LOS E" during both AM and PM peak periods.*

Some of the roadway segments detailed in the Congestion Management Program were further analyzed for this report, with data from 2008 instead of 2005 (as was the case with the 2007 Congestion Management Program). DKS also analyzed roadway segments not covered in the Congestion Management Program for a more comprehensive Traffic Impact Assessment (TIA). Roadway segment volumes were developed from the October 2008 data collection with the exception of six segments: SR 1 from Sea Bowl Lane to Fassler Avenue, SR 1 from Fassler Avenue to Crespi Drive, SR 1 from Fassler Avenue to Reina del Mar Avenue, SR 1 from Reina del Mar Avenue to Fassler Avenue, SR 1 from Reina del Mar Avenue to Westport Drive, and SR 1 from Westport Drive to Reina del Mar Avenue. Volumes for these roadway segments were derived from the *SR 1/Calera Parkway Project Final Traffic Operations Report* (July 2008), to present a more uniform technical analysis. Figure 6-2 and Figure 6-3 show the existing LOS for the analyzed roadway segments while Table 6-4 provides a summary of the roadway segments under existing conditions.

As shown in Table 6-4 Existing Condition Roadway Segment Level of Service, all roadways currently operate at or above LOS D with the exception of one segment on SR 35 and three segments on SR 1. SR 35 from Hickey Boulevard to Timberhill Court operates at LOS E during the PM peak hour. SR 1 from Fassler Avenue to Reina del Mar Avenue operates at LOS E during the AM peak hour, and SR 1 from Westport Drive to Reina del Mar and from Reina del Mar to Fassler operate at LOS E during the PM peak hour. While the LOS provides one measurement of traffic operations, bottlenecks exist in these areas as a result of an increase in traffic con-

trol devices and at-grade intersections along SR 1 between Westport Drive and Linda Mar Boulevard.

### *Traffic Impact Analysis on Highway 1*

While volumes for six roadway segments were adopted from the *SR 1/Calera Parkway Report*, the Pacifica General Plan Report utilized an alternative methodology in analyzing roadway segments. The Pacifica General Plan Report follows the guidelines set forth in the 2007 C/CAG Congestion Management Program and determined roadway segment LOS for four lane highways as a function of passenger cars/mile/lane while the *SR 1/Calera Parkway Report* relied on travel time, average queue length, and maximum queue length for reporting purposes.

Even with a difference in methodology, the results for the Pacifica General Plan Report are generally consistent with analysis completed for the SR 1/Calera Parkway Project. Results from this report indicated that queues exist from south of Fassler Avenue to Reina del Mar Avenue in the northbound direction during the morning peak hour and from Fairway Drive/Ridgeway Drive to Fassler Avenue in the southbound direction during the evening peak hour. This is similar to the queues, bottlenecks, and congestion reported in the *SR 1/Calera Parkway Report*.

## Level of Service Standards

The City of Pacifica uses an unofficial Level of Service standard of LOS D for local streets. The most critical congestion, as outlined above, occurs on State Routes 1 and 35, where certain intersections and roadway segments currently operate at LOS E or F during peak periods. The City's focus has been on limiting further deterioration of traffic conditions, by evaluating the significance of impacts of new development on highway congestion, and requiring mitigation.

**TABLE 6-3: EXISTING CONDITION INTERSECTION LEVEL OF SERVICE**

No	Intersection Location	Control	AM Peak Hour		PM Peak Hour	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay <sup>a</sup>	LOS <sup>b</sup>
1	Hickey Boulevard / Gateway Drive	AWSC	68.0	F	82.8	F
2	Hickey Boulevard / SR 35	Signalized	65.0	E	71.8	E
3	Manor Drive / Palmetto Avenue <sup>d</sup>	AWSC <sup>c</sup>	14.9	B	24.8	C
4	Manor Drive / Oceana Boulevard <sup>d</sup>	AWSC	26.3	D	18.6	C
5	Reina del Mar Avenue / SR 1 <sup>e</sup>	Signalized	175.0	F	135.5	F
6	Fassler Avenue / SR 1 <sup>e</sup>	Signalized	93.8	F	94.3	F
7	Fassler Avenue / Crespi Drive	Unsignalized	6.4		1.4	
	NB Approach		49.1	E	21.4	C
	WB Left		8.1	A	9.4	A
8	Fassler Avenue / Terra Nova Boulevard	Unsignalized	10.1		4.1	
	NB Approach		20.5	C	13.4	B
	WB Left		8.0	A	9.1	A
9	Crespi Drive / SR 1	Signalized	25.4	C	18.3	B
10	Linda Mar Boulevard / SR 1	Signalized	65.1	E	107.0	F
11	Oddstad Boulevard / Terra Nova Boulevard	AWSC	10.7	B	10.7	B

Source: DKS Associates, 2009.

**Notes:**

a. Delay is in seconds per vehicle. For signalized intersections, delay is based on average stopped delay. For unsignalized intersections, delay is based at the worst approach for two-way stop controlled intersection.

b. LOS = Level of Service

c. AWSC = All-way stop control

d. These traffic conditions are based on measurements from the traffic analysis for Walgreen's. DKS' 2009 analysis found LOS B for both intersections.

e. Intersection volumes were adopted from SR 1/Calera Parkway Project Final Traffic Operations Report, July 2008.

**Figure 6-2: Traffic Conditions, AM Peak Period**

**Level of Service (LOS)**

- A - C
- D
- E - F

**Traffic Volume (vehicles/hour)**

- 1000+
- 600 - 1000
- 0 - 600

Intersection

Planning Area Boundary

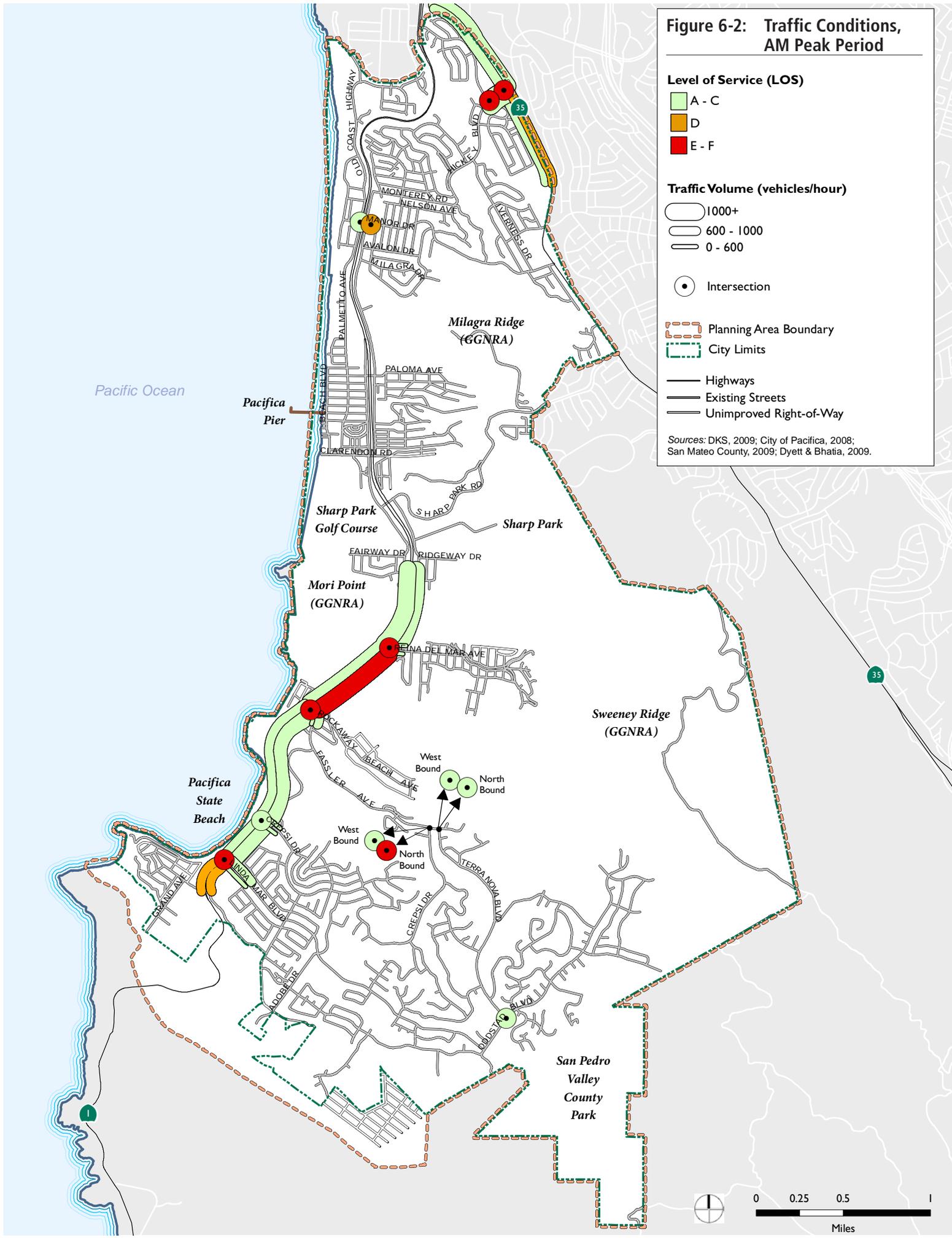
City Limits

Highways

Existing Streets

Unimproved Right-of-Way

Sources: DKS, 2009; City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.



**Figure 6-3: Traffic Conditions, PM Peak Period**

**Level of Service (LOS)**

- A - C
- D
- E - F

**Traffic Volume (vehicles/hour)**

- 1000+
- 600 - 1000
- 0 - 600

Intersection

Planning Area Boundary

City Limits

Highways

Existing Streets

Unimproved Right-of-Way

Sources: DKS, 2009; City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.

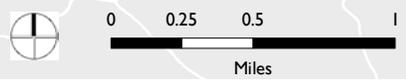
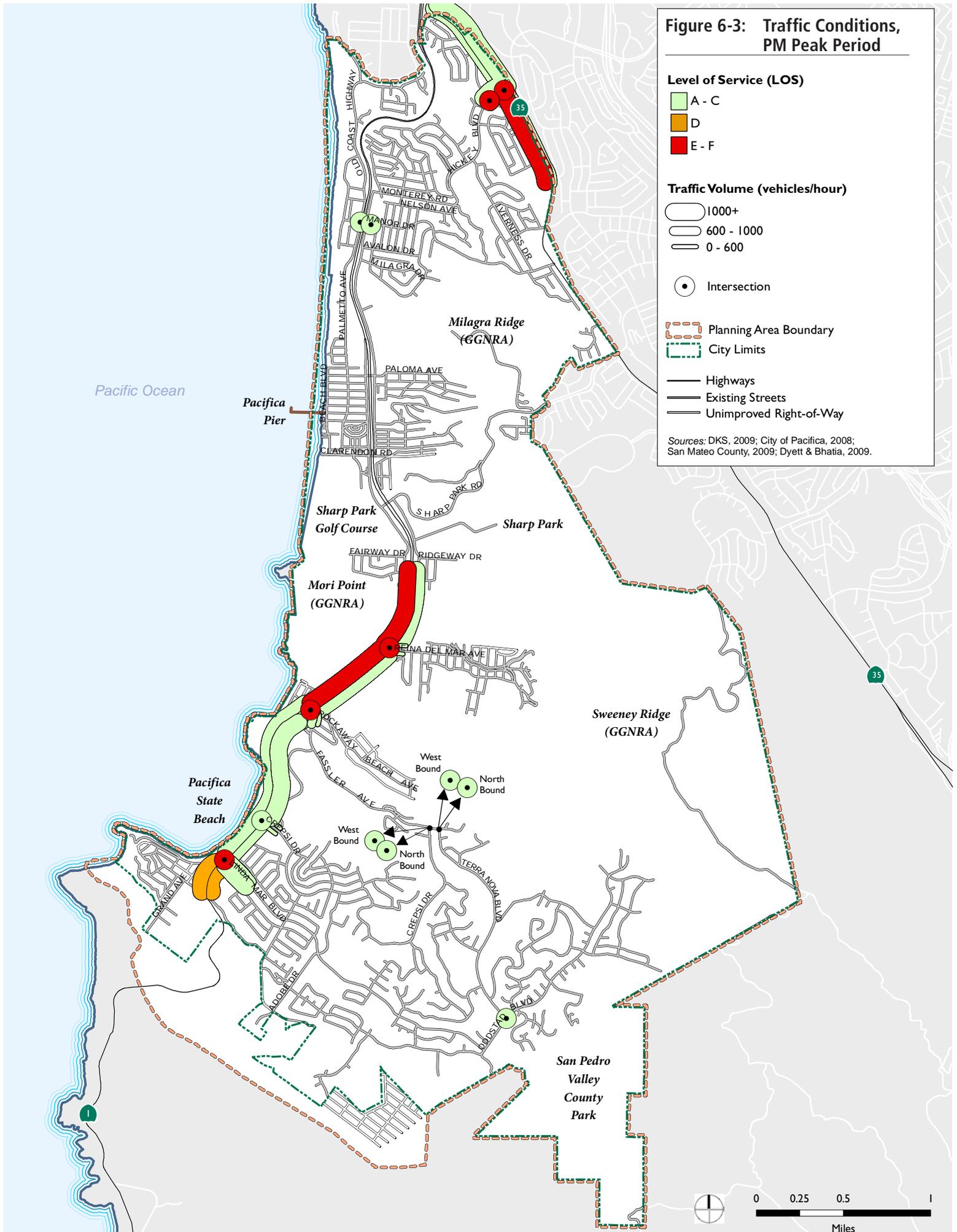


TABLE 6-4: EXISTING CONDITION ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS

Roadway Segment	Class	Location	Measure of Effectiveness (MOE)	Existing Condition					
				AM			PM		
				Volume (veh/hr)	MOE <sup>a</sup>	LOS <sup>b</sup>	Volume (veh/hr)	MOE <sup>a</sup>	LOS <sup>b</sup>
Hickey Blvd	Type II	From SR 35 to Gateway	V/C Ratio	385	0.18	A	1146	0.52	A
	Type II	From Gateway to SR 35	V/C Ratio	1129	0.51	A	813	0.37	A
SR 35	Type I	From South of SR 1 to Hickey Blvd	V/C Ratio	976	0.44	A	1599	0.73	C
	Type I	From Hickey Blvd to South of SR 1	V/C Ratio	1696	0.77	C	1116	0.51	A
	Type I	From Hickey Blvd to Timberhill Ct	V/C Ratio	864	0.79	C	1008	0.92	E
	Type I	From Timberhill Ct to Hickey Blvd	V/C Ratio	951	0.86	D	823	0.75	C
Reina del Mar	Type I	From SR 1 to Lauren Ave	V/C Ratio	386	0.35	A	355	0.32	A
	Type I	From Lauren Ave to SR 1	V/C Ratio	391	0.36	A	275	0.25	A
Fassler Ave	Type I	From SR 1 to Ebken St	V/C Ratio	404	0.18	A	943	0.43	A
	Type I	From Ebken St to SR 1	V/C Ratio	866	0.39	A	363	0.17	A
Crespi Dr	Type II	From SR 1 to Roberts Rd	V/C Ratio	228	0.10	A	441	0.20	A
	Type II	From Roberts Rd to SR 1	V/C Ratio	441	0.20	A	222	0.10	A
Linda Mar Blvd	Type II	From SR 1 to De Solo Dr	V/C Ratio	483	0.22	A	1103	0.50	A
	Type II	From De Solo Dr to SR 1	V/C Ratio	866	0.39	A	714	0.32	A
SR 1	2-Lane Highway	Between San Pedro Ave and Linda Mar Blvd	V/C Ratio	976	0.35	D	1192	0.43	D
	4-Lane Highway	From Linda Mar Blvd to Crespi Dr	Density (pc/mi/ln)	1433	18.5	C	962	12.4	B
		From Crespi Dr to Linda Mar Blvd		628	8.1	A	1560	20.1	C
	4-Lane Highway	From Crespi Dr to Sea Bowl Ln	Density (pc/mi/ln)	1768	22.5	C	1061	13.7	A
		From Sea Bowl Ln to Fassler Ave <sup>c</sup>		1722	22.2	C	1056	13.6	B
		From Fassler Ave to Crespi Dr <sup>c</sup>		710	9.2	A	1768	22.8	C
	4-Lane Highway	From Fassler Ave to Reina del Mar Ave <sup>c</sup>	Density (pc/mi/ln)	2663	39.0	E	1420	19.5	C
		From Reina del Mar Ave to Fassler Ave <sup>c</sup>		1161	16.5	B	2673	37.7	E
4-Lane Highway	From Reina del Mar Ave to Westport Dr <sup>c</sup>	Density (pc/mi/ln)	2777	25.8	C <sup>d</sup>	1443	18.8	C	
	From Westport Dr to Reina del Mar Ave <sup>c</sup>		1219	11.3	B	2843	39.6	E	

Source: DKS Associates, 2009.

- Notes: a. MOE = Measures of Effectiveness. For arterials, MOE is measured in v/c ratios (volume to capacity ratios). For two-lane highways and four-lane highways, MOE is measured in density (passenger cars per mile per lane).  
 b. LOS = Level of Service is based on 2007 CICAG of San Mateo County Final Congestion Management Plan criteria.  
 c. Roadway segment volumes were adopted from SR 1/Calera Parkway Project Final Traffic Operations Report, July 2008.  
 d. Based on actual field observation and as implied in the SR 1/Calera Parkway Project Final Traffic Operations Report, July 2008.

## Traffic Signal Warrant Analysis

Six unsignalized intersections were investigated to determine whether traffic signals were warranted. Signal warrant criteria are established by the California Manual on Uniform Traffic Control Devices (MUTCD) section 4C, and concern stopped time delay and traffic volume. For more detail, refer to Appendix B. Table 6-5 summarizes the results of the signal warrant analysis. Two of the six intersections studied meet signal warrant criteria for the AM and PM peak hours: Hickey Boulevard and Gateway Drive, and West Manor Drive and Palmetto Avenue.

Although, as noted in Table 6-5, the intersections of Manor Drive and Oceana Boulevard, and West Manor Drive and Palmetto Avenue, do not satisfy all of the technical conditions of a peak-hour traffic signal warrant, there still remains a confirmed need for traffic improvements in the area. These two intersections and the Manor Drive overcrossing that connect them are the bottlenecks affecting traffic patterns for several blocks in all directions. To improve overall mobility in the area and relieve the congestion and traffic diversion affecting other nearby intersections and streets, these intersections need to be modified in terms of traffic control (traffic signalization), efficiency (widening of the overcrossing to provide shoulders and flaring curb returns without changing the existing number of lanes), and access (adding the Milagra Drive on-ramp).

The unusual existing traffic congestion concerns in the area are not adequately captured by the narrow, technical traffic signal warrant analysis summarized in Table 6-5. Specifically, southbound traffic on Palmetto Avenue extends back to Bill Drake Way during the morning peak period as well as the late afternoon. Motorists that see a queue extending from West Manor Drive have been observed to turn onto Bill Drake Way and use the Safeway parking lot or Esplanade Avenue to bypass the West Manor Drive and Palmetto Avenue intersection.

**TABLE 6-5: EXISTING CONDITIONS SIGNAL WARRANT ANALYSIS**

Home-Based Work Trips	All Other Trips	Total Trips
Hickey Boulevard / Gateway Drive	Yes	Yes
West Manor Drive / Palmetto Avenue	Yes	Yes
Manor Drive / Oceana Boulevard	No	No
Fassler Avenue / Crespi Drive	No	No
Fassler Avenue / Terra Nova Boulevard	No	No
Oddstad Boulevard / Terra Nova Boulevard	No	No

*Source: DKS Associates, 2008.*

Northbound traffic on Oceana Boulevard extends past Avalon Drive towards Milagra Drive during the morning and mid-afternoon peak periods. Motorists have been observed turning right onto Avalon Drive and then left onto Edgemar Avenue to access Manor Drive, rather than continuing on Oceana Boulevard.

The City's planned improvements to the two intersections as well as the overcrossing and Milagra Drive on-ramp will allow traffic to flow through the area in a much better manner, by remaining on the intended streets and reducing the diversion to side streets and neighborhoods.

## 6.3 PROJECTS AND PLANS

### Calera Parkway Project

State Route 1 in Pacifica experiences high vehicle volumes and congestion resulting in stop-and-go traffic, delays of 30 minutes or more, and queues between one and two miles during peak hours. These traffic issues along State Route 1 in Pacifica have been a concern for decades as traffic has increased. Traffic is most acute on the portion of highway between Linda Mar Boulevard and Reina del Mar Avenue, where vehicles back up at the signalized intersections. Left turns into and out of Reina del Mar Avenue during the AM peak period are especially problematic, as commuter traffic mixes with vehicles dropping off students at Vallemar School.

City, County, and State transportation agencies are currently working in consultation with state regulatory agencies on a solution to the problem of northbound congestion in the AM peak period and southbound congestion in the PM peak period along Highway 1 between Fassler Avenue and Westport Drive. As of December 2010, environmental review was still underway, and no final public report has been produced. The Calera Parkway project, as it is more commonly called, could add one lane of traffic in each direction between Fassler Avenue and Reina del Mar Avenue, which is projected to increase capacity at the intersections by 50%. Aside from the “No Build” scenario, other alternatives were also considered. These alternatives were presented in a public meeting on June 22, 2010.

There have also been suggestions that the problem could be alleviated by changing traffic patterns related to Vallemar School. This could involve shifting students to school buses and staggering school start times.

Caltrans, the San Mateo County Transportation Authority (SMCTA), and the City of Pacifica are joint sponsors of the Calera Parkway project, which was identified in the original Measure A. Measure A was passed by San Mateo County voters in 1988, and

created a half-cent sales tax for the improvement of highway and transit facilities in the county. The measure was reaffirmed in 2004. The project is estimated to cost between \$35 and \$45 million.

### Manor Drive Overcrossing

State Route 1 bisects Pacifica, and makes travel between the east and west sides of the City difficult. In the northern area of the City, there are three crossings of State Route 1 in a three-mile stretch. These crossings connect neighborhoods east of State Route 1 to residential and commercial areas and beaches west of the highway. One of these crossings, at Manor Drive, provides a direct connection between the Pacific Manor shopping area, Pacifica’s northern neighborhoods and beyond. The overcrossing and its intersections must handle a variety of different travel movements, and have dimensions that make these movements difficult for trucks and buses. To alleviate these circulation concerns, the Manor Drive overcrossing would be widened, and signal control would be added at the intersections of Manor Drive with Oceana Boulevard and Palmetto Avenue. The project would also include a new on-ramp to SR 1 from Oceana at Milagra Drive. The overcrossing improvement was identified in the 2004 extension of Measure A. The project is currently under environmental review and would take 2 to 3 years to complete after the environmental review has concluded.

### Devil’s Slide Tunnel

The Devil’s Slide Tunnel project approximately one mile south of Pacifica will circumvent a stretch of State Route 1 via a 0.85-mile dual tunnel beneath San Pedro Mountain. This stretch of State Route 1 is adjacent to steep cliffs and is periodically closed due to landslides and erosion. With the completion of the Devil’s Slide Tunnel, State Route 1 would provide a reliable and safer route between south Pacifica and Montara. The tunnel is expected to open in 2012.

## Street Improvements

There is an ongoing need to make improvements to substandard streets or streets in disrepair. Pacifica's Public Works Department uses a computer program to prioritize projects based on criteria such as use and roadway condition, and makes improvements as budget constraints allow.

## Existing General Plan (1980)

### *Circulation Element*

The current General Plan, from 1980, identifies the primary circulation issues as east-west access, north-south traffic capacity, access to undeveloped areas, and access for public safety.

The General Plan states that the currently proposed solution to the east-west access problem is to improve Sharp Park Road, and that Pacifica must state definitively whether it wants the State to remove the proposed extension of Interstate 380 from the highway plan (this was subsequently done).

Concerning north-south capacity, the General Plan notes that Caltrans is developing plans for improvements to State Route 1, but that the adequacy of these improvements should be revisited in light of the more recent decision by the State Parks department to increase recreational capacity at beaches south of Pacifica, and when more information is known about the timing, route, and size (two or four lanes) of the proposed Devil's Slide Tunnel. Today, the Devil's Slide Tunnel is under construction, and improvements to SR 1 (the Calera Parkway project) are under environmental review.

The General Plan recommends that a local frontage road be developed along the west side of Highway 1 from Mori's Point Road to Old County Road. The City has not been able to develop this road, because it lacks right-of-way and adequate funds. The General Plan also notes that "paper streets," platted without regard to topography, may require "creative use of government powers" to undo.



*View south on State Route 1 from Reina del Mar Avenue. The Calera Parkway project will upgrade SR 1 between Reina del Mar and Fassler Avenue to three travel lanes in each direction, which is expected to alleviate a major traffic bottleneck.*



*The Devil's Slide Tunnel project, involving a dual tunnel through San Pedro Mountain, will move State Route 1 out of the path of frequent landslides, and create faster and more reliable travel in and out of Pacifica. The tunnel is slated to open in 2012.*



*Pedro Point, East Sharp Park, and other neighborhoods contain streets that were not built to current standards, or have deteriorated and need improvements. Projects are prioritized according to need, and undertaken as budget allows.*

The Plan argues that recreational access in Pacifica is constrained by inadequate parking, and calls for additional parking at Sharp Park and Pacifica State Beaches. Additional beach parking would also serve commuters and commercial visitors at Sharp Park, and would be provided through shared use at the new park-and-ride lots being developed adjacent to San Pedro (Pacifica State) Beach. These parking goals have been achieved.

#### *Policies of the Existing Circulation Element*

1. Encourage development of a more efficient and safe east-west lateral road.
4. Provide access which is safe and consistent with the level of development.
5. The City shall place a priority on parking enforcement and signing of public visitor parking areas.
6. Encourage alternatives to motor vehicle transportation.
8. Encourage CalTrans to provide a safe alternative to the Devil's Slide route.
11. Safety shall be a primary objective in street planning and traffic regulations.
12. Employ individualized street improvement standards without violating the safety or character of the existing neighborhood.
13. Maintain and upgrade local streets.
14. Ensure adequate off-street parking in all development.
15. Promote orderly growth in land uses and circulation.

#### *Scenic Highways Element*

The current General Plan proposes the following roadways as "scenic roadways":

- Coast Highway (State Route 1)
- Sharp Park Road between Skyline Boulevard and Coast Highway
- Linda Mar Boulevard – Oddstad Boulevard – Fassler Avenue loop
- Ridgeline access roadway to the Portola Discovery Site.

Local scenic roadway designation requires a corridor study, a program to enhance the scenic qualities, and adoption of the scenic roadway designation and its protection plan. The Coast Highway and Sharp Park Road roadway segments are already identified by the State and County, respectively, but all potential "scenic highways" require local roadway programs to be adopted and submitted. (This recommendation has not been pursued, to date.)

#### *Policies of the Existing Scenic Highways Element*

1. Encourage the designation and protection of scenic corridors which are essential links in the State and County highway systems.
2. Encourage the designation and protection of scenic corridors which provide access to locations of significant scenic quality, recreation, historic and cultural importance in Pacifica.
3. Ensure that proposed roads or modification to existing roads which traverse ridgelines and other scenic areas are reviewed for their potential as official scenic highways or local scenic routes.
4. Encourage appropriate multiple recreational and transportation uses along scenic highways and routes other than auto.

## 6.4 PUBLIC TRANSPORTATION

### Bus Service

The San Mateo County Transit District (SamTrans) provides bus service throughout San Mateo County and into San Francisco and Palo Alto. SamTrans provides local service in Pacifica as well as service to and from San Francisco and BART and Caltrain stations. SamTrans expanded service along six routes serving Pacifica in 2008, and ridership increased. In 2009, the transit agency eliminated one of these routes, which provided express service between Pacifica and downtown San Francisco, due to budget concerns. Figure 6-4 details existing bus routes in Pacifica.

#### Bus Routes

##### 14

This bus route is a loop through the southern sections of Pacifica, providing service in the Linda Mar Boulevard area, including Linda Mar Shopping Center, Terra Nova High School, Oddstad Park, and the Post Office on Roberts Road. During the weekday, the route runs in both the clockwise and counterclockwise directions with headways between 30 minutes and an hour. During the weekend, the route runs clockwise with headways between 60 and 90 minutes.

##### 16

Route 16 makes loops through both the southern and northern areas of Pacifica, following Linda Mar Boulevard, Rosita Road, Terra Nova Boulevard and Fassler Avenue in the south, and Sharp Park Road, Skyline Boulevard, Hickey Boulevard, and Oceana Boulevard in the north. It serves Palmetto Avenue and Pacific Manor Shopping Center as a side leg. The route operates only on weekdays between 7:00 AM and 9:00 AM and between 2:45 PM and 4:00 PM, and is designed to serve students.

##### 110

This primarily north-south route has its southern terminus at the Linda Mar Shopping Center and a northern terminus at the Daly City BART station, and runs at half-hour to hour headways.

##### 112

The 112 bus is a mainly north-south route running from Linda Mar Shopping Center in southern Pacifica to the Colma BART station north of Pacifica. The route connects shopping centers, Pacifica State Beach, Sharp Park Golf Course, the Pacifica Fishing Pier, and Palmetto Avenue. Headways along the route are generally an hour during both weekdays and weekends.

##### 118

The 118 route connects the State Route 1 corridor in Pacifica to the Colma BART station. This bus route runs only during the AM and PM peak hour periods of weekdays. Headways between buses are generally between 15 to 35 minutes, with eight buses running from Pacifica to the Colma BART station during the AM rush period and five during the PM rush period. Three buses run from the Colma BART station to Pacifica during the AM rush period while six run during the PM rush period.

##### 121

This route runs through Pacifica's northern upland neighborhoods, serving Fairmont Shopping Center and providing connections to Skyline College in San Bruno, Serramonte Shopping Center and Seton Medical Center in Daly City, and the Daly City and Colma BART stations. Headways are between 20 and 40 minutes on the weekdays and an hour on the weekends.

##### 140

The 140 route connects the Pacific Manor shopping center on Palmetto Avenue and Manor Drive to Skyline College and the San Bruno BART station to the east. The line extends to Terra Nova High School on school days to serve students. Headways



*Samtrans provides bus service within Pacifica and to and from BART and Caltrain stations.*



*The Linda Mar Park & Ride lot, served by six bus lines, is a hub for transit in Pacifica.*

for this east-west route are between 30 minutes and an hour on weekdays and an hour on the weekends.

#### **294**

This route connects the Linda Mar Park and Ride to Half Moon Bay and the Hillsdale Caltrain station in San Mateo. The route goes south on State Route 1 from Linda Mar, making just one stop in Pacifica. Headways are between 70 and 110 minutes.

### **Rail Transit Service**

#### *BART*

Bay Area Rapid Transit (BART) provides heavy rail rapid transit to Alameda, Contra Costa, San Francisco, and San Mateo Counties. The Colma, Daly City, San Bruno, and South San Francisco BART stations are accessible to Pacifica residents via bus connections or by car.

#### *Caltrain*

Caltrain is a passenger rail line providing commuter service over a 77-mile route between downtown San Francisco and Gilroy, through San Jose and along the San Francisco Peninsula. Service is provided with headways between 5 and 20 minutes during the peak hours, 30 minutes during off-peak hours during weekdays, and one hour on weekends. The San Bruno station is approximately eight miles east of Pacifica, while the Hillsdale station in San Mateo is approximately 20 miles away, a 30-minute drive. It can also be reached via Half Moon Bay using SamTrans route 294.

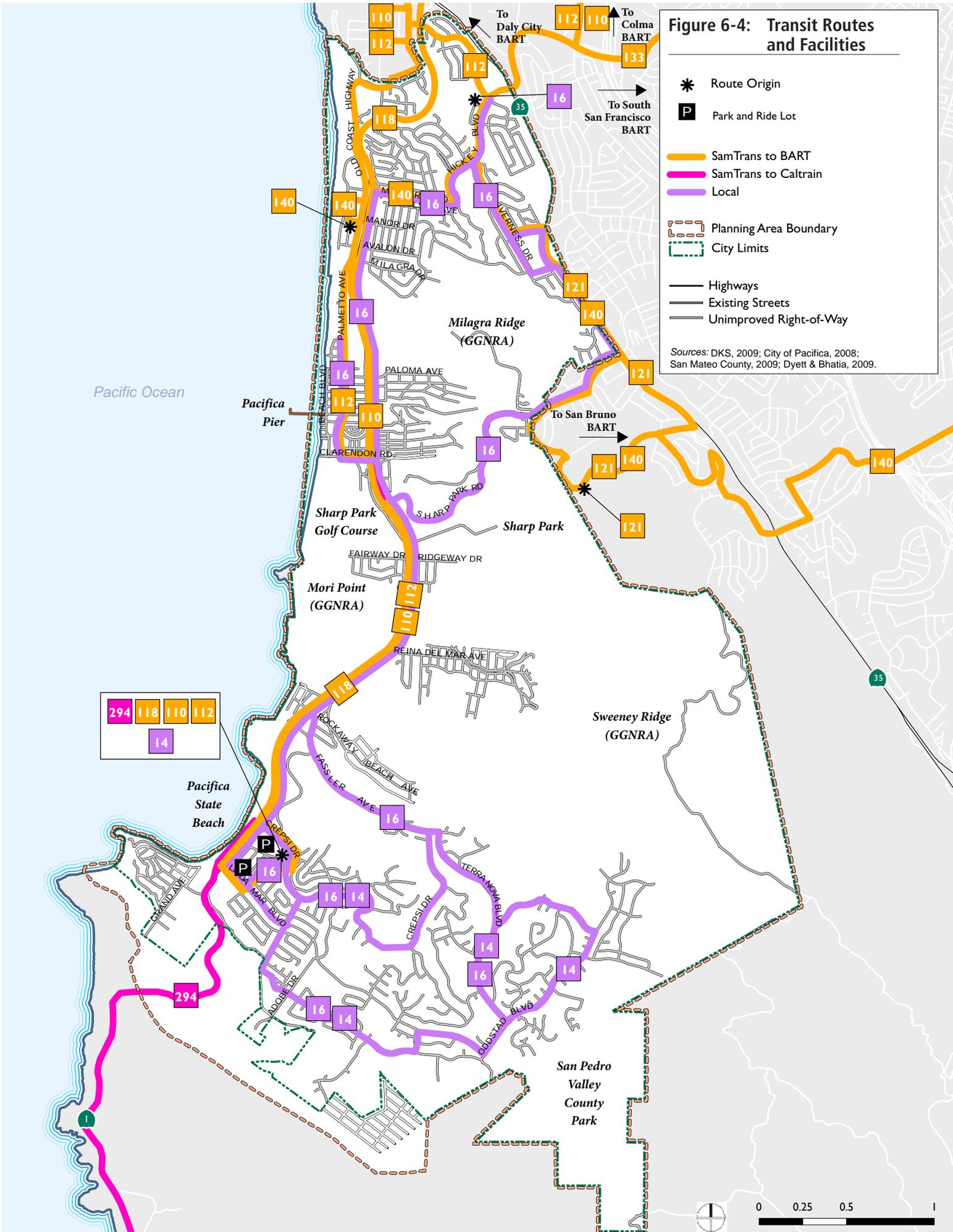
### **Planned Transit Improvements**

Regular service updates to SamTrans bus lines are expected as part of an overall system efficiency plan, but no large-scale improvements are expected. Neither BART nor Caltrain have planned improvements that would change service levels in the vicinity of Pacifica.

**Figure 6-4: Transit Routes and Facilities**

- Route Origin
- Park and Ride Lot
- SamTrans to BART
- SamTrans to Caltrain
- Local
- Planning Area Boundary
- City Limits
- Highways
- Existing Streets
- Unimproved Right-of-Way

Sources: DKS, 2009; City of Pacifica, 2008; San Mateo County, 2009; Dyett & Bhatia, 2009.



## Congestion Management Program

State legislation signed by Governor Deukmejian in 1989 established the requirement that all urban counties in California designate a Congestion Management Agency (CMA), and develop and regularly update a Congestion Management Program (CMP). Dedicated funding for program elements was allocated with this requirement for a coordinated approach to congestion. The City/County Association of Governments of San Mateo County was designated the CMA for San Mateo County and its 20 cities, including Pacifica.

The CMP, discussed above, designates all roadways and intersections in the County for which Level of Service (LOS) standards are to be established, and sets service standards. In Pacifica, State Routes 1 and 35 are part of the CMP, and are expected to meet a standard LOS of E or better. The CMP also must provide performance measures to evaluate overall system performance in terms of moving people and goods. Further, it must analyze local land use planning decisions for their impact on traffic congestion, and estimate the costs of mitigating those impacts. Last, the CMP establishes a seven-year capital improvement program, which is expected to maintain or improve traffic LOS and transit performance.

The current CMP was developed for the 2003-2007 period, and was updated and reauthorized for July 2007 through June 2011. Its congestion relief component includes the following elements:

- (1) Employer-based Shuttle Program and Local Transportation Services
- (2) Provision of Countywide Transportation Demand Management (TDM) Programs
- (5) Incentives for Employers/Developers to Increase Alternate Methods of Commuting
- (7) Programs to Address Traffic Congestion on the Coastside

This last element responds to the observation that the CMP's support for local employer-based shuttle services and TDM programs to increase transit ridership, as well as ITS programs to streamline use of arterials, and a ramp metering program on Highway 101, have all benefited the Bay side of the County, but had little impact on the Coast.

The CMP proposes that the following types of programs, serving coastal communities, could receive funding:

- Locally coordinated services that target congestion created as a result of individuals transporting children to school;
- Use of smaller vehicles as shuttles and/or fixed route providers to reach areas not currently reached;
- Implementation of shuttles and other transportation services for limited periods, to address severe congestion resulting from special events (C/ CAG, 2007).

## EXISTING GENERAL PLAN (1980)

### *Circulation Element*

The current General Plan states that non-automobile movement is an important consideration. It also concludes that bus service is not likely to adequately serve beach visitors.

### *Policies*

2. Encourage residents to use SamTrans.
6. Encourage alternatives to motor vehicle transportation.
7. Encourage SamTrans and other public transportation to provide improved transit and street maintenance of their routes.

## 6.5 BICYCLE AND PEDESTRIAN CIRCULATION

### Bicycle Facilities

The 2000 City of Pacifica Bicycle Plan classifies bicycle facilities into three types:

- Class I facilities (bike paths or trails) have exclusive right-of-way, are separated from roads, and exclude general motor vehicle traffic.
- Class II facilities (bike lanes) are marked by painted stripes on the roadway. While the striping provides preferred space for bicycles, they are still part of the paved road and are not exclusive for bicycles.
- Class III facilities (bike routes) share traffic lanes with automobiles and are only identified by signage.

Figure 6-5 shows Pacifica's bikeway network. The City has two main bikeways. The first primarily runs north-south parallel to and along State Route 1. The northern segment includes a Class III facility

(a signed bike route) along Esplanade Avenue, a Class II facility (bike lane) along Palmetto Avenue, and another stretch of Class III bike route on Francisco Boulevard to Mori Point Road and State Route 1. At this point, the bikeway becomes a Class I facility (bike path) between Mori Point Road and Reina del Mar. From here, the north-south bike route has two branches: a new Class I facility along Calera Creek through the Rockaway Quarry site to Rockaway Beach, followed by a second bike path over the Headlands and along the dunes from Rockaway Beach to Pacifica State Beach; and an unofficial route with a 9-foot-wide striped lane along SR 1.

The second bikeway in Pacifica is a Class II (striped bike lane) and Class III (signed bike route) facility running east-west along Sharp Park Road between US 1 and US 35. Sharp Park Road has a continuous eastbound bike lane; the westbound bike lane currently exists only between College Drive and US 35.

As of 2000, according to the Pacifica Bicycle Plan, there were 24 bike racks in Pacifica with a combined capacity for 130 bikes. Bike racks are close to most major destinations along the two bike routes,



A Class I bicycle trail and walking path were built along a restored portion of lower Calera Creek in the 1990s, providing an alternative to cycling along State Route 1 for this stretch of the Coastal Trail.

but are not present at Rockaway Beach, the beach access location at the end of Esplanade Avenue, in the Pedro Point area, at some of the public schools, or in the Pacific Manor commercial area.

### **Pacifica Bicycle Plan**

The 2000 Pacifica Bicycle Plan proposes improvements to the City's primary north-south route, including upgrades from Class III to Class II facilities along segments of Palmetto Avenue, Esplanade Drive, Francisco Boulevard, and Highway 1. As of 2008, Class II bike lanes have been completed on Palmetto Avenue in the West Sharp Park neighborhood.

In the plan, no immediate bikeway improvements are proposed for the east-west route along Sharp Park Road. However, safety measures are recommended for both primary bikeways, including posting vehicle speed limits, adding signage alerting motorists to the presence of cyclists, widening bike lanes, resurfacing pavement, and clearing obstructions.

The Plan proposes additional bikeways serving the Sharp Park, Vallemar, Rockaway Beach, Linda Mar, and Pedro Point neighborhoods. Other bicycle-related improvements include bicycle racks at shopping centers, park and beach access points, all public schools, the Pedro Point Headlands, and at all employers with more than 30 employees. Intermodal facilities, changing and storage facilities, and safety and education programs are also part of the future bicycle plan.

### **Sidewalks and Crosswalks**

Based on October, 2008 field observations conducted by DKS staff, sidewalks are provided along most arterial and residential streets. Sidewalks are not present along major roadways including US 1, US 35, and Sharp Park Road. Where sidewalks are present, they are generally between 6 and 10 feet wide and in good condition.

Crosswalks are provided at all study intersections with appropriate striping and, where appropriate, pedestrian signals.

### **Pedestrian and Bicycle Crossings of Highways**

Highway 1 is a freeway between Pacifica's northern City limits and the Fairway Park neighborhood. There are five east-west crossings along this stretch for automobiles, pedestrians and bikes, at Gateway Drive, Manor Drive, Paloma Avenue, Clarendon Road, and Sharp Park Road. In addition, there are pedestrian/bicycle overcrossings at Milagra Drive and San Jose Avenue, and an undercrossing at Sharp Park Golf Course.

### **Hiking and Pedestrian Trails**

Pacifica is home to a network of trails along the Pacific Ocean and on inland ridges. Some are paved and allow for cycling and pedestrians, while others are unpaved and only accommodate pedestrians. Some are open to horseback riders. Pedestrian trails are shown in Figure 6-6.

#### *Coastal Trail*

A joint venture by the State of California and the City of Pacifica established a seven-mile coastal trail starting from Sharp Park Beach, crossing Mori Point, passing through Rockaway Beach, and ending at Pacifica State Beach near the Linda Mar district.

#### *Milagra Ridge*

Milagra Ridge is administered by the National Park Service and is a part of the Golden Gate National Recreation Area. The ridge has paved paths for hiking and bicycles and unpaved paths for hiking only. Overlook points can be reached through the system of trails on the ridge with elevation changes between 640 and 700 feet and the longest loop trail approximately 1.5 miles in length.

#### *Mori Point*

Mori Point is a recent addition to the Golden Gate National Recreation Area. Between 2007 and 2009, the Golden Gate National Parks Conservancy and National Park Service, with significant contributions from local volunteers, completed habitat restoration and trail improvements. Mori Point now

features an elevated trail with wooden decking leading to a viewing platform overlooking a new habitat pond; an accessible trail loop; and a new link in the Coastal Trail.

### *Sweeney Ridge*

The GGNRA's Sweeney Ridge unit features Mori Ridge Trail, connecting Shelldance Nursery at Highway 1 with Sweeney Ridge (approximately 2.4 miles); Baquino Trail, from the top of Fassler Avenue eastward to the Portola Discovery Site (approximately 1.5 miles); Sneath Lane from San Bruno west to the Discovery Site, and Sweeney Ridge Trail, extending along the crest and connecting these trails.

### *Bay Area Ridge Trail*

Sweeney Ridge Trail a part of the larger Bay Area Ridge Trail, a 310-mile intermittent trail loop around the Bay Area. The Bay Area Ridge Trail continues along the Fifield and Cahill Ridges to the south. To the north, it is interrupted at Milagra Ridge; a separate segment resumes near Mussel Rock just north of Pacifica.

## **Existing General Plan (1980)**

### *Circulation Element*

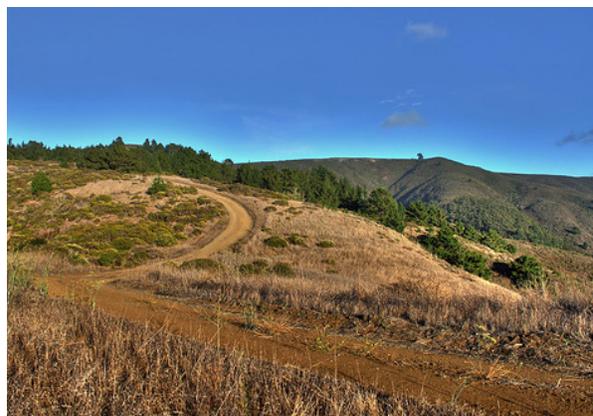
Concerning pedestrian and bicycle movement, the current General Plan proposes that the north-south trail be separated from traffic. The Plan also notes that Caltrans' stated intention is to provide for pedestrians and bicycles on the shoulder of State Route 1 as part of improvements. The Plan discusses the need for City contributions to fund trail improvements on local streets and in regional parks.

### *Policies*

8. Develop safe and efficient bicycle, hiking, equestrian and pedestrian access within Pacifica and to local points of interest.
9. Provide recreational access in keeping with the recreational area's natural environment and the quality of the recreational experience offered.

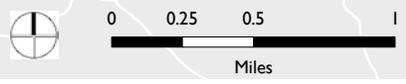
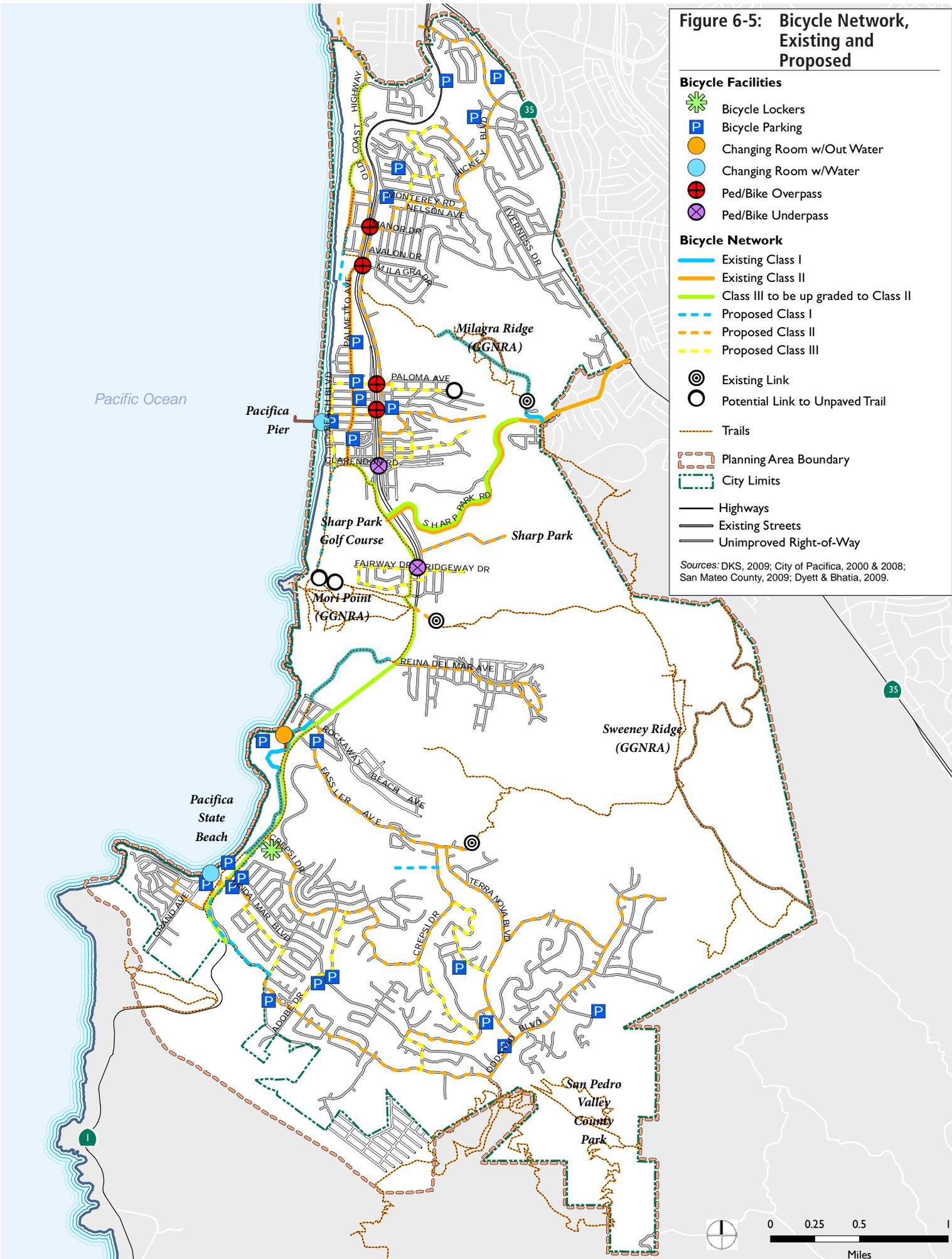


*State Route 1 presents a formidable barrier to cross-movement in Pacifica. Pedestrian overcrossings at Milagra Drive and between East and West Sharp Park neighborhoods and the undercrossing at Sharp Park Golf Course pictured here help to create safe connections.*



*An existing trail provides a lateral route between Sweeney Ridge and the Shelldance Nursery. A connection across Highway 1 to Mori Point has been envisioned.*

**Figure 6-5: Bicycle Network, Existing and Proposed**



## 6.6 PLANNING ISSUES AND IMPLICATIONS

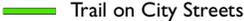
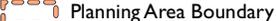
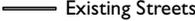
The General Plan update has a role to play in defining Pacifica's approach its transportation issues, and the relationship between transportation and land use, urban form, and air quality. Key issues for the Circulation and Scenic Highways elements include:

1. **Optimizing Mobility Given Physical Constraints.** Pacifica lies in close proximity to San Francisco, the Airport, and Silicon Valley, but rugged topography means there are a limited number of links to the regional transportation system. In order to thrive, the City needs to make the most of its transportation infrastructure, but also limit growth where transportation access is seriously restricted and would be dangerous.
2. **Improving East-West Access via Hickey Boulevard.** Hickey Boulevard's intersections with State Route 35 and Gateway Drive operate at LOS E and F, respectively, during peak hours. These two intersections should be examined in conjunction to promote a more efficient entrance into the City off of SR 35. This analysis shows a traffic signal is warranted at Hickey Boulevard and Gateway Drive.
3. **Improving North-South Traffic Movement Along Highways 1 and 35.** Three of the four intersections along State Route 1 that were analyzed for this report operate at LOS E or F during peak hours. Highway 1 operates at LOS E between Fassler Avenue and Reina del Mar Avenue in the AM peak hour, and between Westport Drive and Fassler Avenue in the PM peak hour. With the construction of Calera Parkway, level of service should improve but will require further monitoring. Meanwhile, SR 35 operates at LOS E between Hickey Boulevard and Timberhill Court during the PM peak hour. With increases in population and vehicular traffic, roadways will experience an increase in traffic

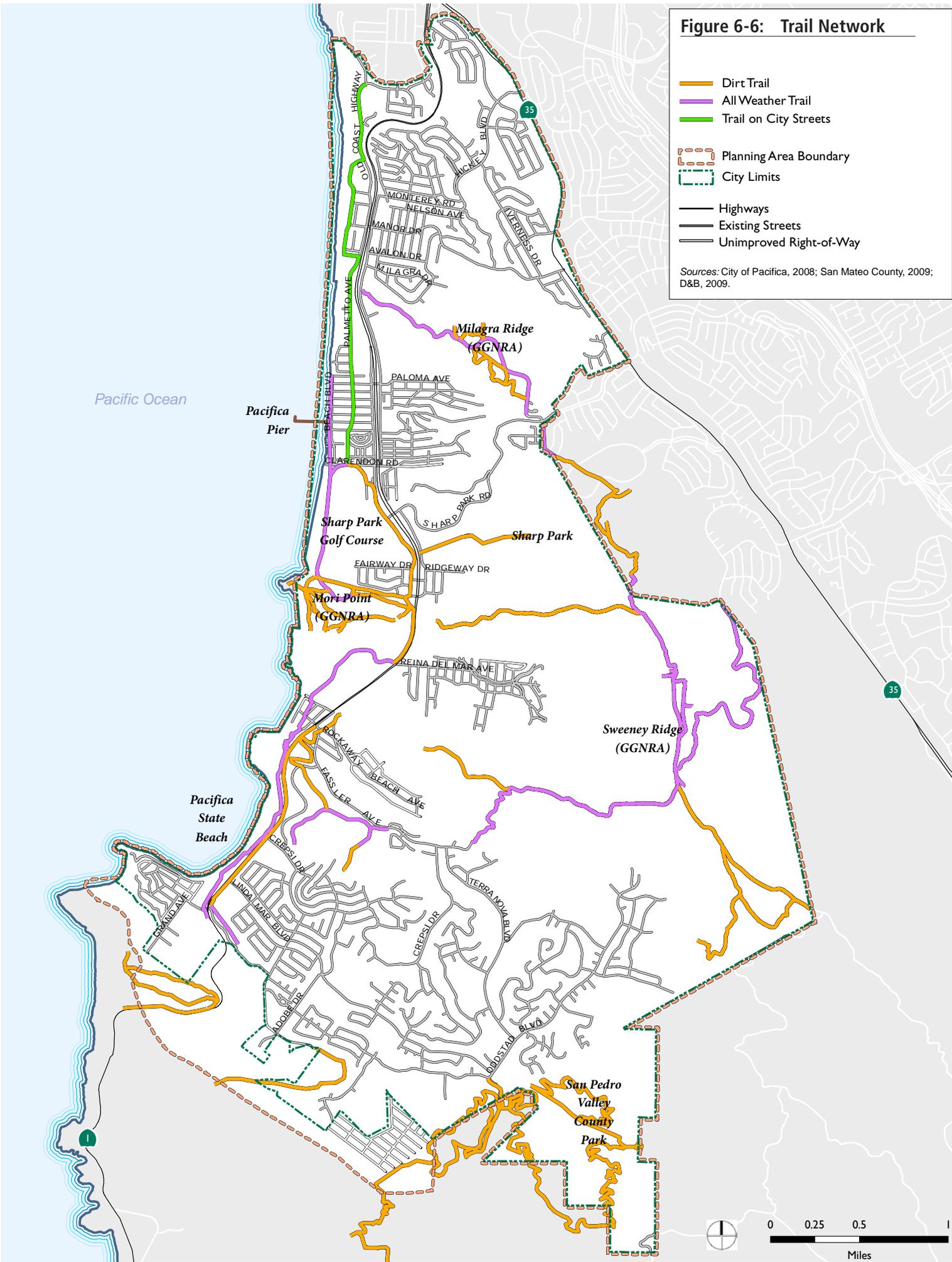


*The oceanfront Promenade in the West Sharp Park neighborhood is a signature element of Pacifica's open space system and trail network.*

**Figure 6-6: Trail Network**

-  Dirt Trail
-  All Weather Trail
-  Trail on City Streets
-  Planning Area Boundary
-  City Limits
-  Highways
-  Existing Streets
-  Unimproved Right-of-Way

Sources: City of Pacifica, 2008; San Mateo County, 2009; D&B, 2009.



and consideration should be given to measures that would reduce travel delays in Pacifica.

4. **Complete the Three Major Roadway Improvement Projects.** Completion of three major transportation projects currently underway or in planning are expected to improve traffic flow, and they will also have broader implications. By shortening and easing travel along the coast south of Pacifica, the Devil's Slide Tunnel may increase through traffic along SR 1, as well as provide new economic development opportunities for Pacifica. The Calera Parkway project lies directly adjacent to the former Rockaway Quarry, and should be designed to accommodate connections into the quarry site. The Manor Drive overcrossing has the potential to help stimulate redevelopment of the Manor shopping area.
5. **Protecting Scenic Qualities.** The current Scenic Highways Element identifies four roadways in Pacifica for potential scenic roadway designation. The State and County have designated two of these, Highway 1 and Sharp Park Road, as scenic highways, but local adoption and corridor plans are needed. The current Plan should revisit the City's approach to designating scenic roadways, and to protecting scenic qualities of travel.
6. **Increasing Transit Use.** Less than two percent of Pacifica's trips are made using public transportation. Given its position at the edge of the region and its low population and employment density, it is unlikely that major transit investments will be made in Pacifica. However, the City is served by good peak-hour bus connections to the regional transit system, and a great majority of its workers commute to San Francisco and the Peninsula. A much greater share of work commute trips could be shifted to transit with a combination of community effort, public initiative, and improvements to the transit experience. There is also potential for Pacifica to support higher-density, mixed-use development around transit.
7. **Improving Transit Services.** Support may be available through the C/CAG of San Mateo County for transit services designed to address the specific challenges of providing public transportation and the specific characteristics of traffic congestion along the coast. Such programs could include solutions to school-related congestion, or a small local shuttle service.
8. **Improving the Bicycle Network.** Many of the improvements identified in the 2000 Bicycle Master Plan have not been completed; implementing these measures would allow residents a better non-motorized travel experience in Pacifica, and help to raise the City's profile as a destination for outdoor activities.
9. **Improving the Pedestrian Realm.** Pacifica has the opportunity to create or enhance mixed-use districts in certain areas. To achieve the desired quality-of-life and other benefits, it will be important to ensure pedestrian connections within these districts and between these districts and adjacent neighborhoods. Completion of the Citywide Trails Master Plan should also be considered—both to allow residents to walk between neighborhoods, and to make the City a great place for visitors.

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