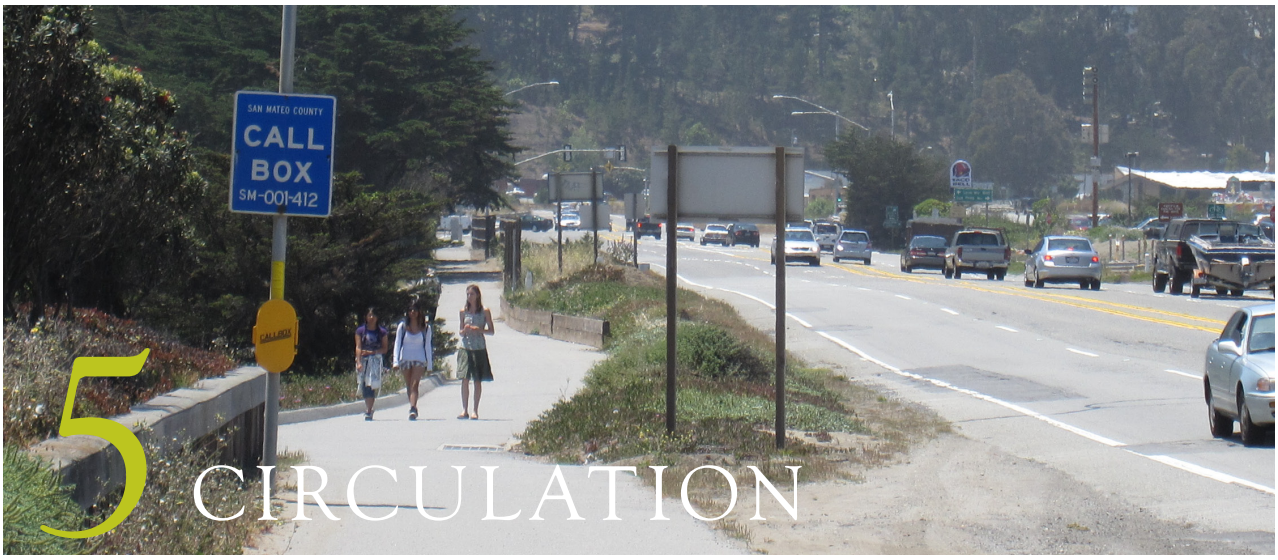


5 CIRCULATION

The Circulation Element provides a framework to guide management and improvements to Pacifica's transportation-related infrastructure over the next 20 years. A safe and efficient transportation network is an important contributor to a community's quality of life and economic vitality. The circulation system enables access to the City's neighborhoods, employment and educational opportunities, public services, commercial and recreational areas, and regional destinations. It provides for travel by automobile, transit, walking, and cycling.

5.1 CIRCULATION FRAMEWORK

Transportation and Land Use

State law recognizes the close relationship between transportation and land use and requires that policies for the two topics are related and mutually beneficial. By integrating transportation policies with land use, the General Plan ensures that there will be sufficient roadway capacity to accommodate traffic generated by future planned development. Additionally, by integrating transportation and land use planning so that a greater percentage of short trips can be accomplished by walking, cycling, or transit, the City can reduce the air quality impacts and greenhouse gas emissions associated with automobile use.

Complete Streets

Pacifica's Circulation Element also responds directly to the State requirement of planning for "Complete Streets." In response to the California Complete Streets Act, all cities and counties are required to plan for the development of multimodal transportation networks in their general plans. According to the Act, jurisdictions must "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan."[1] The "users of streets, roads, and highways" refers to bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers.

Sustainable Communities

The transportation planning and policy set forth in the Circulation Element is also an important component of Pacifica's responsibility toward meeting the requirements of the Sustainable Communities and Climate Protection Act of 2008. This Act requires that metropolitan planning organizations in California prepare a Sustainable Communities Strategy (SCS) for meeting their greenhouse gas reduction targets, through coordinating planning for land use, transportation, and housing. While the SCS is a regional plan, thoughtful land use and transportation planning in Pacifica is one part of a larger effort.

The Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), and Bay Conservation and Development Commission (BCDC) are developing the "Plan Bay Area," which will serve as the SCS for the region.

This chapter sets forth a circulation plan that strengthens Pacifica's transportation network, provides more choice of travel modes, identifies needed improvements, and works in tandem with land use changes.

1 California Government Code Section 65302(b)(2).

5.2 EXISTING TRAVEL PATTERNS

Existing travel patterns are analyzed in terms of origin and destination, trip type, and travel mode, using information from the City/County Association of Governments of San Mateo County (C/CAG) travel demand model. In Table 5-1, "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.

As of 2009, 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. In other words, the great majority of Pacifica's resident workforce commutes out of the City. Similarly, 15 percent of commuter trips to jobs in Pacifica originate in Pacifica. The great majority of home-based work trips to and from Pacifica are non-local.

On the other hand, 64 percent of all "other" trips that begin in Pacifica have local destinations and 58 percent of "other" trips with Pacifica destinations also begin there. This indicates that well over half of recreation-, shopping- and school-related trips are local. Altogether, about half (56 percent of trips from Pacifica, 49 percent of trips to Pacifica) of all trips are made entirely within the City.

Table 5-2 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.

TABLE 5-1: DAILY TRAVEL PATTERNS

	Percent of Trips by Trip Type		
Destination	**Home-Based Work Trips**	**All Other Trips**	**Total Trips**
Trips from Pacifica			
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%
TOTAL	**100%**	**100%**	**100%**
Trips to Pacifica			
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%
TOTAL	**100%**	**100%**	**100%**

Source: DKS Associates, 2009.

TABLE 5-2: TRANSIT MODE SHARE

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

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

Source: DKS Associates, 2009.

5.3 ROADWAY NETWORK AND PLANNED IMPROVEMENTS

Three major routes connect Pacifica to the rest of the region. State Route (SR) 1 (Coast Highway) traverses the City from north to south, connecting Pacifica to Daly City and San Francisco to the north, and to Half Moon Bay and the San Mateo County coastline to the south, and providing continuous access to the Pacifica coast. SR 35 (Skyline Boulevard) generally runs along the eastern edge of Pacifica, and is a major north-south route connecting to Santa Clara County and San Francisco. Sharp Park Road follows a southwest-northeast route through the center of Pacifica, connecting SR 1 with SR 35. It continues east of SR 35 in South San Francisco as Westborough Boulevard. Each of these major roadways intersects with I-280, an eight-lane major regional freeway on the Peninsula located between one-half and two miles from the Planning Area.

Roadway Classification

Pacifica's roadway network is comprised of freeways, highways, arterials, collector streets and local streets. Each classification reflects the character of the roadway as well as its function within the context of the circulation system. Figure 5-1 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. Multilane highways generally have posted speed limits between 40 and 55 mph.[2] Unlike freeways, multilane highways are interrupted by intersections or driveways. These roadway types serve high volumes of high speed regional vehicle traffic, including automobiles and trucks. Bicycles and pedestrians are prohibited. In Pacifica, SR 1 north of Linda Mar Boulevard and SR 35 both have segments that are freeways and segments that are multilane highways.

SamTrans provides a Park & Ride lot on Linda Mar Boulevard. Only about 1.5 percent of trips beginning or ending in Pacifica are made using public transportation (top). SR 1 is a two-lane highway south of Linda Mar Boulevard, a four-lane highway between Linda Mar and Sharp Park, and a four-lane divided freeway north of Sharp Park (middle). Arterials such as Terra Nova Boulevard serve relatively high volumes of vehicles, but are also important links for bicycle and pedestrian movement (bottom).

2 City/County Association of Governments (C/CAG), 2007 Congestion Management Program, Appendix A.

Two-Lane Highways

The 2011 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

In Pacifica, arterials are classified as roadways that are wider, accommodate higher volumes of traffic, or may provide access to the state highway system. Arterials generally provide important connections between different areas of Pacifica. They have frequent intersections and points of access, and may pass through pedestrian-intensive commercial areas. These roadways serve relatively high volumes of vehicles, but are also important links for bicycle and pedestrian movement. Most arterials in Pacifica have existing or planned bike lanes. In most cases, arterials are also the location of bus service in Pacifica. Along certain arterials, notably Palmetto Avenue, Esplanade Avenue, and sections of Oceana Boulevard, Paloma Avenue and Manor Drive, the pedestrian environment should be prioritized.

Collectors

In Pacifica, collectors have slower permitted speeds than arterials, serve short, local trips, and accommodate travel between residential neighborhoods and arterials. Collectors are generally larger streets in residential areas but have smaller widths than arterials. Collectors have moderate volumes of vehicular traffic, and accommodate equally automobiles, bicycles, and pedestrians within the right-of-way. Transit use, if any, is incidental, and pedestrians are provided with continuous sidewalks on both sides of the street, to the greatest extent feasible. On-street parking is allowed and encouraged.

Mode Priorities

Table 5-3 shows generally how vehicle modes of travel are accommodated on each type of roadway with the City. This table provides a guide for how future roadway improvements should help to produce a complete streets network in Pacifica, with different roadways balancing needs differently to create a system that functions optimally for all users.

TABLE 5-3: MODE PRIORITIES BY ROADWAY TYPE

Facility	Transit	Bicycles	Pedestrians	Trucks	Automobiles
Within Pacifica	□	X	X	■	■
Freeways and Multilane Highways	□	□	○	■	■
Two-lane Highways	□	□	□	○	□
Arterials	○	□	□	○	□
Collectors	○	□	□	X	□

■ = Dominant

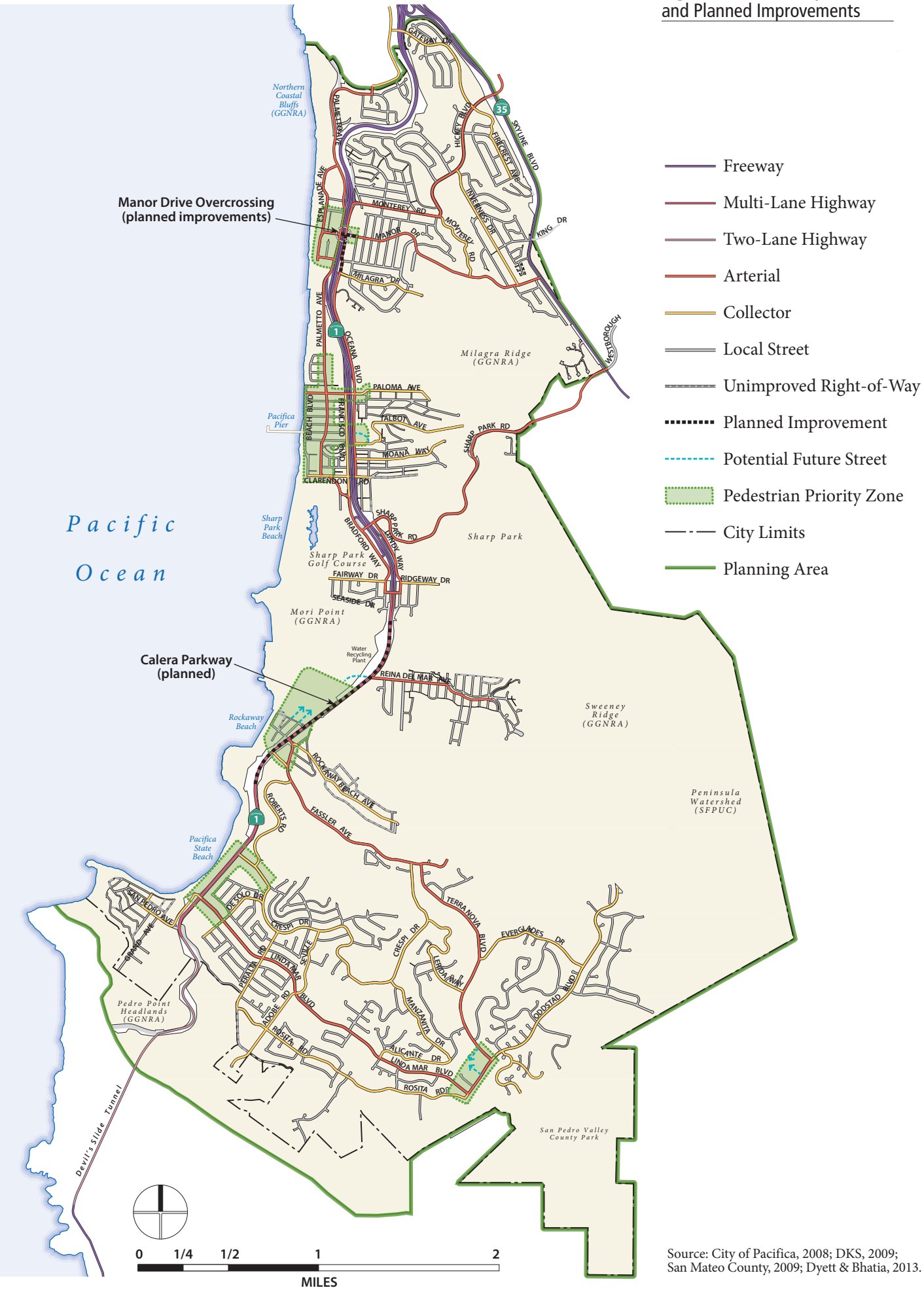
□ = Accommodated

○ = Incidental

X = Prohibited

1 Transit has priority over bicycles on Arterials, where conflicts exist.

Figure 5-1: Roadway Network and Planned Improvements

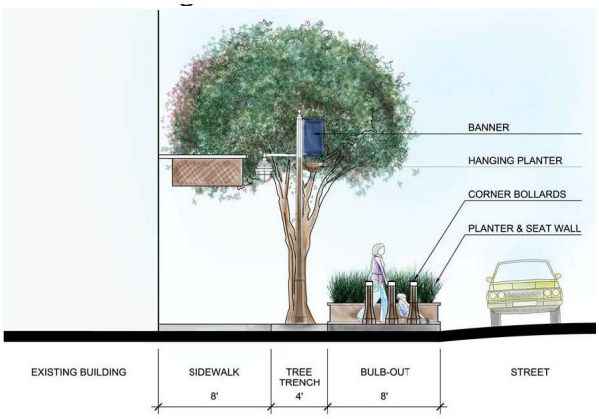


Source: City of Pacifica, 2008; DKS, 2009; San Mateo County, 2009; Dyett & Bhatia, 2013.

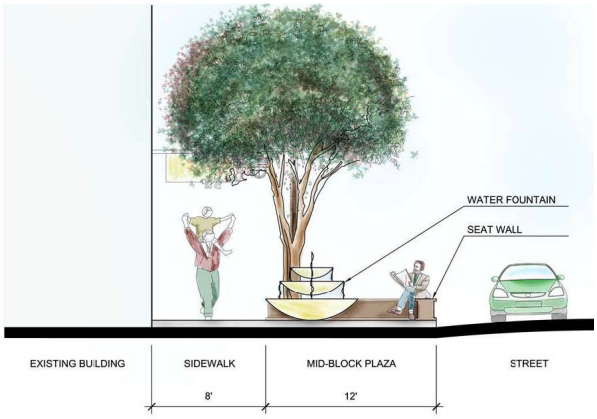
Figure 5-2: Palmetto Avenue Streetscape Improvements

Existing Conditions

Street Crossing



Midblock Plaza



Streetscape improvements including mid-block and corner sidewalk extensions with plazas, planters, and furnishings, are proposed for Palmetto Avenue. Illustrations by Tanaka Design Group, 2012.

Streetscape Improvements in Pedestrian Priority Zones

Pedestrian priority zones, shown on Figure 5-1, are areas in which high volumes of pedestrian traffic are encouraged and accommodated along the sidewalk. They include portions of Palmetto Avenue, Esplanade Avenue, Oddstad Boulevard, Crespi Drive, and other streets in mixed use areas. Sidewalks should be a minimum of eight feet wide with ample pedestrian amenities such as street furniture and wayfinding signs, and a consistent street tree theme. Building frontages should provide a high level of pedestrian interest, with ample windows, doors and architectural articulation. Pedestrian crossings should have a high priority at intersections, with curb bulb-outs at key intersections. In some locations, well-protected mid-block crosswalks may be appropriate. These areas may also feature distinctive lighting, public art, and bicycle facilities at appropriate locations, and stormwater management features.

The City of Pacifica has made public realm improvements in Rockaway Beach and is currently undertaking a streetscape improvement program for Palmetto Avenue, from Clarendon Road north to Paloma Avenue. During the planning period, additional attention will be paid to streetscape improvements in the City's mixed use centers and visitor-oriented commercial areas.

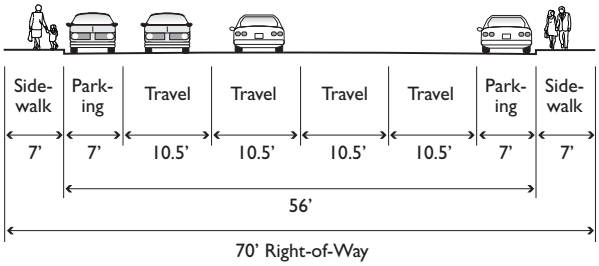
Roadway Improvements and Complete Streets

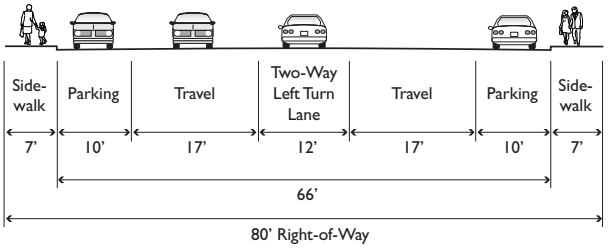
Roadway improvements will follow design standards for each roadway classification that take into account a facility's relation to the larger circulation system; appropriate travel speeds; surrounding land uses; conditions for managing local access; safety; and mode priority, as described in this chapter. These standards will be based on "Complete Streets" concepts, and State and federal requirements for "routine accommodation" of cyclists and pedestrians. They will be flexible enough to adopt the latest and best ideas, and allowing for adjustment to existing right-of-way and special circumstances.

Figure 5-3: Illustrative Roadway Retrofits

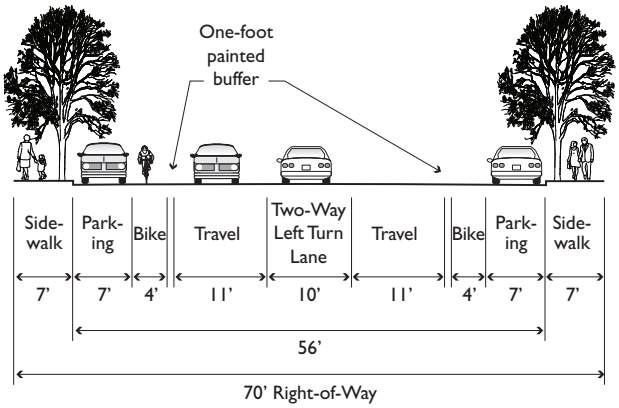
Existing Conditions Linda Mar Boulevard, Residential Area

Existing Conditions Crespi Drive, Mixed Use Area

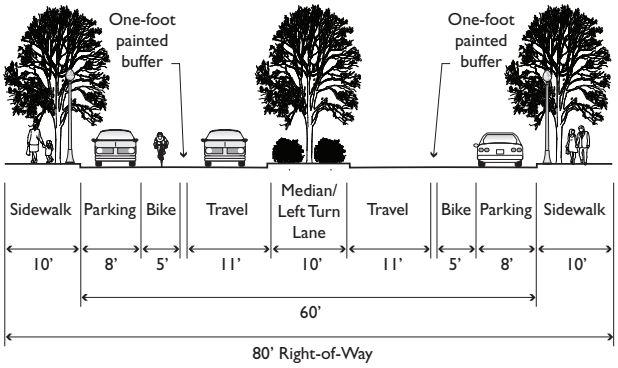




Proposed (Illustrative)



Proposed (Illustrative)



Note: Roadway retrofits will require additional analysis.

Many roadways in Pacifica offer opportunities for redesign of the existing right-of-way to balance the needs of all users and create a safer and more attractive public realm. Roadway improvements that do not require adjustments to curbs may involve the narrowing of travel lanes to a more compact 10 or 11 feet to accommodate bicycle lanes, or the conversion of four-lane streets to three lanes, with one travel lane in each direction and a continuous center left-turn lane. Figure 5-3 illustrates two examples of how arterial and collector roadways may be retrofitted to function as a complete street. The first example, a segment of Linda Mar Boulevard in a residential neighborhood context, requires only restriping. The second example, a segment of Crespi Drive in a mixed-use center context, includes extending the sidewalk and building a median. Specific roadway retrofits will require additional analysis.

Level of Service Standards

Level of Service (LOS) is a measure of the degree of vehicle congestion that occurs during peak travel periods and is the traditional 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.

The City/County Association of Governments (C/CAG) has LOS standards for highways (see Table 5-4).

In Pacifica, the most critical congestion occurs on SR 1 and SR 35, where certain intersections and roadway segments currently operate at LOS E or F during peak periods. The City's policy is to limit further deterioration of traffic conditions by evaluating the significance of impacts of new development on highway congestion, and requiring mitigation to maintain, if possible, LOS D for City streets.

Multi-Modal Level of Service

To apply the Complete Streets framework, this Circulation Element identifies qualitative indicators that may be used to prioritize improvements and evaluate projects, for all users, including transit riders, pedestrians, and cyclists, based on the National Coopera-

TABLE 5-4: C/CAG LEVEL OF SERVICE DESCRIPTIONS

LOS	Freeways and Multilane Highways	Two-Lane Highways
A	Highest quality of service with free-flow conditions and a high level of maneuverability.	Free-flow conditions with a high level of maneuverability. Passing is easy to accomplish.
B	Free-flow conditions, but presence of other vehicles is noticeable. Minor disruptions easily absorbed.	Stable operations with passing demand approaching passing capacity.
C	Stable operations, but minor disruptions cause significant local congestion.	Stable operations, but with noticeable increases in passing difficulty.
D	Borders on unstable traffic flow with ability to maneuver severely restricted due to congestion.	Approaching unstable traffic flow. Passing demand is high while passing capacity approaches zero.
E	Unstable operations with conditions at or near capacity. Disruptions cannot be dissipated and cause bottlenecks to form.	Unstable operations. Passing is virtually impossible and platooning becomes intense.
F	Forced or breakdown flow with bottlenecks forming at locations where demand exceeds capacity. Speeds may drop to zero.	Heavily congested traffic flow with traffic demand exceeding capacity. Speeds may drop to zero.

Source: C/CAG, San Mateo County Congestion Management Program, 2011.

tive Highway Research Program.[3] An LOS grade is established for each mode, based on the user's perceptions of the quality of service provided by the street. These grades correspond to numerical scores, which are calculated using a variety of inputs that cover the facility design, facility controls, and volumes by mode. The thresholds for each grade are shown in Table 5-5 and described below.

The Bicycle LOS is a weighted combination of the bicyclists' experience at intersections and on street segments in between the intersections. The numerical score is dependent on:

- Presence of conventional (striped) bike lanes, buffered bike lanes, cycle tracks, or wide outside travel lanes;
- Pavement condition; and
- Vehicle speeds and volumes.

Pedestrian LOS is based on pedestrian density and a weighted combination of factors related to pedestrians' experience on the street segment and at intersections as well as roadway crossing difficulty. The numerical score is dependent on:

- Width of the buffer,
- Presence of parking lane and/or bike lane;
- Number of street trees;
- Parking occupancy, and
- Traffic volumes.

For transit LOS, the numerical score is dependent on:

- Average scheduled headway and on-time performance;
- Bus speed and perceived travel time;
- Bus stop amenities; and
- Pedestrian LOS (e.g. pedestrian volumes, intersection controls).

3 National Cooperative Highway Research Program. "Multimodal Level of Service Analysis for Urban Streets" Report 616. Washington, DC: 2008.

TABLE 5-5: DEFINITION OF MULTI-MODAL LEVEL OF SERVICE INDICATORS

LOS	Transit	Bicycle	Pedestrian
A	(Good walk access to bus stops, frequent service, good bus stop amenities.)	(Few driveway and cross street conflicts, good pavement condition, ample width of outside lane, including parking and bike lanes.)	(Low traffic volumes, wide buffer separating sidewalk from traffic, numerous street trees, and high parking occupancy.)
B			
C			
D			
E			
F	(Poor walk access to bus stops, infrequent service, poor schedule adherence, no bus stop amenities.)	(Poor pavement condition, narrow width of outside lane, frequent driveways and cross streets.)	(High traffic volumes, limited buffer separating sidewalk from traffic, few street trees, low parking occupancy.)

Source: Dowling Associates, 2010.

TABLE 5-6: MAJOR TRANSPORTATION IMPROVEMENTS			
No.	**Project**	**Location and Description**	**Status**
1	Calera Parkway Project	Widening of SR1 from four to six lanes from south of Fassler Avenue to north of Reina Del Mar Avenue, a distance of 1.3 miles.	Final EIR/EA approved in August 2013.
2	Manor Drive Overcrossing	Widen Manor Drive overcrossing over SR 1, including new traffic signals at intersections.	Initial Study/Mitigated Negative Declaration in progress.
3	Devil's Slide Bypass	Roadway, bridge, and dual tunnel construction to circumvent a historically dangerous stretch of SR 1 south of Pacifica.	Project completed and opened to traffic in March 2013.

Planned Improvements

Three roadway improvement projects are at various stages of planning or construction in the Planning Area. Other improvements to the roadway network are expected to be needed during the planning period to achieve a balance between existing and future land use and traffic carrying capacity. Major street improvements planned or programmed for Pacifica are summarized in Table 5-6 and shown in Figure 5-1, and described below.

Calera Parkway Project

In Pacifica, SR 1 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. 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.

County and State transportation agencies are 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 SR1 between Fassler Avenue and Westport Drive. The Calera Parkway project, as it is more commonly called, proposes to add one lane of traffic in each direction between south of Fassler Avenue and north of Reina del Mar Avenue, which is projected to increase capacity at the intersections by 50 percent. Funding is from Measure A.

As shown in Table 5-7, the LOS would improve for the AM and PM peak hours if the Calera Parkway project were to be implemented. By 2035, LOS would improve from unacceptable LOS F (without the Calera Parkway project) to acceptable LOS (with that project) along SR 1 from Sea Bowl Lane to Fassler Avenue and from Reina del Mar Avenue to Mori Point Road during the AM peak hour and SR 1 from Mori Point Road to Reina del Mar Avenue and SR 1 from Reina del Mar Avenue to Fassler Avenue during the PM peak hour.

At Plan buildout (2035), the Reina del Mar Avenue and SR 1 intersection would continue to operate at LOS F with or without the Calera Parkway project, but the increase in delay would be less if the project were implemented. The intersection of Fassler Avenue and SR 1 would improve from LOS F to LOS E if the Calera Parkway project were implemented, in both AM and PM peak hours.

Manor Drive Overcrossing

The Manor Drive overcrossing is planned to be widened, and signal control is recommended to be added at the intersections of Manor Drive with Oceana Boulevard and Palmetto Avenue. This project includes a new on-ramp to SR 1 from Oceana at Milagra Drive.

Devil's Slide Bypass

The Devil's Slide bypass project approximately one mile south of Pacifica, circumvents a historically dangerous stretch of SR 1 via a 0.85-mile dual tunnel beneath San Pedro Mountain. With the completion of the tunnel, SR1 now provides a reliable and safer route between south Pacifica and Montara.

Additional Improvements to Accommodate Buildout

Additional improvements are justified based on the analysis of existing and projected future traffic conditions with projected growth during the planning period, compared to the City's level of service standards.

- **SR 35:** By 2035, SR 35 would operate at LOS F during PM peak hour between Hickey Boulevard and Timberhill Court in the absence of improvements. While most of this traffic is not related to the expected employment and residential growth in Pacifica, an additional lane of travel in the southbound direction will improve the roadway segment LOS to acceptable level E or better.
- **Hickey Boulevard Intersection Improvements:** The intersection of SR 35 and Hickey Boulevard would operate at LOS F for the AM and PM peak hours by 2035. If the SR 35 signal is optimized, a westbound right-turn lane added, a westbound left-turn lane added, and all left-turn movements are "protected-permitted" the intersection will operate at LOS E during peak hours. At Hickey Boulevard and Gateway Drive, signalizing the intersection will result in LOS C for the AM peak hour and LOS D for the PM peak hour.
- **SR 1 and Linda Mar:** Optimizing the signal phasing at the intersection of Linda Mar Boulevard and SR 1 will result in LOS E during both peak hours.

Proposed improvements would upgrade SR 1 between Reina del Mar and Fassler Avenue to alleviate a major traffic bottleneck (top). The Devil's Slide tunnel project has moved SR 1 out of the path of frequent landslides (middle). Some Pacifica neighborhoods contain streets that were not built to current standards or have deteriorated and need improvements (bottom).

SR 35 from Hickey Boulevard to Timberhill Court operates at "LOS F" during the PM peak-hour, and its intersection with Hickey Boulevard operates at "LOS F" during the PM peak period.

Traffic Conditions

Intersection Operating Conditions

Of the 11 study intersections, five are included in C/CAG's Congestion Management Program (CMP) and six are not. As shown in Table 5-7, two of the five CMP intersections currently operate at an unacceptable LOS during the AM peak hour, and three of the five intersections operate at an unacceptable LOS during the PM peak hour. Two of the six non-CMP intersections currently operate at an unacceptable LOS in the AM and/or PM peak hours.

With buildout of the General Plan, four of the five CMP intersections would operate at unacceptable LOS during both the AM and PM peak hours. Implementation of the Calera Parkway project, with additional signal optimization, would improve operations from LOS F to LOS E at the intersection of Fassler Avenue and SR 1, while limiting the increase in delay at the intersection of Reina del Mar Avenue and SR 1 to less than 15 percent. The intersection of Linda Mar Boulevard and SR 1 would operate at LOS F for the AM and PM peak hours at buildout. As proposed in the Plan, optimizing the signal would improve intersection operations at both peak hours to LOS E.

The intersections of Hickey Boulevard and SR 35 (a CMP intersection) and Hickey Boulevard and Gateway Drive (non-CMP) would operate at LOS F at Plan buildout at both peak hours. Improvements proposed in the Plan would allow these intersections to operate at LOS E and C, respectively, at peak hours.

One additional intersection movement is expected to fall to unacceptable conditions at Plan buildout: the northbound approach to Fassler Avenue from Crespi Drive. While signalizing this intersection would reduce the projected delay to a LOS of A, this intersection did not meet all criteria of a signal warrant analysis described below.

TABLE 5-7: PEAK-HOUR INTERSECTION OPERATIONS SUMMARY – EXISTING AND PLAN BUILDOUT CONDITIONS

				Existing		Plan Buildout (2035)	
	Intersection	Control	Peak Hour	Delay[1]	LOS[2]	Delay[1]	LOS[2]
CMP Intersections							
1	Hickey Boulevard / SR 35	Signalized	AM	65.0	E	127.9	**F**
			PM	71.8	E	116.6	**F**
2	Reina del Mar Avenue / SR 1[3]	Signalized	AM	175.0	**F**	211.7 (140.5)[6]	**F (F)[6]**
			PM	135.5	**F**	238.4 (44.6)[6]	**F (F)[6]**
3	Fassler Avenue / SR 1[3]	Signalized	AM	93.8	**F**	143.3 (72.7)[6]	**F** (E)[6]
			PM	94.3	**F**	155.1 (79.6)[6]	**F** (E)[6]
4	Crespi Drive / SR 1	Signalized	AM	25.4	C	38.2	C
			PM	18.3	B	48.7	D
5	Linda Mar Boulevard / SR 1	Signalized	AM	65.1	E	83.1	**F**
			PM	107.0	**F**	96.0	**F**
Non-CMP Intersections							
6	Hickey Boulevard / Gateway Drive	AWSC[5]	AM	68.0	**F**	71.9	**F**
			PM	82.8	**F**	87.0	**F**
7	Manor Drive / Palmetto Avenue[4]	AWSC	AM	14.9	B	12.7	B
			PM	24.8	C	13.2	B
8	Manor Drive / Oceana Boulevard[4]	AWSC	AM	26.3	D	13.8	B
			PM	18.6	C	16.5	C
9	Fassler Avenue / Crespi Drive	Unsignalized	AM	6.4		7.6	
			PM	1.4		7.4	
	NB Approach	Unsignalized	AM	49.1	**E**	60.2	**F**
			PM	21.4	C	62.7	**F**
	WB Left	Unsignalized	AM	8.1	A	8.3	A
			PM	9.4	A	8.2	A
10	Fassler Avenue / Terra Nova Boulevard		AM	10.1		10.1	
			PM	4.1		13.3	
	NB Approach	Unsignalized	AM	20.5	C	21.7	C
			PM	13.4	B	26.2	D
	WB Left	Unsignalized	AM	8.0	A	8.1	A
			PM	9.1	A	8.0	A
11	Oddstad Boulevard / Terra Nova Boulevard	AWSC[6]	AM	10.7	B	11.4	B
			PM	10.7	B	10.7	B

1 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.
2 LOS = Level of Service
3 Intersection volumes from SR 1/Calera Parkway Project Final Traffic Operations Report, July 2008
4 From DKS 2009 analysis of Walgreens project
5 AWSC = All-way stop control
6 (xx) Indicates delay/LOS if the Calera Parkway Expansion Project is implemented. Other improvements are not factored in.

Source: DKS Associates, 2013.

Roadway Segment Operating Conditions

As shown in Table 5-8, ten of the 16 CMP roadway segments studied currently operate at or above the threshold of LOS E. Three northbound segments of SR 1 currently operate at LOS F in the AM peak hour, and three southbound segments operate at LOS F during the PM peak hour. Bottlenecks exist at areas along SR 1 as a result of an increase in traffic control devices and at-grade intersections between Westport Drive and Linda Mar Boulevard.

At Plan buildout, six CMP segments would operate at LOS F during both the AM and PM peak hours if no improvements were made. If the Calera Parkway Project is implemented, roadway segment geometry would be modified along SR 1 between south of Fassler Avenue and approximately Mori Point Road and the LOS for each affected roadway segment would improve for the AM and PM peak hours, reducing the total number of segments operating at unacceptable levels to four in both the AM and PM peak periods.

None of the local roadway segments would operate at LOS E or F during the AM or PM peak hours at Plan buildout.

Traffic Signal Warrant Analysis

Six unsignalized intersections were investigated to determine whether traffic signals were warranted (see Table 5-9). At Plan buildout (2035), the intersection of Hickey Boulevard and Gateway Drive would meet the signal warrant criteria for the AM and PM peak hours. The West Manor Drive and Palmetto Avenue intersection would meet the signal warrant analysis for the PM peak hour, but not for the AM peak hour because the 2035 C/CAG model indicates that traffic volumes for this intersection will decrease between the existing study year and 2035.

Although 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, these intersections may 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 Highway 1 access (adding the Milagra Drive on-ramp). 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.

TABLE 5-8: PEAK HOUR ROADWAY SEGMENT OPERATIONS SUMMARY – EXISTING AND PLAN BUILDOUT CONDITIONS

					Existing[1]		Plan Buildout (2035)	
Roadway Segment	Class	Location	Measure of Effectiveness (MOE)	Peak Hour	MOE[1]	LOS[2]	MOE[1]	LOS[2]
State Routes								
SR 35	Type I	From South of SR 1 to Hickey Blvd	V/C Ratio	AM	0.44	A	0.66	B
				PM	0.73	C	0.81	D
SR 35	Type I	From Hickey Blvd to South of SR 1	V/C Ratio	AM	0.77	C	0.76	C
				PM	0.51	A	0.78	C
SR 35	Type I	From Hickey Blvd to Timberhill Ct	V/C Ratio	AM	0.79	C	0.73	C
				PM	0.92	E	1.25	**F**
SR 35	Type I	From Timberhill Ct to Hickey Blvd	V/C Ratio	AM	0.86	D	0.84	D
				PM	0.75	C	0.64	B

TABLE 5-8: PEAK HOUR ROADWAY SEGMENT OPERATIONS SUMMARY – EXISTING AND PLAN BUILDOUT CONDITIONS

					Existing[1]		Plan Buildout (2035)	
Roadway Segment	Class	Location	Measure of Effectiveness (MOE)	Peak Hour	MOE[1]	LOS[2]	MOE[1]	LOS[2]
SR 1	2-Lane Highway	Between San Pedro Ave and Linda Mar Blvd	V/C Ratio	AM	0.35	D	1.03	**F**
				PM	0.43	D	1.05	**F**
SR 1	4-Lane Highway	From Linda Mar Blvd to Crespi Dr	V/C Ratio	AM	0.65	C	1.04	**F**
				PM	0.44	B	0.69	C
SR 1	4-Lane Highway	From Crespi Dr to Linda Mar Blvd	V/C Ratio	AM	0.29	A	0.68	C
				PM	0.71	D	0.98	E
SR 1	4-Lane Highway	From Crespi Dr to Sea Bowl Ln	V/C Ratio	AM	0.80	D	1.10	D
				PM	0.48	B	0.69	C
SR 1	4-Lane Highway	From Sea Bowl Ln to Fassler Ave[3]	V/C Ratio	AM	0.78	D	1.10 (0.73)[5]	**F** (D)[5]
				PM	0.48	B	0.69 (0.46)[5]	C (B)[5]
SR 1	4-Lane Highway	From Fassler Ave to Crespi Dr[3]	V/C Ratio	AM	0.32	B	0.68	C
				PM	0.80	D	1.05	**F**
SR 1	4-Lane Highway	From Fassler Ave to Reina del Mar Ave[3]	V/C Ratio	AM	1.21	**F**	1.51 (1.01)[5]	**F (F)**[5]
				PM	0.65	C	1.00 (0.66) 5	E (C)[5]
SR 1	4-Lane Highway	From Reina del Mar Ave to Fassler Ave[3]	V/C Ratio	AM	0.53	C	0.98 (0.65)[5]	E (C)[5]
				PM	1.22	**F**	1.47 (0.98)[5]	**F** (E)[5]
SR 1	4-Lane Highway	From Reina del Mar Ave to Mori Point Rd[3]	V/C Ratio	AM	1.26	**F**	1.44 (0.96)[5]	**F** (E)[5]
				PM	0.66	C	1.00 (0.66)[5]	E (C)[5]
SR 1	4-Lane Highway	From Mori Point Rd to Reina del Mar Ave	V/C Ratio	AM	0.55	C	0.98 (0.65)[5]	E (C)[5]
				PM	1.29	**F**	1.41 (0.94)[5]	**F** (E)[5]
SR 1	4-Lane Highway	From Mori Point Rd to Ave to Westport Dr[3]	V/C Ratio	AM	1.26	**F**[4]	1.44	**F**
				PM	0.66	C	1.00	E
SR 1	4-Lane Highway	From Westport Dr to Mori Point Rd[3]	V/C Ratio	AM	0.55	C	0.98	E
				PM	1.29	**F**	1.41	**F**
Local Roadways								
Hickey Blvd	Type II	From SR 35 to Gateway	V/C Ratio	AM	0.18	A	0.24	A
				PM	0.52	A	0.26	A
Hickey Blvd	Type II	From Gateway to SR 35	V/C Ratio	AM	0.51	A	0.25	A
				PM	0.37	A	0.24	A
Reina del Mar Ave	Type I	From SR 1 to Lauren Ave	V/C Ratio	AM	0.32	A	0.14	A
				PM	0.30	A	0.00	A

TABLE 5-8: PEAK HOUR ROADWAY SEGMENT OPERATIONS SUMMARY – EXISTING AND PLAN BUILDOUT CONDITIONS

					Existing[1]		Plan Buildout (2035)	
Roadway Segment	Class	Location	Measure of Effectiveness (MOE)	Peak Hour	MOE[1]	LOS[2]	MOE[1]	LOS[2]
Reina del Mar Ave	Type I	From Lauren Ave to SR 1	V/C Ratio	AM	0.38	A	0.00	A
				PM	0.17	A	0.12	A
Fassler Ave.	Type I	From SR 1 to Ebken St	V/C Ratio	AM	0.21	A	0.36	A
				PM	0.45	A	0.47	A
Fassler Ave.	Type I	From Ebken St to SR 1	V/C Ratio	AM	0.43	A	0.48	A
				PM	0.18	A	0.35	A
Crespi Dr	Type II	From SR 1 to Roberts Rd	V/C Ratio	AM	0.10	A	0.00	A
				PM	0.20	A	0.07	A
Crespi Dr	Type II	From Roberts Rd to SR 1	V/C Ratio	AM	0.20	A	0.06	A
				PM	0.10	A	0.00	A
Linda Mar Blvd	Type II	From SR 1 to De Solo Dr	V/C Ratio	AM	0.22	A	0.15	A
				PM	0.50	A	0.23	A
Linda Mar Blvd	Type II	From De Solo Dr to SR 1	V/C Ratio	AM	0.39	A	0.33	A
				PM	0.32	A	0.16	A

1 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).
2 LOS = Level of Service is based on 2007 C/CAG of San Mateo County Final Congestion Management Plan criteria
3 Roadway segment volumes were adopted from SR 1/Calera Parkway Project Final Traffic Operations Report, July 2008
4 Based on actual field observation and as implied in the SR1/Calera Parkway Project Final Traffic Operations Report, July 2008
5 (xx) Indicates delay/LOS if the Calera Parkway Expansion Project is implemented

Source: DKS Associates, 2013.

TABLE 5-9: EXISTING CONDITIONS SIGNAL WARRANT ANALYSIS

	Existing		Plan Buildout (2035)	
Intersection	**AM Peak Hour Warrant Met?**	**PM Peak Hour Warrant Met?**	**AM Peak Hour Warrant Met?**	**PM Peak Hour Warrant Met?**
Hickey Boulevard / Gateway Drive	Yes	Yes	Yes	Yes
West Manor Drive / Palmetto Avenue	Yes	Yes	No	Yes
Manor Drive / Oceana Boulevard	No	No	No	Yes
Fassler Avenue / Crespi Drive	No	No	No	No
Fassler Avenue / Terra Nova Boulevard	No	No	No	No
Oddstad Boulevard / Terra Nova Boulevard	No	No	No	No

Source: DKS Associates, 2012.

POLICIES

Policies included in both the General Plan and Local Coastal Land Use Plan are indicated with a .

Guiding Policies

CI-G-1 **Comprehensive Circulation System.** Create a comprehensive, multi-modal transportation system with streets and highways; transit facilities; a continuous network of sidewalks and bicycle routes.

CI-G-2 **Serve All Users.** Plan, design, build, and maintain transportation improvements to support safe and convenient access for all users with priority for "complete streets" projects that facilitate walking, bicycling and transit use wherever possible.

CI-G-3 **Safety.** Make safety a primary objective in street planning and traffic regulations.

CI-G-4 **Level of Service (LOS) for all Modes of Travel.** Assess the performance of the transportation system by measuring how well pedestrians, bicycles, and transit vehicles as well as automobiles are able to move within and through the community.

CI-G-5 **Vehicle Miles Traveled.** Strive to reduce overall vehicle miles travelled by developing higher-density, mixed use areas, designing pedestrian-oriented streets, and improving transit options and efficiency.

CI-G-6 **Context Sensitivity.** Plan, design, and build transportation improvements so that they respect the surrounding environment.

Transportation improvements will be undertaken in consultation with local residents and businesses.

CI-G-7 **Congestion on Highway 1.** In consultation with Caltrans, seek solutions to ease the traffic congestion that occurs on Highway 1 near the Reina Del Mar, Fassler Avenue, and Linda Mar Boulevard intersections. Strive for the greatest benefit with the least environmental impact possible.

CI-G-8 **Congestion on Hickey and Skyline.** Improve travel to and from Pacifica's northern neighborhoods by easing congestion on Hickey Boulevard through coordinated signalization or other changes, and working with the County to improve operations on SR 35 (Skyline Boulevard).

CI-G-9 **Coordination of Local and Regional Actions.** Coordinate local transportation planning and improvements with State, Regional and County agencies to ensure consistency with the Regional Transportation Plan, the Congestion Management Program, and other regional actions.

Implementing Policies

Complete Streets Implementation

CI-I-1 **Connective Street Network.** Require new streets created as part of new development to continue existing street patterns, and include stub access points to adjacent undeveloped areas.

CI-I-2 **Complete Streets Design Approach.** Update the City's engineering design standards to implement Complete Streets concepts, and include Complete Streets design principles in the planning of all circulation improvement projects. These principles include, but are not limited to:

- Maximizing connections with the existing circulation network;
- Minimizing ingress and egress points and consolidating entries;
- Providing public transit facilities and improvements;

- Providing bicycle and pedestrian facilities (bike lanes and sidewalks);
- Minimizing pedestrian crossing distances by providing curb extensions; medians with safety refuges, and other treatments;
- Improving safety by providing lighting and traffic calming devices for residential streets;
- Including landscaping (trees, medians, key intersections and gateways);
- Providing appropriate signage, including street signs, entry signs, and directional signs;
- Providing street furniture; and
- Maintaining on--street parking.

Any proposed development or transportation project that does not adequately incorporate complete streets concepts should be supported by findings of why all travel modes have not been accommodated. The Complete Streets approach should be applied to new roadway construction as well as to retrofit projects.

CI-I-3 **Complete Streets in the Project Development Process.** Incorporate complete streets concepts at each stage of the development process for projects affecting the right-of-way, including the following:

- As part of design review, both at Phase I and Phase II, require documentation of how the "routine accommodation" of bicyclists and pedestrians has been satisfied in planning and design.;
- During project review and approval, ensure that the objectives and purpose are consistent with MTC directives on Complete Streets and Routine Accommodation;
- For projects subject to MTC's Resolution 3765, as amended, work with MTC to secure approval of the Complete Streets checklist and submittal to MTC of all required documents.

Integrating Complete Streets considerations should require only minor additions to normal design, acquisitions, and approval guidelines.

CI-I-4 **Roadway Retrofits.** Identify opportunities to retrofit existing roadways to create complete streets, giving priority to arterial and collector streets where travel lanes may be narrowed or where four lanes may be converted to three, including a center left turn lane, with bicycle facilities added in both cases.

Linda Mar Boulevard, Terra Nova Boulevard, Fassler Avenue, Palmetto Avenue, Esplanade Avenue, Monterey Road, Hickey Boulevard, Rosita Road, Crespi Drive, Oddstad Boulevard, Everglades Drive, Alicante Drive, Talbot Avenue, Inverness Drive, and Gateway Drive may all present opportunities for roadway retrofits. Roadway retrofits will also help to complete the bicycle network, as described in Section 5.4, and provide safety for cyclists. Ten- and eleven-foot travel lanes are often acceptable for auto and transit use, respectively, without adversely affecting capacity. Roadway retrofits will require additional analysis.

CI-I-5 **Streetscape in Mixed Use Areas.** Require pedestrian-oriented amenities and design in visitor-oriented commercial and mixed use areas, including wider sidewalks, curb bulb-outs at key intersections, outdoor seating, and public art.

Priority streetscapes include Palmetto between Paloma and Clarendon; Montecito, Santa Rosa, and San Jose Avenues in West Sharp Park; Rockaway Beach Avenue and Dondee Way in Rockaway Beach; lower

Crespi Drive and Linda Mar Boulevard in Linda Mar; Manor Drive and Aura Vista Drive in West Edgemar-Pacific Manor; and Oddstad and Terra Nova Boulevards and new streets created as part of redevelopment of the Park Mall site.

CI-I-6 **Block Size and Maximum Street Spacing.** For new development at the Quarry site or Park Mall site, require streets to be designed to maximize connectivity for automobiles, cyclists, and pedestrians, with blocks between 200 and 600 feet in length. Provide mid-block pedestrian connections where blocks exceed 500 feet in length.

The intent of these standards is to prevent development of introverted neighborhoods, provide flexibility in circulation, and promote access for bicyclists and pedestrians.

CI-I-7 **Roadway Abandonment and Public Access**. Whenever public roadways are proposed to be abandoned, assess the value of maintaining public pedestrian and/or bicycle access, especially where coastal access can be maintained or improved.

CI-I-8 **Bicycle and Pedestrian Advisory Committee.** Create and solicit input from a bicycle and pedestrian advisory committees (BPAC) on planning and funding for transportation improvement projects.

Roadway Improvements to Ease Congestion and Improve Level of Service

CI-I-9 **SR 1 Improvements Between South of Fassler and North of Reina del Mar.** Continue to work with the California Department of Transportation (Caltrans) and the San Mateo County Transportation Authority (SMCTA) to improve operations along SR 1.

Improvements to SR 1 should alleviate traffic congestion between north of Reina del Mar and south of Fassler Avenue while minimizing environmental impacts and impacts to adjacent land uses, ensuring adequate local access, and enhancing the community's image.

CI-I-10 **SR 1 and Linda Mar Operations.** Work with San Mateo County to evaluate, design and implement improvements to the intersection of Linda Mar Boulevard and SR 1. Improvements that would mitigate regional growth may include providing a westbound right turn overlap phase and increasing the overall cycle length, if warranted.

CI-I-11 **Manor Drive Overcrossing Improvements.** Complete planned improvements to the Manor Drive overcrossing to facilitate traffic movement across SR 1 for all modes.

Improvements should include widening of the overcrossing, possible signal control at the intersections of Manor Drive with Palmetto Avenue and Oceana Boulevard, and a new on-ramp to SR 1 from Oceana at Milagra Drive.

CI-I-12 **SR 35 Improvements**. Work with San Mateo County to evaluate, design and implement improvements to SR 35 to relieve congestion along this roadway within Pacifica. Improvements that would mitigate regional growth may include adding one lane of travel in the southbound direction between Timberhill Court and Hickey Boulevard.

Most growth in traffic along SR 35 is unrelated to expected growth in Pacifica.

CI-I-13 **SR 35 and Hickey Boulevard Intersection Improvements**. Work with San Mateo County to evaluate, design and implement improvements to the intersection of SR 35 and Hickey Boulevard to ease travel on the primary east-west travel route for Pacifica's northern neighborhoods. Improvements that would mitigate regional growth may

include adding westbound right- and westbound left-turn lanes and making all left-turn movements "protected-permitted."

CI-I-14 **Hickey Boulevard and Gateway Drive Intersection Improvements.** Add signal control to the intersection of Hickey Boulevard and Gateway Drive, with signal timing to facilitate traffic movement.

CI-I-15 **Strategies to Reduce School-Related Peak Hour Auto Congestion.** Work with Pacifica School District and Jefferson Union High School District to promote adoption of staggered hours, car-pooling, and use of transit to reduce traffic congestion during peak hours.

This policy applies especially to Vallemar School and the Visalia School District offices, where trips contribute to traffic congestion around SR 1 and Reina del Mar Avenue.

Level of Service Standards

CI-I-16 **Multi-modal Level of Service (LOS) Performance Measures.** Develop performance measures for LOS for pedestrians, cyclists, and transit users, based on the criteria in this chapter and on "best practices."

Measures may be both quantitative (for example, sidewalk width) and qualitative (perceived safety and attractiveness.)Measures should use data that is readily available or can be readily collected, while providing an accurate assessment.

CI-I-17 **LOS for Pedestrians, Cyclists and Transit Users.** Strive to maintain LOS C or better for pedestrians, cyclists, and transit users on all roadways, and impose mitigation measures as needed to achieve multi-modal service objectives.

CI-I-18 **Vehicle Level of Service on Roadways Included in the Congestion Management Program.** Accept an LOS E on SR 1 and SR 35, consistent with the C/CAG Congestion Management Program (CMP), in planning improvements.

CI-I-19 **Vehicle Level of Service for Other Roadways and Intersections.** For all roadways and intersections not included in the CMP network, strive to maintain LOS D for vehicles during peak periods. Allow level of service to exceed this threshold under the following circumstances:

- Constraints on development as would be required to achieve or maintain these standards would adversely impede achievement of this Plan's economic, land use and community development, and environmental goals and policies;
- Mitigation of congestion would negatively affect transit, bicycle or pedestrian circulation, or would conflict with General Plan goals for these alternative modes of circulation, for example by increasing crossing distances, increasing pedestrian safety risk, or restricting bicycle or transit access;
- Traffic congestion is a result of an effort to promote transit ridership and/or access, including the development of higher-density development in mixed use areas; or
- A demonstrated significant increase in transit ridership, carpooling, bicycling, and/or walking is achieved.

CI-I-20 **Interim Standard for Intersection of Linda Mar Boulevard and SR 1 and Hickey Boulevard and SR 35.** Accept LOS F at the intersections of Linda Mar Boulevard and SR 1 and Hickey Boulevard and SR 35 as an interim standard until feasible traffic improvements can be designed, funded and constructed.

CI-I-21 **Monitor Traffic Congestion at Key Intersections and Roadway Segments.** Periodically monitor levels of service at intersections and roadway segments where existing LOS is E or lower.

Funding for Improvements

CI-I-22 **Transportation Improvement Funding.** Ensure that new development pays its fair share of the costs of new and improved transportation facilities.

CI-I-23 **Improvements for Existing Facilities.** Maintain and upgrade local streets, sidewalks, utilities, and other City infrastructure in a manner that prevents deterioration and corrects existing deficiencies.

Safety

CI-I-24 **Design for Safety.** Incorporate safety measures in improvement designs for intersections, roadways, pedestrians, transit, and bicycle facilities.

CI-I-25 **Development on Unimproved Streets.** Continue to require a Site Development Permit for development on lots with unimproved streets to ensure off-site improvements meet City standards.

This policy will protect the visual and natural resource qualities of the hillsides and minimize adverse impacts on existing neighborhoods, drainage, traffic, land stability, and natural resources.

CI-I-26 **Emergency Access.** Require all developers to incorporate emergency access needs consistent with Title 10 of the Municipal Code.

See Chapter 8: Safety for related policies.

5.4 PEDESTRIAN AND BICYCLE NETWORK

Pedestrian Circulation

Walking is a basic and often overlooked part of all trips that also involve transit or automobiles. Walking can be ideal for short, local trips for shopping, school, and recreation. Adequate facilities for pedestrians help to ensure access to and along the coast. Chapter 6: Open Space and Community Facilities includes a section devoted to Pacifica's trail system, and how it should be enhanced during the planning period. This section focuses on pedestrian facilities that support comfortable and safe day-to-day pedestrian travel.

Sidewalks and Crosswalks

Where sidewalks are present in Pacifica, they are generally between five and ten feet wide and in good condition. Crosswalks are provided at all studied intersections with appropriate striping and, where appropriate, pedestrian signals. Under the General Plan, pedestrian facilities will be improved and enhanced, especially where pedestrian activity is a priority.

Along SR 1, there are five east-west crossings 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 has 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.

A brief summary of existing trails follows:

Streets in "Pedestrian Priority Zones" should be designed to emphasize pedestrian comfort and access. Redevelopment around Crespi Drive (top) would be supported by streetscape improvements such as those at Rockaway Beach (middle). SR 1 presents a barrier to pedestrian movement in Pacifica (bottom).

- The Coastal Trail is 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, part of the Golden Gate National Recreation Area (GGNRA), has paved paths for hiking and bicycles and unpaved paths for hiking only.
- Mori Point, a recent addition to the GGNRA, now 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.
- GGNRA's Sweeney Ridge Trails includes Mori Ridge Trail, connecting Shelldance Nursery at Highway 1 with Sweeney Ridge; Baquino Trail, from the top of Fassler Avenue eastward to the Portola Discovery Site; Sneath Lane from San Bruno west to the Discovery Site, and Sweeney Ridge Trail, extending along the crest and connecting these trails.
- Sweeney Ridge Trail, a part of the larger Bay Area Ridge Trail, which continues along the Fifield and Cahill Ridges to the south. To the north, it is interrupted at Milagra Ridge.

Bicycle Circulation

Pacifica's highly scenic setting, recreational amenities, and connections to major regional open spaces and trails make it ideal for recreational bicycle riding, and for local trips along the coastline or in the valley neighborhoods. However, the network of bicycle routes is inconsistently developed and not always well marked.

The proposed bicycle system, shown in Figure 5-4, is a critical component of the circulation network. It shows both bicycle routes and improved signage to improve access and safety. It provides bicyclists with a complete network of continuous and safe access along the coastal corridor and between neighborhoods. These designations support the City of Pacifica Bicycle Plan.

The Bicycle System includes three types of bikeway classifications, consistent with Chapter 1000 of the Caltrans Highway Design Manual:

- 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.

North-South Bikeway

Pacifica has two main bikeways. The first primarily runs north-south parallel to and along SR 1. The northern segment includes a Class III facility (a signed bike route) along Esplanade Avenue, a Class II facility (bike lane) along Esplanade and Palmetto Avenues, and another stretch of Class III bike route on Francisco Boulevard to Moris Point Road and SR 1. At this point, the bikeway becomes a Class I facility (bike path) between Moris Point Road and Reina del Mar Avenue. From here, the north-south bike route goes along a Class I facility along Calera Creek through the Rockaway Quarry site to Rockaway Beach. From here the route has two branches: a bike path over the Headlands and along the dunes from Rockaway Beach to Pacifica State Beach; and

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 SR 1 for this stretch of the Coastal Trail.

Figure 5-4: Existing and Proposed Bicycle Network

Source: City of Pacifica, 2008; DKS, 2009; San Mateo County, 2009; Dyett & Bhatia, 2013.

an unofficial route with a 9-foot-wide striped lane along SR 1. An enhanced north-south bikeway following General Plan policies will provide options for more direct travel on major roadways, or more sheltered travel on Class I facilities or low-traffic streets.

Other Bikeways

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 SR 1 and SR 35. Sharp Park Road has a continuous eastbound bike lane; the westbound bike lane currently exists only between College Drive and US 35. No immediate bikeway improvements are proposed for the east-west route along Sharp Park Road.

A series of additional bikeways are proposed to serve the Sharp Park, Vallemar, Rockaway Beach, Linda Mar, and Pedro Point neighborhoods. These routes are planned to provide convenient access to most Pacifica residents, to follow streets with gradual slopes, and to use through streets with adequate right-of-way for bicycle facilities where possible.

Bicycle Parking and Amenities

As of 2000, 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, 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. Improved parking and amenities will increase the comfort and appeal of biking in Pacifica during the planning period.

POLICIES

Policies included in both the General Plan and Local Coastal Land Use Plan are indicated with a .

Guiding Policies

CI-G-10 **Bicycle and Pedestrian Routes.** Establish trails, bike routes and pedestrian amenities connecting neighborhoods to major shopping and public facility destinations, and fill in gaps in the existing network.

CI-G-11 **Walkable Neighborhoods.** Improve pedestrian amenities to create more walkable neighborhoods, especially in mixed-use activity centers and around schools.

CI-G-12 **Recreational Access.** Provide recreational access to coastal resources and public open space in keeping with Pacifica's natural environment, with links to regional trails and bicycle corridors.

See Chapter 6 for additional Trail System policies.

CI-G-13 **Mobility for All Users.** Create a safe and attractive walking environment accessible for all users, particularly persons with diabilities, seniors, and younger residents and visitors.

CI-G-14 **Connections Across Highway 1.** Enhance under- and over-crossings of Highway 1 for pedestrians and bikes to improve accessibility and connect neighborhoods to each other and to the coast.

CI-G-15 **Coastal Trail and North-South Bikeway.** Complete the Coastal Trail and the north-south bikeway from the north to sound end of the City parallel to Highway 1, providing clear, safe and efficient means to traverse coastal Pacifica.

Implementing Policies

Pedestrian Access

CI-I-27 **Pedestrian-Oriented Street Improvements.** Reduce curb-to-curb road widths and employ roadway design features, such as wider sidewalks, islands, bulb-outs, improved striping and signage, street trees, pedestrian amenities, pedestrian countdown signals, and pedestrian refuges where feasible and appropriate. Priority locations for pedestrian-oriented design improvements include:

- Pedestrian Priority Zones, shown on Figure 5-1, which include mixed use and higher-intensity areas;
- Streets that are part of Pacifica's proposed trail system improvements;
- Streets adjacent to schools; and
- Locations where pedestrian-automobile collisions have occurred.

CI-I-28 **Palmetto Avenue Streetscape Plan.** Complete and implement the Palmetto Avenue Streetscape Plan to widen sidewalks, provide bike lanes, landscaping, and make other improvements that will upgrade the appearance of the avenue and make it more attractive to pedestrians.

CI-I-29 **Additional Pedestrian Facilities on Large Sites.** Enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings as part of higher-intensity redevelopment of large sites.

CI-I-30 **Safe Routes to Schools.** Partner with Pacifica School District to develop and implement a Safe Routes to Schools program.

CI-I-31 **Universal Design.** Require all pedestrian facilities to be ADA compliant and accessible to persons with disabilities.

Bicycle Facilities

CI-I-32 **Direct North-South Bikeway.** Complete the City's direct north-south bicycle route to optimize safety and comfort. Improvements should include the following, from north to south:

- Class II bike lanes along Westline Drive north of Palmetto Avenue;
- A continuous Class II bikeway on Palmetto Avenue between Westline Drive and the San Francisco RV Park;
- A Class II bikeway on Clarendon Road, Lakeside Road, Francisco Boulevard, and Bradford Way, improving the bike-

A consistent Class II bikeway on SR 1 between Reina del Mar Avenue and San Pedro Creek will complete a direct north-south bikeway (left). Parallel routes to the east and west feature Class I and Class II facilities that provide greater comfort and scenic value (right).

way between West Sharp Park and Mori Point;

- A reconstructed Class I path between Mori Point and Reina del Mar Avenue that is wider and more sheltered from the highway than the current trail;
- A Class II bikeway on SR 1 between Reina del Mar Avenue and San Pedro Creek, providing a direct travel route along SR 1 through southern Pacifica with well-marked and buffered lanes; and
- A Class III bikeway along SR 1 between San Pedro Creek and the Devil's Slide bypass.

CI-I-33 **Parallel North-South Bikeway West of SR 1.** Create and upgrade bicycle facilities that provide an alternative for north-south bicycle travel west of Highway 1. Improvements should include the following, from north to south:

- A Class I trail in a public access easement along the west side of the RV park as part of any development or change in use, ensuring public access along the coast (a previous path was lost to erosion);
- A Class III route along Beach Boulevard between Paloma Avenue and Clarendon Road;
- A Class III bikeway along Dondee Drive in the Rockaway Beach district, connecting existing Class I trails along Calera Creek to the north and Rockaway Headlands to the south;
- A Class I trail parallel to and west of SR 1 from San Pedro Creek to the Devil's Slide bypass.

CI-I-34 **Parallel North-South Bikeway East of SR 1.** Create and upgrade bicycle facilities for north-south bicycle travel on the east side of SR 1. Improvements should include the following, from north to south:

- A new Class II facility along Oceana Boulevard from Manor Drive to Clarendon Road;
- A new Class II route on Fassler Avenue, Roberts Road, and Crespi Drive, providing a connection between Rockaway Beach and Linda Mar on the east side of SR 1;
- An upgraded and extended path on the east side of SR 1 between Crespi Drive and Linda Mar Boulevard meeting the Class I facility on the San Pedro Terrace right-of-way.

CI-I-35 **Neighborhood Bikeways.** Develop a system of bikeways connecting all neighborhoods to the City's north-south pathway, including Class II routes along Monterey Road and Hickey Boulevard, Rosita Road, Oddstad and Terra Nova Boulevards, and Fassler Avenue and Class III routes as shown on Figure 5-4.

CI-I-36 **Class II Facility Design.** Wherever Class II facilities are designated, make bike lanes at least 5 feet wide along local streets and at least 6 feet wide on arterials or highways. Separate Class II facilities from vehicle traffic with a solid stripe and mark them with bike lane symbols.

A one-foot buffer strip between the bike lane and vehicle traffic should be provided wherever feasible to increase safety. Raised or two-way cycle tracks or other forms of bikeway should also be considered where appropriate.

CI-I-37 **Class III Facility Design.** Demarcate Class III bicycle facilities by painting "sharrows" on streets, where appropriate.

CI-I-38 **Signage Program.** Develop and implement a signage program for the bikeway system in order to:

- Alert motorists to the presence of cyclists on the road;
- Alert cyclists to route turns junctions, and changes in the class of bicycle facility; and
- Provide a clear identity for each bicycle route, and periodically provides distance to key destinations.

CI-I-39 **Obstructions.** Align designated bikeways to avoid obstructions such as light posts, signage, trees, and curb cuts, and relocate or modify these obstructions as necessary.

CI-I-40 **Priorities for Improvements.** Make designated bicycle routes a priority for pavement repair, as needed, and for regular maintenance to remove sand, gravel or other debris.

CI-I-41 **Improved Bikeway Visibility.** Use strategies to improve bikeway visibility, including but not limited to:

- Using visual cues such as brightly-colored paint on bike lanes or a one-foot painted buffer strip;
- Upgrading a Class III facility to Class II and providing additional signage; and
- Removing on-street parking, if feasible.

CI-I-42 **Bicycle Lockers at Public Parking Lots.** Replace existing bicycle lockers at the public parking lot on Crespi Drive, and add lockers at the park-and-ride lot on Linda Mar Boulevard.

CI-I-43 **Bicycle Parking at Recreation and Shopping Areas.** Provide bicycle parking at the following locations:

- Park and beach access at the northern end of Esplanade Drive (Lands End Apartments);
- Manor Plaza shopping area; and
- Pedro Point Headlands/Devil's Slide.

CI-I-44 **Bicycle Parking Requirements for New Development.** Continue to require bicycle parking facilities in new non-residential development.

CI-I-45 **Bicycle Parking at Schools and Workplaces.** Work with the school districts and employers to provide adequate bicycle parking at all schools and workplaces with 30 or more employees.

CI-I-46 **Bicycle Education**. Distribute appropriate informational material to all schools in Pacifica in conjunction with bicycle education campaigns.

CI-I-47 **Funding for Bicycle Facilities.** Designate a portion of the City's annual street construction and improvement budget to fund bikeway design and construction, and continue to pursue potential funding from MTC and San Mateo County, as well as appropriate Federal and State programs.

CI-I-48 **Eligibility Criteria for Improvements.** Review eligibility criteria for funding for improvements from the State, to obtain additional funding for bicycle facilities.

5.5 PUBLIC TRANSPORTATION AND TRANSPORTATION DEMAND MANAGEMENT

Pacifica's location at the edge of the metropolitan area and its relatively low density makes extensive transit service or use challenging. Just one percent of all trips to or from Pacifica are made using transit. While as much as four percent of trips between Pacifica and San Francisco are made by transit, only a fraction (under 0.5 percent) of trips within Pacifica are transit trips. Growth during the planning period is expected to be limited, but the General Plan aims to concentrate new development in mixed use, transit-accessible locations.

Transit 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 BART and Caltrain stations.

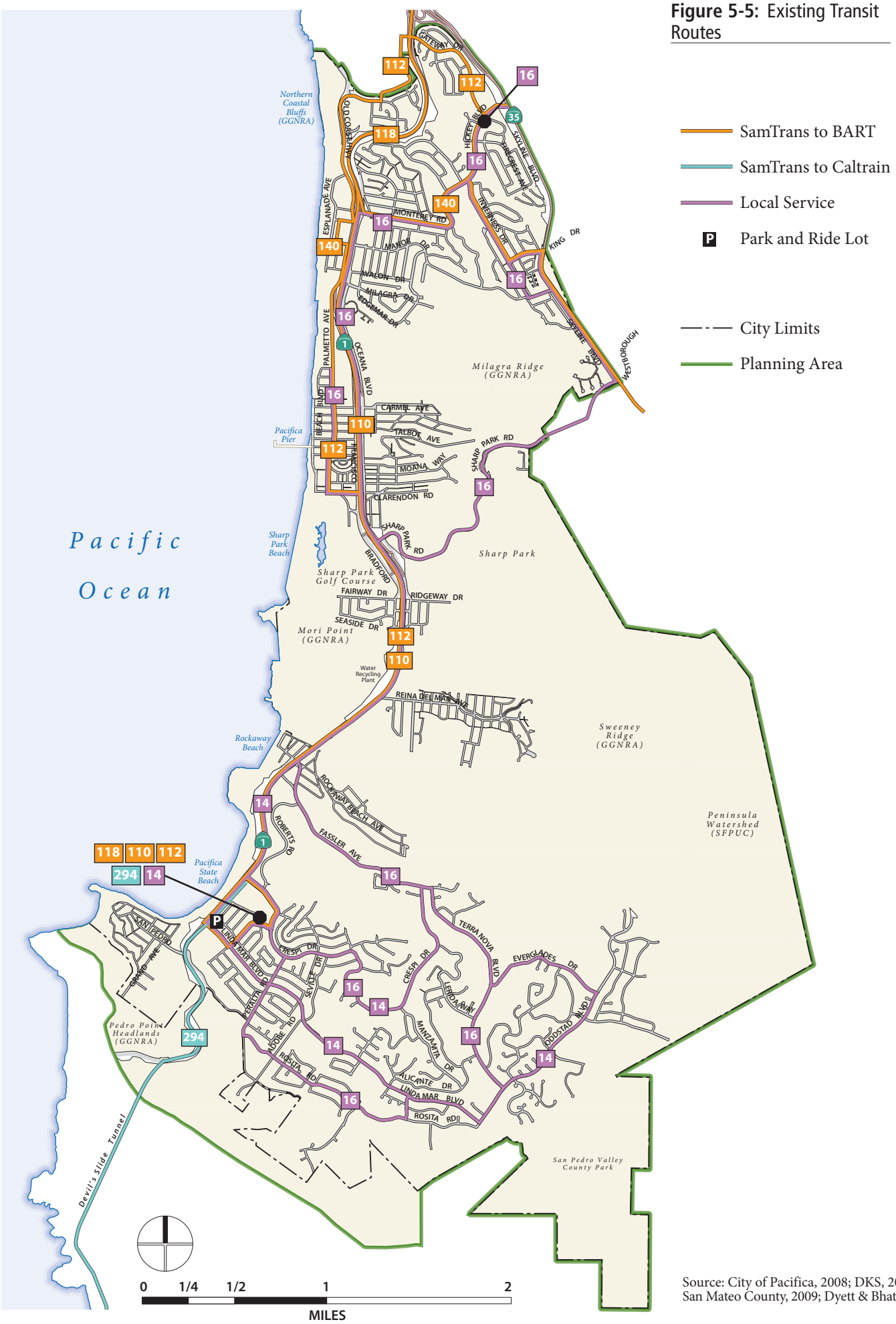
Bus Routes

As of 2013, eight SamTrans bus routes serve Pacifica (see Figure 5-5).

- Routes 14 and 16 make loops through the southern and northern areas of Pacifica serving shopping areas, schools, and services.
- Routes 110 and 112 provide service between the Highway 1 corridor in Pacifica and the Daly City and Colma BART stations, respectively. Both terminate at Linda Mar Shopping Center.
- Route 118 provides service to Colma BART station during the AM and PM peak hour periods of weekdays.

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

Figure 5-5: Existing Transit Routes



Source: City of Pacifica, 2008; DKS, 2013; San Mateo County, 2009; Dyett & Bhatia, 2013.

- Route 121 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.
- Route 140 connects the Pacific Manor shopping center on Palmetto Avenue and Manor Drive to Skyline College and the San Bruno BART station to the east. It extends to Terra Nova High School on school days to serve students.
- Route 294 connects the Linda Mar Park and Ride to Half Moon Bay and the Hillsdale Caltrain station in San Mateo.

The City of Pacifica has initiated a free weekend shuttle known as the Devils Slide Ride. The service provides transportation along the coast between the Jean Brink Pool at Oceana High School and the turnaround at the Devils Slide tunnels, giving residents and visitors access to coastal attractions in Pacifica including the Devils Slide hiking and viewing area. Funding is provided through a grant from the San Mateo County Transportation Authority and the City/County Association of Governments of San Mateo County.

BART and Caltrain

Bay Area Rapid Transit (BART) provides 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 provides commuter service over a 77-mile route between downtown San Francisco and Gilroy, through San Jose and along the San Francisco Peninsula. 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.

Dial-a-Ride Service

All SamTrans buses are accessible to persons with disabilities. The San Mateo County Transit District also operates dial-a-ride (or paratransit) service for persons who cannot use fixed-route bus service. Paratransit service in the Planning Area is called Redi-Coast.

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.

POLICIES

Policies included in both the General Plan and Local Coastal Land Use Plan are indicated with a .

Guiding Policies

CI-G-16 **Improved Public Transit.** Advocate for SamTrans and other public transit providers to improve transit service and facilities, to enable trips to be made without use of a car. In particular, advocate for the expansion of public transit services and facilities to improve public access and recreation opportunities along the coast.

CI-G-17 **Transportation Demand Management (TDM).** Support TDM strategies to reduce congestion and single-occupant vehicle travel.

Implementing Policies

CI-I-49 **Service Optimization.** Continue coordination efforts with transit agencies (i.e., SamTrans) to maintain transit service that is safe and efficient, provides convenient connections to high-use activity areas and key destinations outside the City, and responds to the needs of all passengers, including seniors, youth, and persons with disabilities.

CI-I-50 **Improved Transit Stops.** Work with transit agencies to improve transit stops and access to facilities.

CI-I-51 **Park-and-Ride Locations and Attributes.** Work with Samtrans to identify changes that would improve the convenience and functionality of Park-and-Ride facilities, and result in increased ridership.

CI-I-52 **Transit-Oriented Development.** Work with Samtrans to facilitate transit-oriented development on all or part of the Linda Mar Boulevard Park-and-Ride lot.

CI-I-53 **Promotion of Transit Use.** Lead an initiative to promote transit use and reduce reliance on the private automobile in order to reduce congestion, reduce greenhouse gas emissions, and improve quality of life.

CI-I-54 **Transportation Demand Management Programs.** Establish a Transportation Demand Management (TDM) program for City employees that may include transit passes or subsidies, preferential carpool parking, car share programs, bicycle lockers, and other incentives to employees choosing transportation modes other than driving.

CI-I-55 **Local Transportation Services.** Support expanded funding for Local Transportation Services tailored to the schedules and destinations of students, seniors, and recreational visitors.

The Linda Mar Park & Ride lot (left) is a hub for transit in Pacifica. The City should work with transit agencies to improve transit stops to create a more pleasant, comfortable, and safe waiting environment for transit users (right).

5.6 TRUCK MOVEMENT

In addition to moving people, the roadway system in Pacifica carries trucks moving goods. Trucks move well through the City and to destinations in the City, particularly in commercial areas. However, there is very little industrial activity in the Planning Area, and locally-originating truck trips are minimal.

SR 1 and SR 35 are State-designated truck routes, including their segments in the Planning Area. The routes allow truck traffic to pass through the City with minimal impact on residential neighborhoods, local vehicular traffic and pedestrians. They also aim to discourage the use of Sharp Park Road for through truck traffic because of its sharp curves and grade change. Designated truck routes do not prevent trucks from using other streets as needed for local trips.

POLICIES

Guiding Policy

CI-G-18 **Truck Movement and Quality of Life.** Balance commercial goods movement with the health and quality of life priorities of the community.

Implementing Policy

CI-I-56 **Truck Route Identification.** Ensure that clear identifying signage is provided for trucks or SR 1 and SR 35.

5.7 PARKING

Parking policies are intended to accommodate parked vehicles used by occupants, visitors, customers, clientele, and employees of a variety of buildings in the City. These policies seek to provide accessible, attractive, secured parking facilities, and to ensure adequate access to beaches and recreational open spaces along the coastline.

On-Street Parking

On-street parking is an important contributor to a street's functionality. On-street parking is permitted on most residential streets in Pacifica. It is allowed and encouraged on collector streets, and on most arterials in pedestrian-oriented commercial areas. On-street parking can complement both automobile and pedestrian use, and provide a buffer between the two. On-street parking is not permitted on high-traffic roadways such as SR 1, SR 35, Sharp Park Road, and small, limited sections of Linda Mar Boulevard and Fassler Avenue. On these roadways, smooth traffic flow is prioritized.

Off-Street Parking

The City requires off-street parking and loading facilities for all new developments.

Off-street parking is available in public lots in the Planning Area that serve commuters, beach visitors, and visitors to recreational open space areas.

- Commuter parking is provided at the park-and-ride lot on Linda Mar Boulevard.
- Public parking lots for beach visitors exist at Pacifica State Beach, Rockaway Beach, and Sharp Park Beach and Promenade. The public parking lot on Crespi Drive serves the Community Center as well as beach visitors.
- The Northern Coastal Bluffs and the Esplanade bluff are publicly protected open space with limited trail or beach access, and are served by on-street parking.
- Trailhead parking is provided on GGNRA land at Milagra Ridge and Shelldance Nursery. Parking serving GGNRA open spaces in Pacifica is also provided at Skyline College just east of the Planning Area. Parking also exists at San Pedro Valley County Park.
- Parking lots exist at Fairmont Park, Fairmont West Park, Oddstad Park, Sanchez Park, and Frontierland Park.

Commuter lots are shown on Figure 5-5: Transit Routes and Facilities. Trailhead parking for open space and beach users is shown on Figure 6-2: Trail System. Table 5-10 provides a current inventory of off-street parking for commuters and beach visitors in the Planning Area.

TABLE 5-10: COMMUTER AND BEACH VISITOR PARKING

Type and Location	Capacity (approx.)
Park-and-Ride Lots	
Linda Mar	70
Subtotal	70
Beach Visitor Lots	
Crespi Drive	110
Pacifica State Beach (south)	54
Pacifica State Beach (north)	135
Rockaway Beach (south)	50
Rockaway Beach (north)	54
Sharp Park Beach Promenade/Pier	95
Subtotal	498

Source: Dyett & Bhatia, 2013.

In 2009, parking lots at Pacifica State Beach were 60 to 70 percent full on weekdays and full on weekends, year-round. On hot days, the lots are generally full on any day of the week, while on days with strong winds or rain the lots are 10 to 25 percent full. The lot at Crespi Drive and SR 1 is 30 to 50 percent full on weekdays in the winter, early spring, and late fall, and 40 to 60 percent full on weekdays during late spring, summer, and early fall. On weekends, this lot is 50 to 60 percent full during the cooler seasons and 60 to 80 percent full during the warmer seasons.[4] In summer 2013, Pacifica State Beach began a parking program, wherein a parking receipt or pass is required to park in both the north and south Pacifica State Beach parking lots on Highway 1, the Crespi Drive lot, and SR 1 adjacent to the Pacifica Community Center.

A new parking area serving coastal and recreational visitors is being created near the north tunnel entrance at Devil's Slide, serving the new trail system at Devil's Slide and Pedro Point Headlands. Enhanced visitor services at Shelldance Nursery providing access to GGNRA lands will include expansion of the parking area. Finally, the public parking area at Sharp Park Beach/Pacifica Pier may be reconfigured as part of redevelopment of the former Wastewater Treatment Plant site.

Pacifica aims to ensure good access to beaches and recreational open spaces along the coastline (top). On-street parking contributes to compact and pedestrian-friendly commercial districts and neighborhoods (middle). Public parking at Sharp Park Beach/Pacifica Pier will be preserved (bottom).

4 City of Pacifica Parks, Beaches and Recreation Commission, 2009.

POLICIES

Policies included in both the General Plan and Local Coastal Land Use Plan are indicated with a .

Guiding Policies

CI-G-19 **Private Parking.** Ensure adequate off-street parking in all new development.

CI-G-20 **Public and Visitor Parking.** Facilitate beach and recreational use by providing safe and well-located public parking.

CI-G-21 **Commuter Parking.** Facilitate transit use by providing safe, well-located park-and-ride lots.

Implementing Policies

CI-I-57 **Parking Lot Design.** Set standards for the size and design parking lots to minimize environmental impact.

CI-I-58 **Preserve On-Street Parking.** Revise the zoning code to preserve on-street parking by limiting the number and location of curb cuts.

CI-I-59 **Off-Street Parking.** Update parking requirements in the zoning code based on "best practices," including provisions for reduced parking and, if acceptable, parking maximums.

CI-I-60 **Shared Parking.** Facilitate efficient use of parking areas by allowing uses whose primary activity occurs at different times of day or days of the week to share parking, and provide less than the sum total of parking spaces each use would be required to provide individually. Require a shared parking agreement and approval of the Planning Director.

CI-I-61 **Accessible Parking.** Require convenient and accessible parking facilities for persons with disabilities, consistent with Americans with Disabilities Act (ADA) requirements.

CI-I-62 **Environmental Benefits.** Amend the Zoning Ordinance to establish "green" parking design standards that have multiple benefits, including photovoltaic panels to generate energy for parking lot lighting, and pervious paving to improve groundwater recharge.

See also policies on stormwater management and sustainable planning and design in Chapter 7. See Chapter 3: Community Design for additional policies on designing parking to create a strong urban fabric.

CI-I-63 **New and Enhanced Trailhead Parking.** Support GGNRA, the Coastal Conservancy and others in developing and enhancing new public parking for recreational users at Devil's Slide and Shelldance Nursery.

CI-I-64 **Parking at Sharp Park Beach.** Ensure that adequate and well-located public parking is preserved for Sharp Park Beach, the Promenade and Pier as part of any redevelopment of the City-owned Beach Boulevard property.

CI-I-65 **Signage for Visitor-Serving Parking.** Undertake a citywide program for improving signs for public visitor-serving parking. This may include incorporating smart parking technology for high-demand parking lots to alert drivers to the location of available parking.

CI-I-66 **Parking Enforcement.** Continue to make parking enforcement a priority at public visitor parking areas.