

Midcoast Highway 1 Crossings, Raised Medians, Turn Lanes (Highway 1 Congestion & Safety Improvement Project)



Near-term projects of
Midcoast Hwy 1 Safety & Mobility Studies
Project timeline 2012 – 2024?

Midcoast Community Council
June 28, 2017

Background -- Midcoast needs & priorities

2002 Midcoast Recreational Needs Assessment

7 potential highway crossings (only Coronado implemented)

2009-2012 Midcoast Highway 1 Safety & Mobility Improvement Studies

Near-term options: crossings and raised medians (FHA proven safety countermeasure)

Mar 2012 MCC letter:

Near term priority: Pedestrian crossings with refuge island in each community, most importantly in Moss Beach.

Crossings, Raised Medians, Turn Lanes TA (SMC Transportation Authority) – Design/Permitting Grant

June 2012 TA grant application:

- at-grade pedestrian crossings at 8 locations,
- raised medians in Montara and Moss Beach, and
- left-turn lanes at 8th St in Montara and Gray Whale Cove.
- ***“Raised medians... will provide ‘safe refuges’ for pedestrians/bicyclists when crossing the highway. All safe crossings will be connected to medians for this purpose.”***

MCC grant support -- “Of the conceptual plans developed in the study [2012 Safety & Mobility], the most enthusiastic support from the community is for projects that improve vehicle and **pedestrian/bicycle safety via raised medians**, well-placed left turn and merge lanes, and well-placed and designed crossings.”

Oct 2012: TA approved \$1.5 million

- Phase 1: \$550K for PPS and PID (Project Implementation Document)
- Phase 2: \$1 million for environmental review & design

Feb 2014 MOU signed with TA to manage Phase 1

Crossings, Raised Medians, Turn Lanes Design Alternatives

June 2014 Alternatives Workshop #1:

- All painted crossings with choice of beacons -- no median refuge islands.
- Community asked for raised medians.

Mar 2015 Workshop #2: new alternatives with extensive medians, road widening

Apr 2015 MCC 4-page comments on goals, process, and design specifics:

- PPS: *“Installing raised pedestrian refuge islands on the approaches to unsignalized intersections has had the most impact reducing pedestrian crashes.”*
- Public acceptance is highest where safe crossing opportunities do not add to traffic congestion. Raised median refuge islands allow safe crossing one direction of traffic at a time, without necessarily stopping traffic.
- **Gray Whale Cove has 12-ft-wide mid-highway buffer area** at the crossing location. Consider raised median refuge within this area, or at minimum, surface treatments, such as tactile edging, and colorized/textured paving. Vegetation that contributes to the blind curve should be pruned.

June 2015 Workshop #3:

- New alternatives – reduced length of raised medians for Montara & Moss Beach
- Clicker voting and follow-up anonymous online survey – flawed process

Crossings, Raised Medians, Turn Lanes Alternatives Decision

Nov 2015 Preferred alternatives & project phasing:

- Phase 1 – 2017-18:
 - Gray Whale Cove Alt 1 (Supervisor Horsley's stated priority)
 - Lighthouse crossing Alt 1 (later deleted by TA)
 - Cypress northbound acceleration lane (apparently not happening?)
- Phase 2 – 2020-21: Moss Beach Virginia Alt 3 (crossing w/median refuge)
- Phase 3 – 2023-24: Montara 2nd St Alt 3
- Each phase must be under \$3 million in order to qualify for Caltrans expedited PEER process.

Lighthouse Alt #1 (painted crosswalk w/flashing beacon) does not qualify for this TA grant funding.

All original crossing alternatives were of this type.

GWC is of this type, but is allowed due to inclusion of center left turn lane.

Dec 2015 Lighthouse crossing -- new grant app (ultimately unsuccessful)

- Reluctant MCC support for grant app
- Painted crosswalk w/beacons with no median refuge forces motorists to stop in the travel lane just past a curve, and risk getting rear-ended.
- No reasonable alternative was offered – choice was Alt 1 or major widening for extended median which might lose the east-side trail.



Gray Whale Cove

Gray Whale Cove Follow-up reports

Aug 2016: \$300K of \$1.5 million planning/permitting grant used to complete PPS. Remainder will be redirected to complete GWC through construction.

Oct 2016: Caltrans striping maintenance schedule does not align with near-term striping of Cypress acceleration lane or lighthouse crossing. Hope to combine summer 2017 Caltrans maintenance schedule with GWC improvements.

Nov 2016: County is coordinating with Caltrans to **construct crossing/turn lane** project with routine maintenance already planned for **summer 2017**.

Apr 2017: PG&E looking at power sources for lighted crosswalk.

June 2017:

\$600K projected construction funding short-fall
applying for \$400K bike/ped; \$200K local match

Next steps:

- July 2017 – MOU between TA and County
- Aug 2017 – TA to sign on consultant
- Mid 2018 – expect completion of 100% design/permitting (10 month process)