

Transportation Demand Management (TDM) Program

City of Pacifica, California



January 2023 – DISCUSSION DOCUMENT version 0.1

Table of Contents

AUTHOR COMMENTARY	II
1. INTRODUCTION	1
POLICY	1
2. SHARP PARK TRANSIT CENTER – EXPANSION OF PUBLIC TRANSIT (\$4.35M)	2
BENEFITS	2
CAPITAL IMPROVEMENTS FRANCISCO AND OCEANA STATE ROUTE 1 OVERPASS	2
<i>Francisco Blvd Improvements</i>	2
<i>Oceana Blvd Improvements</i>	2
SHUTTLE BUS ROUTES.....	3
<i>Sharp Park Daly City BART loop</i>	3
<i>Sharp Park Millbrae Caltrain/BART loop</i>	3
<i>Extend SamTrans 117 to Sharp Park</i>	3
OCEAN SHORE RAILROAD CAR #1409 HISTORIC MONUMENT	3
APPROACH.....	3
<i>Work with Commute.org to start planning</i>	3
3. OCEAN SHORE CORRIDOR CA1 REGIONAL BUS (\$5.26M).....	5
BENEFITS	5
POPULATION SERVED	6
APPROACH.....	6
4. BICYCLE AND PEDESTRIAN PLAN (\$11.1M).....	7
PACIFICA MASTER PLAN	7
ROUTE 95 BIKE TRAIL CA1 BYPASS (\$500K).....	7
5. ROADWAY IMPROVEMENTS SOUTH OF SHARP PARK (\$200M)	8
LINDA MAR CA1 INTERSECTION (\$29M).....	8
ROCKAWAY FASSLER INTERSECTION RECONFIGURATION (\$66.5M)	9
<i>Sea Bowl Lane CA1 Underpass</i>	9
<i>Move Entrance to Rockaway West 1 block North</i>	9
<i>Fassler/State Route 1 Pedestrian Overpass</i>	9
REINA DEL MAR/VALLEMAR INTERSECTION RECONFIGURATION (\$63M)	10
<i>Relocate Reina Del Mar southbound Exit Lane West, Connect Old County Road</i>	10
<i>Reina Del Mar/State Route 1 Pedestrian Overpass</i>	10
<i>Consideration to Leverage Quarry Reclamation</i>	11
WESTPORT CA1 CROSSING (\$35M)	11
<i>Underpass at Westport</i>	11
6. PAVING LOCAL ROADS (\$35M).....	12
BENEFITS.....	12
APPROACH.....	12
7. ELECTRIFICATION INFRASTRUCTURE (\$1.7M)	13
PUBLIC ELECTRIC VEHICLE CHARGING STATIONS (\$250K).....	13
SOLAR, BATTERIES MUNICIPAL FLEET CHARGING (\$1.45M)	13
8. IMPLEMENTATION FRAMEWORK.....	15
CREATE THE TDM PROGRAM.....	15
EXAMPLE TDM PROGRAM / PROJECT LIST	15
AGGRESSIVELY IDENTIFY FUNDING SOURCES	19
<i>Enact a Transportation Impact Mitigation Fee (TIMF)</i>	19

Author Commentary

I have been actively advocating for better public transit and roadways in Pacifica and the SF Bay area for 6 six years. Pacifica Mayor, Tygar Bigstych, asked me to produce a list of projects for planning Pacifica transportation improvements. The result is this document.

This document reasonably describes the programs and underlying projects for a comprehensive Pacifica TDM program. It is a place to start:

- discussion on what Pacificans really want,
- developing a ‘funding action plan’ for City Council to discuss Pacifica transportation needs with committees and boards they reside on and in the relationships established with county, region, state and federal leaders.
- for City staff to establish new and better relationships with Caltrans, SamTrans, MTC, other organizations and Pacifica residents that ultimately can provide more detailed cost estimates, long term grant opportunities and prioritized direction.

I will release an update to this document in April 2023, should I receive comments that I hope are more representative of what the citizens of Pacifica want, and more detailed cost estimates based on Council and City staff comments, preliminary engagement with county, regional and state agencies.

Please email your comments to me.

Respectfully,

Rick Nahass
ricknahass@gmail.com
Sharp Park, Pacifica, CA

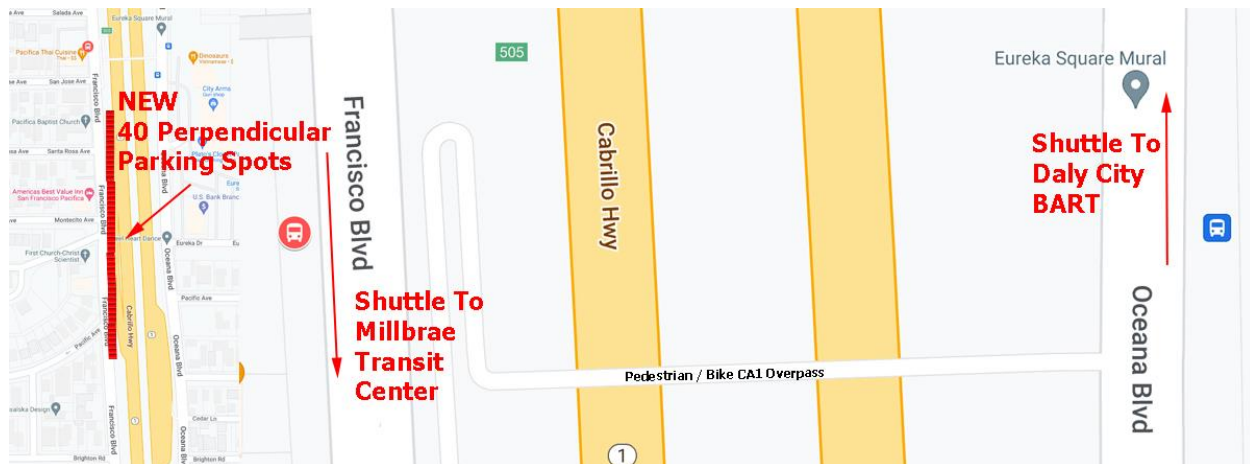
1. Introduction

The Pacifica Transportation Demand Management (TDM) Program defines policies, projects and processes that address automobile, bus, bicycle, and pedestrian mobility to support housing growth, reduce greenhouse gas emissions, reduce congestion and improve safety.

Policy

- Champion a Connected Community
 - Remove state route 1 barriers that cut neighborhoods in half.
 - Promote a sense of place where new and long-term residents, and people who work in our community the workers who teach in our schools, bag our groceries, work at local merchants, police our streets and staff our city operations have an incentive to live and fully participate in the fabric of the Pacifica community.
- Promote Economic Vitality
 - Enhance the ability for residents and out of town visitors to travel to gather and support local merchants.
 - Expand opportunities for transit-oriented development
- Leverage Environmental Protection Legislation
 - Comply with Senate Bill 743 and the California Environmental Quality Act (CEQA) to prioritize development and transportation projects that get people out of individual cars and into sustainable modes of transportation.
 - Reduce road congestion and greenhouse gas emissions.

2. Sharp Park Transit Center – Expansion of Public Transit (\$4.35M)



Benefits

- Reduce car congestion and greenhouse gas emission and Pacifica Vehicle Miles Traveled (VMT) metrics.
- Attracts people to Sharp Park Merchants.
- Supports Housing Element Development at Oceana site, especially for partnering with MidPen, Mercy Housing and the Pacifica Resource Center for affordable housing.
- Provides developers with an incentive for mixed-use development in Sharp Park.
- Reduces congestion at the Manor Drive CA1 overpass by making public transit a more convenient alternative to driving.
- Mitigates reduction of parking issue for Manor Drive overpass project, by adding parking spaces west of CA1.

Capital Improvements Francisco and Oceana State Route 1 overpass

Francisco Blvd Improvements

1. Add South Bound Street Bus Stop in front of the City Parking Lot - \$250K
2. Add 40 perpendicular parking spaces on the east side of Francisco Blvd from San Jose Ave. to Brighton Rd. - \$1.5M

Oceana Blvd Improvements

None Required

Shuttle Bus routes

Sharp Park Daly City BART loop

Every 20 minutes from 6am to midnight (18 hours a day x 7 days a week = 126 hours) 7 Miles one way from Existing Oceana/Eureka Sq Bus Stop to Daly City BART returning to NEW Francisco bus stop and street parking
2 Shuttles - \$1M Capital, Ops: \$1.6M per year

Sharp Park Millbrae Caltrain/BART loop

Every 30 minutes from 6am to midnight (18 hours a day x 7 days a week = 126 hours) 10 Miles one way from NEW Francisco bus stop and street parking returning to existing Oceana/Eureka Sq Bus Stop. M-F 7-11am, 3-7pm shuttle makes one stop in both directions at Skyline College.
3 Shuttles \$1.5M Capital, Ops: \$2.5M per year

Extend SamTrans 117 to Sharp Park

SamTrans 117 route currently runs from Half Moon Bay and ends at the Sam Trans Linda Mar Park and Ride lot. Extending the 117 to continue up CA1 to Sharp Park provides a means for coastside residents to enjoy taking only 1 bus to get points south of Pacifica instead of having to wait and transfer in Linda Mar. Since CA1 south of Sharp Park is considered a rural road, there may be funds available to SamTrans to extend the route – Capital \$0, Ops: \$10K per year

Ocean Shore Railroad Car #1409 Historic Monument

Complete restoration and display of Ocean Shore Railroad Car #1409 an SF Bay area cultural and historical transportation monument in the Sharp Park Transit Center - \$100K.
Funding might be obtained from city partnerships with government agencies such as the National Park Services [“Save America’s Treasures”](#) grant program or local private grants such as the [Gordan and Betty Moore Foundation](#).

Approach

Craft, share with residents/merchants for updates and approve a resolution creating the Sharp Park Transit Center. Communicate at all county and regional meetings/committees/boards that city council attends. Work relationships developed over the last election cycle.

Work with Commute.org to start planning

Ask, Involve the Executive Director of Commute.org on how to formally plan RFP for a shuttle program. Note here is the latest commute.org communication concerning coastside shuttles:

On Wed, Dec 7, 2022 at 12:22 PM John Ford <john@commute.org> wrote:

“...Have you seen this

project: <https://www.smcgov.org/media/138311/download?inline=?>

It is a TDM study/project between the County of San Mateo and City of Half Moon Bay... The focus is really on the midcoastside, but the findings and recommendations will likely extend to Pacifica.

Shuttles are currently less expensive than buses; however, once you bring electric vehicles into the equation, I am not sure it is still the case. We have done a lot of looking at electric shuttles but are not ready to go that way until probably 2026.”

John Ford

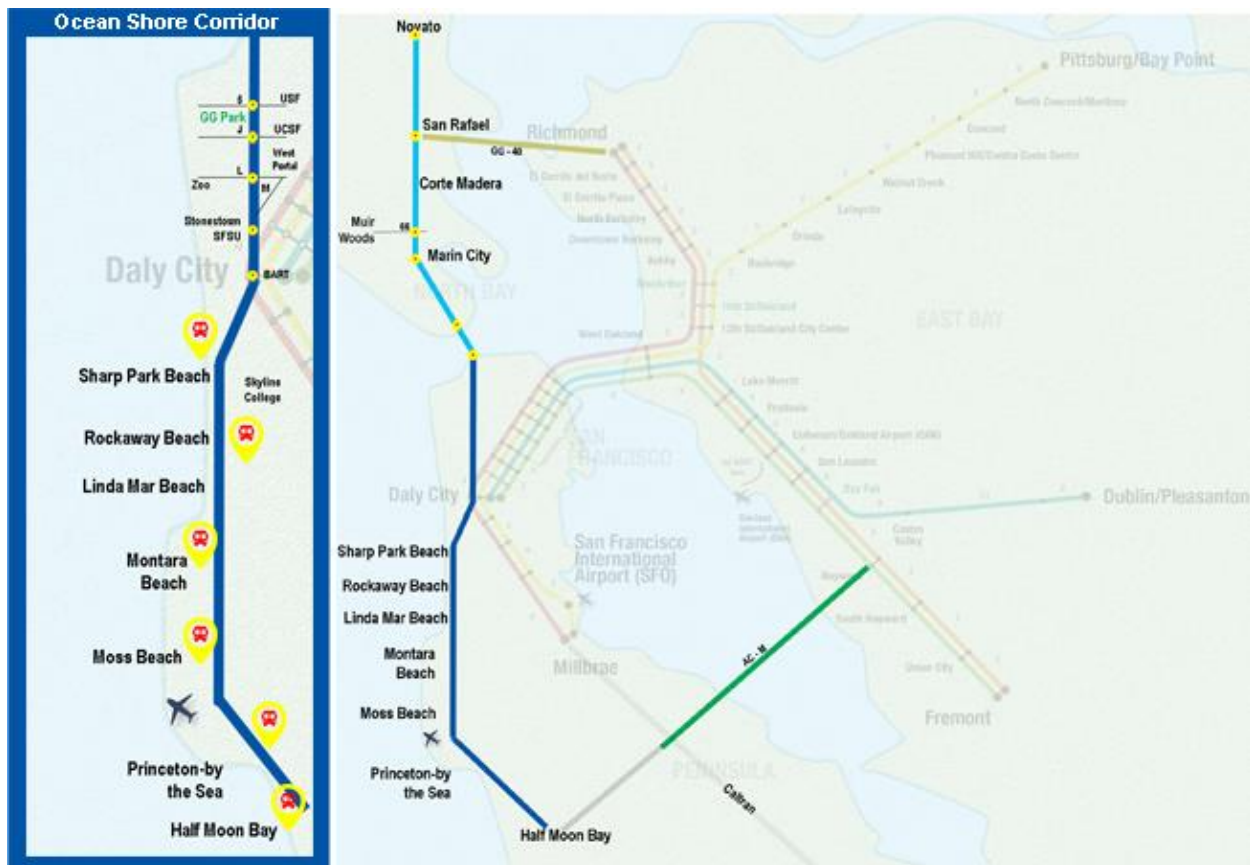
Executive
Director

[650-870-1424](tel:650-870-1424) (Direct)

[650-588-8170](tel:650-588-8170) (Office)

jford@commute.org

3. Ocean Shore Corridor CA1 Regional Bus (\$5.26M)



Benefits

- Provides convenient public transportation options to tourists on iconic state route 1 in the SF Bay Area.
- Addresses lack of transportation issues for MidPen housing project at [Cypress Point](#), [Moss Beach](#) . Link to Cypress Point Project: <https://www.smcgov.org/planning/cypress-point-affordable-housing-community-project>
- Supports Housing Element Development at Oceana site, especially for partnering with MidPen, Mercy Housing and the Pacifica Resource Center.
- Provides more convenient access to more workers for coastside services and businesses.
- Provides greater and more equitable mobility to the elderly, youth and people who cannot drive
- Over 95% of Pacificans support a regional bus

Population Served

San Mateo County – 120K

San Francisco – 161K (17K-Parkside + 85K-Sunset + 59K Richmond)

Total: 281K

Colleges and Universities Enrollment

Skyline College – 10K

SFSU – 30K

USF – 11k

UCSF – 3K

Approach

Work with the Metropolitan Transit Commission (MTC) to facilitate a task force of the SF Bay Bus Operators to create a regional bus route operational governance model. Pilot the governance model by establishing a one-ride regional bus route on the Highway CA1 Ocean Shore Corridor from Half Moon Bay to Marin County.

Every 30 minutes during commute hours and once an hour during non-commute hours from 6am to midnight every day. with selected stops from Main Street Half Moon Bay to/from the Golden Gate Bridge

Commute Hours Defined:

Mon-Fri 6am-9am, 4pm-7pm

Sat, Sun 10am-3pm

4. Bicycle and Pedestrian Plan (\$11.1M)

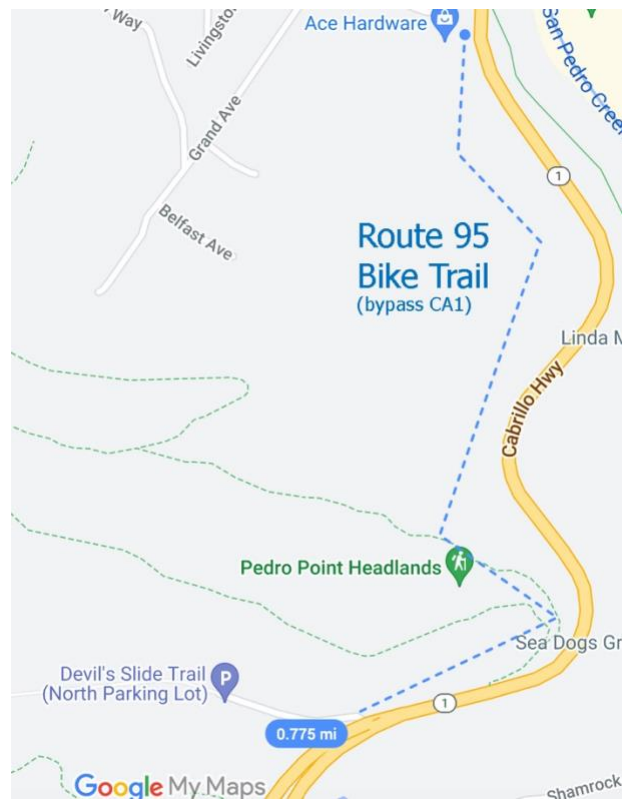
Pacifica Master Plan

The formally adopted City of *Pacifica Bicycle & Pedestrian Master Plan*, February 2020 lists 87 road segments totaling nearly 33 miles of roadway improvements for bicycles. Recent \$584K funding received for Esplanade, Palmetto, West Avalon for 1.8 miles of improvements at projected cost of \$324 per mile. $\$324K \times 33 \text{ miles} = \$10.6M$ for current approved Pacifica Plan

Link to *Pacifica Bicycle & Pedestrian Master Plan* :

<https://www.cityofpacifica.org/home/showpublisheddocument/2168/637831368066870000>

Route 95 Bike Trail CA1 Bypass (\$500K)



Add the project to pave the existing hiking path from the Ace Hardware trailhead to the Devils slide parking lot connecting the [midcoast bike trail system](#). Update the current resolution RESOLUTION NO. 33-2021 to reflect the CA1 bypass.

WHEREAS, the route within the City of Pacifica begins at northern border of Pacifica on Crenshaw Drive; Right onto Palmetto Avenue; Right onto Esplanade Avenue; Left onto Avalon Drive; Right onto Palmetto Avenue; Left onto Clarendon Road; Right onto Lakeside Avenue; Right onto Francisco Drive; Continue onto Bradford Way; Left onto Mori Point Road; Right onto Highway 1 (Class I trail adjacent); Right onto Reina Del Mar Avenue; Continue onto Quarry Path (Class I); Left onto San Marlo Way; Right onto Old County Road;

Continue on Class I trail in south end of Old County Road; Left through Northern Linda Mar Parking Lot; Right onto Highway 1; Continue on Highway 1 to southern border.

Complete text of RESOLUTION NO. 33-2021 can be found at this link:

<https://www.cityofpacifica.org/home/showpublisheddocument/1014/637830226585870000>

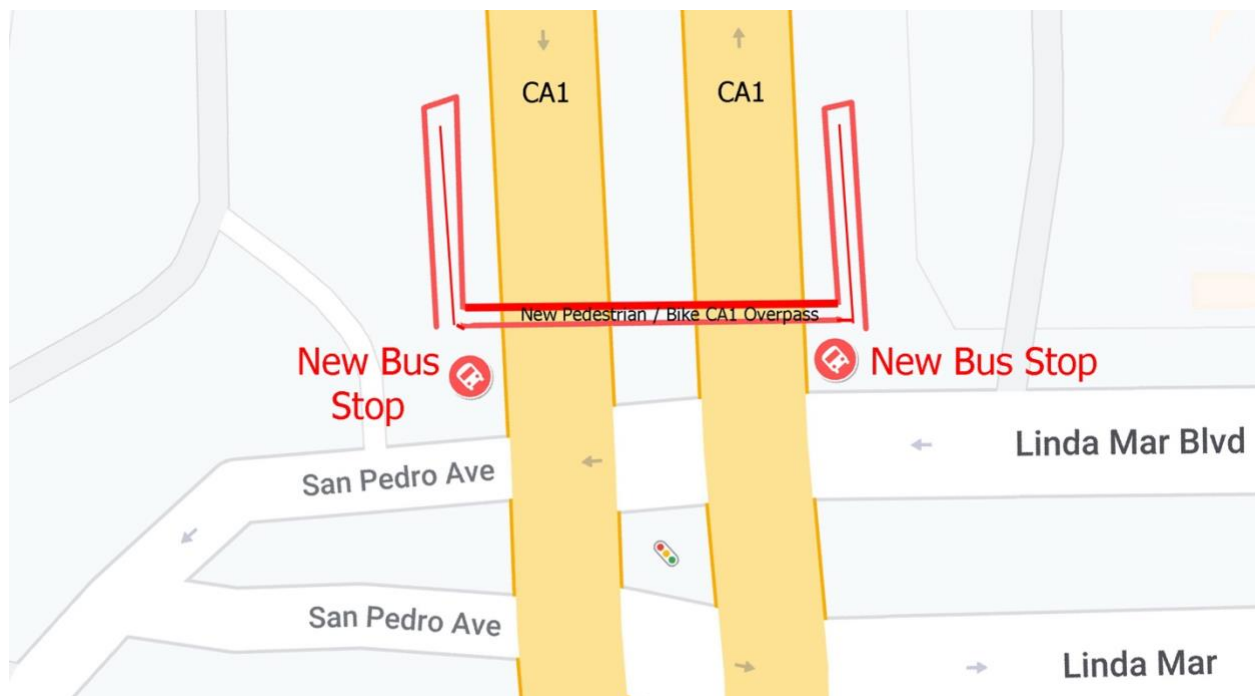
5. Roadway Improvements South of Sharp Park (\$200M)

According to the Caltrans [*Transportation Concept Report State Route 1 South District 4*](#) the Corridor through San Mateo and San Francisco Counties is a scenic coastal route, linking the communities of Pescadero, Half Moon Bay, El Granada, Moss Beach, Pacifica, Daly City, and San Francisco. It is generally a picturesque four-lane conventional highway, passing several State recreational areas such as Año Nuevo State Park, Pigeon Point Lighthouse, Bean Hollow State Beach, Pomponio State Beach, San Gregorio State Beach, Gray Whale Cove State Beach, and McNee Ranch State Park. In the northern portion closer to San Francisco the route passes Stern Grove and through Golden Gate Park, as well as several portions of the extensive Golden Gate National Recreation Area, including Mori Point and Sweeney Ridge in San Mateo County, and the Presidio in San Francisco.

CA1 South of Sharp Park Road to downtown Half Moon Bay is a designated contiguous segment of rural highway by Caltrans and the US Department of Transportation.

The improvements outlined below move car interchanges off CA1 and connect neighborhoods on either side of CA1, encouraging bicycle and pedestrian mobility reducing VMT and decreasing congestion by reducing or eliminating pedestrian, bicycle and automobile stops at traffic lights.

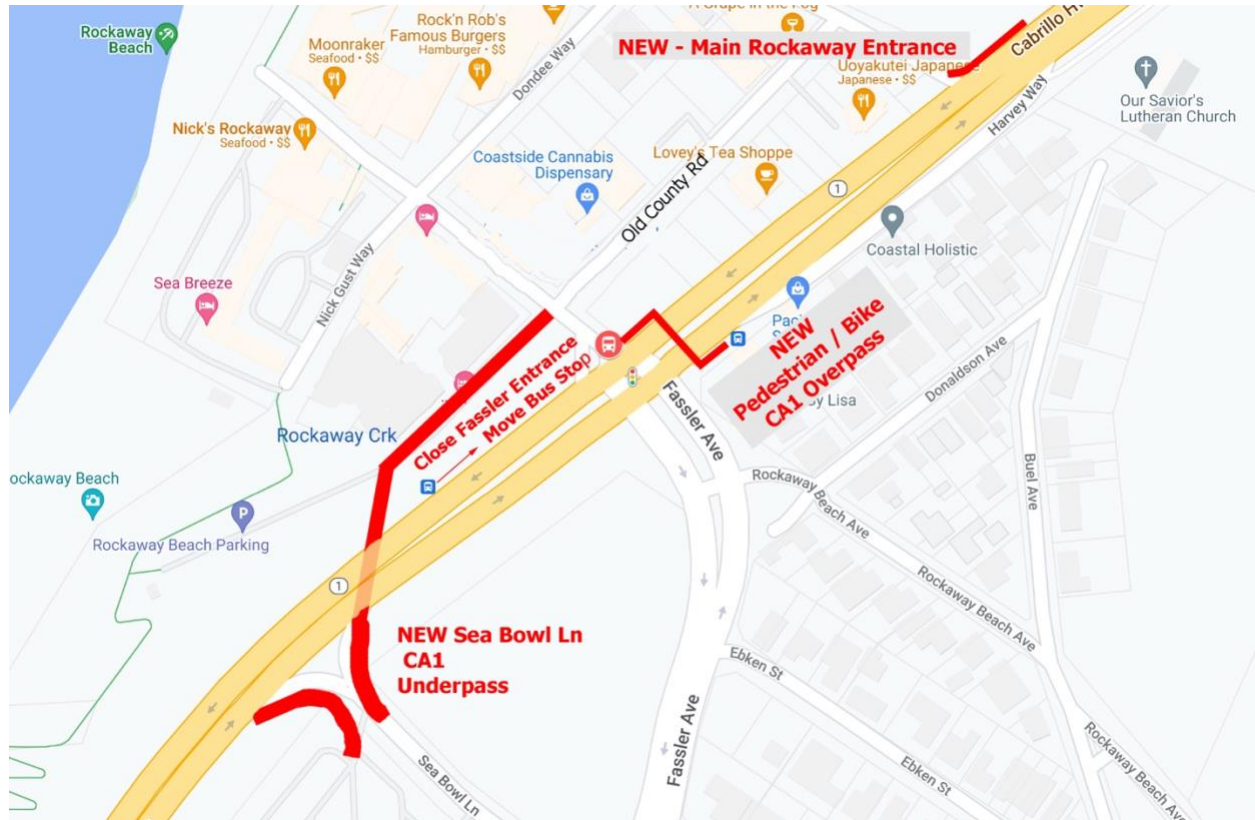
Linda Mar CA1 Intersection (\$29M)



Build a pedestrian and bicycle overpass at Linda Mar north across CA1 - (\$28M)

Build bus stops with shelters on either side of the CA1 Linda Mar pedestrian bridge to accommodate bus routes that don't end or begin in Linda Mar - (\$1M)

Rockaway Fassler Intersection Reconfiguration (\$66.5M)



Rockaway/Fassler is the busiest CA1 intersection in Pacifica. The approach to reconfiguration entails eliminating pedestrian, bicycle, and vehicular traffic at the stoplight into and out of Rockaway west across CA1.

Sea Bowl Lane CA1 Underpass

Build a Sea Bowl Lane auto, pedestrian, bicycle CA1 underpass to the Rockaway Beach parking lot and extend Old County Road into the parking lot to connect to the Sea Bowl Lane underpass – (\$35M)

Move Entrance to Rockaway West 1 block North

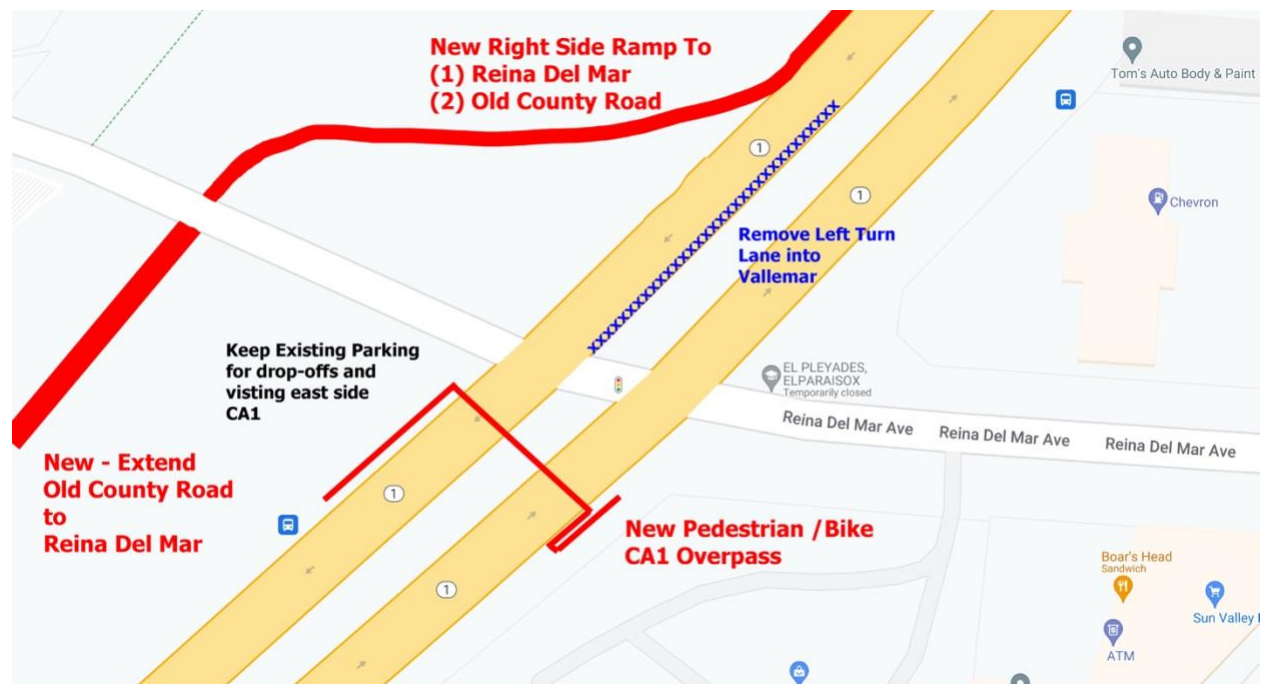
Close the CA1 cross traffic entrance to Rockaway Beach Ave west. Update the Rockaway west entrance at San Marlo with CA1 exit lane, making San Marlo the main entrance from the north into Rockaway west. (\$2M)

Fassler/State Route 1 Pedestrian Overpass

Build a pedestrian and bicycle overpass at from Fassler north to Rockaway west across CA1 - (\$28M)

Build bus stops with shelters on either side of the CA1 at the Fassler pedestrian bridge which moves the existing Rockaway south bus stop to the foot of the pedestrian bridge - (\$1.5M).

Reina Del Mar/Vallemar Intersection Reconfiguration (\$63M)



Relocate Reina Del Mar southbound Exit Lane West, Connect Old County Road

Remove left CA1 Reina Del Mar exit/left turn light and replace with right exit ramp that connects with Reina Del Mar west of CA1 – (\$15M)

Make new Reina Del Mar exit ramp a combo Reina Del Mar and Old County Road ramp for a second southbound entrance to Rockaway west and an exit for left turn lane onto CA1 from Reina Del Mar west – (\$20M)

Reina Del Mar/State Route 1 Pedestrian Overpass

Build a pedestrian and bicycle overpass at Reina Del Mar south across CA1 - (\$28M)

Consideration to Leverage Quarry Reclamation

Costs for building the Reina Del Mar Old County Road Off ramp might be shared between the reclamation owner and Caltrans. Dirt removed to build the off-ramp might be used as part of the reclamation process.



Westport CA1 Crossing (\$35M)



Underpass at Westport

Build a CA1 pedestrian, bicycle, and vehicle underpass at Westport connecting the neighborhood on both sides of CA. Eliminate northbound CA1 entry from the west and southbound CA1 entry from the east – (\$35M)

6. Paving Local Roads (\$35M)



According to the Metropolitan Transit Commission, Pacifica roads have a Pavement Condition Index (PCI) of 42 (Poor.) Compared to the other 108 cities rated in the Pacifica has the lowest score and worst streets in the entire SF Bay Area

https://mtc.ca.gov/sites/default/files/documents/2022-10/PCI_table-2021_data.pdf

Benefits

Safe well-maintained streets promote walking and biking in a community which reduces VMT.

Approach

Pacifica currently forecasts \$7.5M in road paving over 5 years. Pacifica should double the 5-year forecast to \$15M to aggressively update our local roads and develop a 10-year plan for regular road maintenance \$20M over 10 years.

Link to current Pacifica Capital Improvement Plan with Paving projects starting on page 9-4

<https://www.cityofpacific.org/home/showpublisheddocument/13674/638065364974486818>

7. Electrification Infrastructure (\$1.7M)

Public Electric Vehicle Charging Stations (\$250K)

Install 6 Public Charging stations on Francisco Blvd near the Civic Center – Capital: \$70K, Expense: \$80K

Install 4 Public Charging stations in the parking lot between Old County Road and Dondee Way – Capital: \$50K, Expense: \$50K

Source for estimate: ChargePoint Sales – 5 years cost

Solar, Batteries Municipal Fleet Charging (\$1.45M)

Pacifica Public Works, Peninsula Clean Energy and Commute.org indicate that use of electric vehicles for transportation, municipal and police vehicles are 2-5 years away. Approaches are still in development. There is currently a lot of federal funding being approved for electrification projects. Pacifica should include electrification projects/budgets in its 5-year plans, so that when funding becomes available, there will already be a plan in place that can be referenced.

Capital costs are based on installing Level 4 chargers for 10 police vehicles at \$100K each and purchasing 50% (or 5 additional) vehicles at \$90K each as backup in the event of 3 days power failure. Fuel operating costs per vehicle (10 police vehicles) calculated as 30,000 miles per year, 3.5 miles per kWh = 8571 kWh per year x \$0.54/kWh cost = \$4,629 per year x 10 vehicles = \$46,290.

The following communication is the latest to establish some contacts for discussion:

From: **Phillip Kobernick** <pkobernick@peninsulacleanenergy.com>

“...in regards to EV fleets is that we have an available program to assist here, our [Public EV Fleets](#) program for public agencies. The program provides no cost assistance, such as a vehicle replacement analysis, charging needs assessment for your fleet, and helps design an EV charging installation project at a corp yard, fleet depot, etc. The city would need to commit to replacing at least 5 vehicles or installing 5 chargers.

Also, in my prior role, I was Alameda County's fleet manager, which included managing the Alameda County Sheriff's Office vehicles and happy to brainstorm ideas on fleet electrification here. My two cents here is:

1. I encourage the exploration of charging strategies like battery swapping instead of extremely high power fast chargers. These are still in pilot stage, but have the major advantage of a 10 minute recharge (by swapping the batteries through a robot) vs lots of high power, much easier for shift changes at a police station. I can help facilitate this in our program, if police fleets are the priority.

2. The Ford Explorer EV is expected to come out in 2024 or 2025, which will be a major opportunity for police fleets. Dodge will probably be a year behind, though that's mostly just my speculation.”

I'm happy to help there re Pacifica fleet electrification and coming up with a plan/roadmap (e.g. it will cost \$X to install the charging needed for full fleet electrification). Please let me know when you're ready to proceed.

Phillip Kobernick
Programs Manager, Transportation
Peninsula Clean Energy
Direct: 650-257-2116

8. Implementation Framework

Create the TDM Program

Work with stakeholders to update and prioritize TDM project lists. Stakeholders include:

- Pacifica residents
- Pacifica City Staff/Management
- Executing organizations include Caltrans, Metropolitan Transit Commission, SamTrans, Commute.org, Peninsula Clean Energy, MidPen Housing, Mercy Housing

The TDM Program does NOT have to be formally approved to start acting on it. After a first round of stakeholder updates:

- Immediately start working on project implementation (funding, execution, completion)
- Adopt a cadence of review and update every 3 months to slowly change and improve the TDM Program plan
- Over time (3-5 years) projects will get completed and the quality of TDM program plans will improve such that the stakeholders who have been fully engaged will see that the Pacifica TDM Comprehensive Program should be formally approved by City Council.

Example TDM Program / Project List

Bus Mass Transit Program

Program	Project	Cost
Sharp Park Transit Center	Francisco Bus Stop	\$250,000
Sharp Park Transit Center	40 Perpendicular Parking Spaces	\$1,500,000
Sharp Park Transit Center	Ocean Shore Railroad Monument	\$100,000
Sharp Park Transit Center	Daly City BART Shuttle	\$1,000,000
Sharp Park Transit Center	Millbrae BART Shuttle	\$1,500,000
Sharp Park Transit Center	Extend SamTrans 117 to Sharp Park	\$0
Sub Total		\$4,350,000
Ocean Shore Regional Bus	Half Moon Bay to Marin County Route	\$5,260,000
Electrification Infrastructure	Francisco EV Charging Station (6)	\$150,000
Electrification Infrastructure	Rockaway EV Charging Stations (4)	\$100,000
Electrification Infrastructure	Long Term Fleet EV Charging	\$1,450,000
Subtotal		\$1,700,000
Total		\$11,310,000

Roadway Program

Program	Project	Cost
Linda Mar Roadway	Bus Stops East and West	\$1,000,000
Linda Mar Roadway	CA1 Linda Mar Bicycle Pedestrian Overpass	\$28,000,000
Sub Total		\$29,000,000
Rockaway Fassler Reconfiguration	Sea Bowl Ln Underpass	\$35,000,000
Rockaway Fassler Reconfiguration	Move Main Entrance to San Marlo	\$2,000,000
Rockaway Fassler Reconfiguration	CA1 Fassler Bicycle Pedestrian Overpass	\$28,000,000
Rockaway Fassler Reconfiguration	Bus Stops / Shelters East West	\$1,500,000
Subtotal		\$66,500,000
Valleymar Reconfiguration	Relocate Valleymar CA1 Exit West	\$15,000,000
Valleymar Reconfiguration	Reina Del Mar / Old County Road Exit	\$20,000,000
Valleymar Reconfiguration	CA1 Valleymar Bicycle Pedestrian Overpass	\$28,000,000
Subtotal		\$63,000,000
Westport CA1 Crossing	CA1 Westport Bicycle Pedestrian Underpass	\$35,000,000
Pacifica Roads	Fix to Safety Sandards - 5 year plan	\$15,000,000
Pacifica Roads	Long Term Maintenance - 10 year plan	\$20,000,000
Subtotal		\$35,000,000
Total		\$228,500,000

Bicycle and Pedestrian Program – estimate: \$325,00 per mile

Street	Start	End	Bikeway	Miles	Cost x \$1000
Adobe Dr	Linda Mar Blvd	Rosita Rd	Class IIIB	0.26	\$85
Adobe Dr	Rosita Rd	Higgins Way	Class IIIB	0.16	\$52
Alicante Dr	Terra Nova Blvd	Linda Mar Blvd	Class IIIB	0.68	\$221
Berendos Ave	Calaveras Ave	Reina Del Mar Ave	Class IIIB	0.20	\$65
Bradford Way	Sharp Park Rd	Bradford Way bend	Class IV	0.24	\$78
Bradford Way	Bradford Way bend	Mori Point Rd	Class IIIB	0.24	\$78
Brighton Rd	Kohala Ave	Lunette Ave	Class IIIB	0.10	\$33
Calaveras Ave	Reina Del Mar Ave	Berendos Ave	Class IIIB	0.17	\$55
Capistrano Dr	Linda Mar Blvd	Rosita Rd	Class IIIB	0.12	\$39
Carmel Ave	Sierra Terrace	Mirador Terrace	Class IIIB	0.25	\$81
Catalina Ave	Hickey Blvd	Coral Ridge Dr	Class IIIB	0.43	\$140

Street	Start	End	Bikeway	Miles	Cost x \$1000
Channing Way	Farallon Ave	Fremont Ave	Class IIIB	0.10	\$33
Clarendon Rd	Oceana Blvd	Francisco Blvd	Class IV	0.04	\$13
Clarendon Rd	Palmetto Ave	Beach Blvd	Class IV	0.07	\$23
Clarendon Rd	Francisco Blvd	Palmetto Ave	Class IIIB	0.15	\$49
Clarendon Rd	Oceana Blvd	Lunette Ave	Class IIIB	0.08	\$26
Claridge Dr	Manor Dr	End of St	Class IIIB	0.31	\$101
Coastal Trail Expansion	Bill Drake Way	Manor Blvd	Class I	0.14	\$46
Coral Ridge Dr	Catalina Ave	Farallon Ave	Class IIIB	0.07	\$23
Crespi Dr	Highway 1	Shopping center driveway	Class II	0.21	\$68
Crespi Dr	Shopping center driveway	Fassler Ave	Class IIIB	2.04	\$663
Danmann Ave	San Pedro Ave	Shelter Cove	Class IIIB	0.09	\$29
Edgemar Ave	Milagra Dr	Ocean Shore School	Class IIIB	0.27	\$88
Esplanade Ave	Bill Drake Way	Manor Dr	Class II	0.12	\$39
Esplanade Ave	Manor Dr	W Avalon Dr	Class II	0.14	\$46
Eureka Dr	Tablot Ave	Oceania Dr	Class II	0.14	\$46
Everglades Dr	Oddstad Blvd	Terra Nova Blvd	Class IIIB	0.69	\$224
Fairway Dr	Bradford Way	End of street	Class IIIB	0.31	\$101
Farallon Ave	Coral Ridge Dr	Channing Way	Class IIIB	0.51	\$166
Fassler Ave	Highway 1	Driftwood Cir	Class IV	0.89	\$289
Fassler Ave	Driftwood Cir	End of street	Class IIIB	0.42	\$137
Francisco Blvd	Clarendon Rd	Laguna Way	Class II	0.11	\$36
Francisco Blvd	Laguna Way	Sharp Park Rd	Class IV	0.20	\$65
Fremont Ave	Monterey Rd	Nelson Ave	Class IIIB	0.05	\$16
Fremont Ave	Channing Way	Monterey Rd	Class IIIB	0.15	\$49
Gateway Dr	Highway 1	Hickey Blvd	Class IIIB	0.64	\$208
Glencourt Way	Skyline Blvd	Inverness Dr	Class IIIB	0.20	\$65
Goodman Rd	Talbot Ave	Kohala Ave	Class IIIB	0.04	\$13
Hickey Blvd	Skyline Blvd	Monterey Rd	Class IV	0.85	\$276
Highway 1	Mori Point Rd	Devil's Slide Trail	Class I	3.02	\$982
Humboldt Ct/Yosemite Dr	Oddstad Blvd	Frontierland Park	Class IIIB	0.20	\$65
Inverness Dr	Manor Dr	Heathcliff Dr	Class IIIB	0.44	\$143
Inverness Dr	Heathcliff Dr	Hickey Blvd	Class IIIB	0.29	\$94
Johnson Ave	Nelson Ave	Manor Dr	Class IIIB	0.13	\$42
Kohala Ave	Goodman Rd	Brighton Rd	Class IIIB	0.14	\$46
Lerida Way	Crespi Dr	Terra Nova Blvd	Class IIIB	0.73	\$237
Linda Mar Blvd	Adobe Dr/Seville Dr	Pacific Bay Christian School driveway	Class II	0.05	\$16
Linda Mar Blvd	Shopping Center Driveway	Adobe Dr	Class II	0.74	\$241
Linda Mar Blvd	Adobe Dr/ Seville Dr	Pacific Bay Christian School driveway	Class IIIB	0.05	\$16
Linda Mar Park and Ride			Class I	0.15	\$49

Street	Start	End	Bikeway	Miles	Cost x \$1000
Lunette Ave	Brighton Rd	Clarendon Rd	Class IIIB	0.05	\$16
Manor Dr	Edgemar Ave	Palmetto Ave	Class II	0.09	\$29
Manor Dr	Johnson Ave	Edgemar Ave	Class IIIB	0.04	\$13
Manor Dr	Palmetto Ave	Esplanade Ave	Class IIIB	0.10	\$33
Manzanita Dr	Crespi Dr	Alicante Dr	Class IIIB	0.57	\$185
Milagra Dr	Oceana Blvd	Edgemar Ave	Class IIIB	0.06	\$20
Mirador Terrace	Carmel Ave	Paloma Ave	Class IIIB	0.05	\$16
Moana Way	Oceana Blvd	End of street	Class IIIB	0.52	\$169
Monterey Rd	Waterford St	Fremont Ave	Class IIIB	0.12	\$39
Mori Ridge Rd	Highway 1	Trailhead	Class IIIB	0.26	\$85
Nelson Ave	Johnson Ave	Norfolk Dri	Class IIIB	0.39	\$127
Norfolk Dr	Monterey Rd	Nelson Ave	Class IIIB	0.06	\$20
Oceana Blvd	Milagra Dr	Clarendon Rd	Class II	1.14	\$371
Oceana Blvd	Avalon Dr	Milagra Dr	Class II	0.07	\$23
Oddstad Blvd	Park Pacifica Ave	End of street	Class II	1.21	\$393
Oddstad Blvd	Toledo Ct	Park Pacifica Ave	Class II	0.21	\$68
Palmetto Ave	Westline Dr	Residential driveway	Class II	0.27	\$88
Palmetto Ave	Residential driveway	W Beaumont Blvd	Class II	0.31	\$101
Palmetto Ave	W Beaumont Blvd	Manor Dr	Class II	0.27	\$88
Palmetto Ave	Manor Dr	Existing facilities	Class II	0.26	\$85
Palmetto Ave	Westline Dr	Fairmont Park	Class IIIB	0.33	\$107
Paloma Ave	Mirador Terrace	Oceana Blvd	Class II	0.07	\$23
Paloma Ave	Francisco Blvd	Beach Blvd	Class IIIB	0.22	\$72
Peralta Rd	San Pedro Terrance Rd	Crespi Dr	Class IIIB	0.40	\$130
Reina Del Mar Ave	Highway 1	Calaveras Ave	Class IIIB	0.78	\$254
Ridgeway Dr	Lundy Way	End of street	Class IIIB	0.21	\$68
Roberts Rd	Fassler Ave	Crespi Dr	Class IV	0.69	\$224
Rosita Rd	Adobe Dr	Oddstad Blvd	Class IIIB	1.22	\$397
Rosita Rd	Peralta Rd	Adobe Dr	Class IIIB	0.21	\$68
Route 95 CA Bypass	ACE Hardware	Devil's Slide Trail	Class IIIB	1.60	\$520
San Pedro Ave	Road narrows	Kent Rd	Class IIIB	0.51	\$166
San Pedro Ave-Shoreside Dr Connector	San Pedro Ave	Shoreside Dr	Neighborhood Path	0.05	\$16
San Pedro Avenue	Linda Mar/San Pedro	Mid-block crossing	Class I	0.13	\$42
Seville Dr	Linda Mar Blvd	Crespi Dr	Class IIIB	0.40	\$130
Sharp Park Rd	City limit	Bradford Way	Class IV	1.44	\$468
Talbot Ave	End of street	Eureka Dr	Class IIIB	0.61	\$198
Terra Nova Blvd	Oddstad Blvd	Mason Dr	Class II	1.06	\$345

Street	Start	End	Bikeway	Miles	Cost x \$1000
Terra Nova Blvd	Mason Dr	Fassler Ave	Class IIIB	0.25	\$81
Trout Farm Rd	Rosita Rd	Parking lot	Class IIIB	0.13	\$42
W. Avalon Dr	Esplanade Ave	Palmetto Ave	Class IIIB	0.09	\$29
Total				32.67	\$11,138

Aggressively Identify Funding Sources

Use Pacifica Programs and projects to partner with delivery organizations (i.e., Caltrans, Metropolitan Transit Commission, San Mateo Transportation Authority, SamTrans, Commute.org) to identify early access grant and funding opportunities.

Use Pacifica Programs and projects to partner County leaders to justify US congressional actions for direct funding for Bay Area State Route Infrastructure.

See [Connect the Coastsides Plan](#) (page 184) for **over 25 sources of funding** – link is at: <https://www.smcgov.org/media/136501/download?inline> OR contact project managers for more information: Katie Faulkner, kfaulkner@smcgov.org, Chanda Singh, csingh@smcgov.org

See Pacifica [Bicycle & Pedestrian Master Plan](#) (page 95) for **18 sources of funding** – link is at <https://www.cityofpacific.org/home/showpublisheddocument/2168/637831368066870000>

Enact a Transportation Impact Mitigation Fee (TIMF)

A transportation impact mitigation fee is a type of development impact fee and is a way to collect a proportional share of funds from new development to offset transportation impacts of that new development. The TIMF program could collect fees for new residential and non-residential development on a per-housing-unit basis for residential and per-square-foot basis for non-residential development.

To establish a Transportation Impact Mitigation Fee, Pacifica will need to document the “nexus” or linkage between the fees being charged to new development, the impacts of that new development, and cost allocation. These legal requirements are in California Government Code sections 66000-66025, commonly called the “Mitigation Fee Act” or “AB 1600.”

TIMF Pacifica Recommendation

Land Use	City Wide Total
Residential	Fees per Dwelling Unit
ADU	\$18,000
Single Family	\$55,000
Multi Family	\$44,000
Non-Residential	Fees per 1,000 Building Square Feet
Commercial	\$6,000
Office	\$3,000
Industrial	\$1,000
	Fees per Hotel Room
Hotel	\$1,700