

Proposed Improvements

- Install left turn bay with painted island to provide a storage area for left turn movements in and out of parking lot. The concept shown includes roadway horizontal alignment consistent with existing curves in this area and can be constructed with very little necessary earthwork. Without extending the widening through areas that require significantly more earthwork, standard Caltrans left turn deceleration lengths cannot be achieved. However, a retrofit with the shorter deceleration length shown here provides significant safety benefits over the existing condition with no left turn lane.
- Mark crosswalk using left turn lane taper lines as painted refuge area.
- Include pedestrian crossing warning signs at the crosswalk and in advance of the crosswalk supplemented with pedestrian activated flashing beacons at the crosswalk.
- Include signage and consider improvements to the landscaped berm between the highway and the parking lot, increasing separation and directing pedestrians to the crosswalk.
- Consider tightening the parking lot entrance and marking a crosswalk across the entrance.

Gray Whale Cove Parking Lot



Improvements are shown above to help vehicles enter and exit the parking lot, reduce conflicts between turning vehicles and through traffic, and help pedestrians cross the highway.

*Right.* Highway 1 facing north just past the end of the left turn lane shown in the concept above. The road is widened at this particular location to accommodate a left turn lane.

