

Devil's Slide Crossing Update
Prepared 1/10/2012 – Len Erickson

Highway 1 Safety and Mobility Study: Phase 2 (Draft released 12/11/2011)

Closing comments on discussion of the Devil's Slide Crossing and opportunities for non at-grade crossings (Page 35)

A grade separated crossing would be a costly, but potential long-term solution.¹ Caltrans has expressed reservations regarding an undercrossing due to security and safety issues associated with users out of sight below ground. An overcrossing could be a future possibility, though approaches of several hundred feet or more would be required to reach the necessary elevation for roadway clearance and maintain the maximum 5% allowable slope per ADA requirements, which could result in real or perceived out of direction travel for users. In addition, substantial fill and retaining construction would still be required to support a structure and walkway on the west side of the highway.

Beyond the above observations and considerations, the consultant team has no new findings to report indicating the at-grade crossing as proposed is unsafe or inadequate.

email from Chris Hunter (November 30, 2011)

Chief Legislative Aide to Supervisor Don Horsley

In the quarterly meeting of the Devil's Slide Task Force on Monday, November 28, 2011, Caltrans recommended the installation of a "HAWK" on-demand traffic light at the south portal of the tunnel to better ensure the safe crossing of pedestrians.

The "HAWK" light is an on-demand stoplight that will meet the safety concerns better than previously planned solutions. This solution was enthusiastically endorsed by all the members of the task force, with appreciation going to Caltrans for their efforts to find a solution to the safety concerns at that highway crossing.

County Supervisor Don Horsley, chair of the Task Force, who has worked to incorporate community concerns as well as input from the Midcoast Community Council about a safer pedestrian crossing for the Tom Lantos Devil's Slide Tunnels, said he was pleased that Caltrans engineers will incorporate those concerns into the new stoplight solution.

Caltrans officials have said the bypass tunnels will be open by the end of 2012. The San Mateo County Parks Department will take over the portion of Highway 1 being bypassed and incorporate it as a new public park in 2013.



Figure 1. Example of a HAWK treatment in Tucson, AZ.

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Picture of HAWK provided with email: