



WILLIAM L HUBER

146 Crescent Ave.
PO Bos 82
Moss Beach, CA 94038

650-922-3544
lwhuber@gmail.com
www.audiblesight.com

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Steve Monowitz
Deputy Director of Planning
San Mateo County
sMonowitz@smcgov.org
(650) 363-1855

Dear Steve

RE: Highway 1 Safety and Mobility Study Phase 2: Citizen Comment

Having spend the better part of a day simply reading and studying the draft, I was very impressed with the quality of the work. I found the analysis to be thorough, easy to comprehend. The review of current conditions was accurate. All those involved should feel a real satisfaction.

As a person who uses a bicycle in my daily life and as a member of a family in which bicycling plays an important part for work, pleasure, and travel, I have viewed the draft from the perspective of a bicyclist. I also viewed it from the perspective of someone looking at it to see if something may have been missing. I find many times that when working diligently on something I get so immersed in it that "I don't see the forest because the trees get in the way." I can also see the possibility of this happening on a project of this magnitude. Regrettably I did find something that wasn't addressed

Highway 1 lacks a shoulder in certain parts. It is either non-existent or is so narrow as to make it unusable. There are two areas where this is the case. One is from the north entrance to the Tunnel (lat.-37.585005, lon.-122.506915) extending to San Pedro Terrace road (37.593668 / 122.505768) The other is from the south access road to the maintenance facility for the Tunnel (lat-37.567708. lon-122.513856) to what will be the proposed coastal trail connection & designated crossing at Montara State Beach (37.549891/122.511970)

The lack of a shoulder or one that is basically unusable for a bicyclist is an important issue for a whole host of reasons. Keep in mind that "Bicyclist right to be on the road. Bicyclists have the same rights and responsibilities as vehicle and motorcycle drivers." (CA Drivers Handbook, Page 36)

"BICYCLES IN TRAVEL LANES. When passing a bicyclist in the travel lane ensure enough width for the bicyclist, typically 3 feet. Do not squeeze or force a bicyclist off the road. Bicyclists may occupy the center of the lane when conditions such as a narrow lane or road hazard make it unsafe to ride in a position that may provide room for a vehicle to pass." (CA Drivers Handbook, Page 35)

An inherently unsafe condition exists because bicyclists are forced to ride in the middle of the lane, as they are legally required to do because conditions dictate. This in turn forces motorists to stay behind them, or to pass them over a double yellow line. The mere presence of the double yellow line means that the vehicle driver will not be able to assess oncoming traffic correctly.

California Route one, also known as the Pacific Coast Highway is a major route for bicyclist. It is one of the most traveled in the United States. It attracts riders not just locally but regionally, nationally,

and internationally. It is very popular with bicyclist traveling from Vancouver BC to San Diego. There are dedicated bicycle maps of the route (<http://www.adventurecycling.org/routes/pacificcoast.cfm>). It is also on many bicycle tour operators itineraries. These Bicyclists, almost all of whom are unfamiliar with local conditions, are put at risk because of the lack of shoulders in the Devils slide area.

Once the tunnel opens for traffic this risk to bicyclists may actually increase because The Devil Slide area will act as a magnet because of its beauty and for the new opportunities it affords to hike, bike, photograph, and just contemplate the beauty of the surroundings. As quoted by the Amgen tour of California bicycle race. America's greatest race (<http://www.amgentourofcalifornia.com/Route/stages/stage2-2012.html>), "Making its way down the Devil's Slide, north of Half Moon Bay, the peloton will enjoy the most spectacular coastline in the world." I suspect that this sentiment will be picked up and promoted by writers all over the world once Devil's slide becomes an internationally know destination.

As it now stands, once Devil's slide becomes a destination, the only way for a core constituency, bicyclists, to get there is to traverse this inherently unsafe section of road, unsafe because it doesn't have useable shoulders. This issue will become ever more crucial because of anticipated increases in traffic and use of the Devils Slide area.

Without a safe north-south key corridor on the Coastsides as defined by the CBPP. their work becomes compromised because we can never arrive at a Comprehensive plan as their title indicates. We can only achieve a plan that meets the needs of some of the county's bicyclists and pedestrians, namely, those that live on the other side of the coastal divide. Keep in mind that having this key corridor is especially important on the Coastsides because there is no inter-regional bus service on the weekend. (see SamTrans Route 294). With a functioning key corridor on the Coastsides it would be possible to ride to LindaMar park & ride to access regional bus service, an option not now available.

This oversight in addressing inadequate or non-existent shoulders makes an otherwise well thought out plan flawed. Without addressing this issue you end up destroying the claim that this plan addresses safety.

This lack of adequate shoulders in the devils slide area should be addressed and given a high priority.

- Drivers crossing the double yellow line to pass is a safety issue.
- Persons riding bicycles in this area can't do so safely
- You are creating a world class scenic outlook with no safe bicycle access
- the fact that it functions as a de facto unsafe key corridor is an issue
- The fact is that it is unsafe for all bicyclists, Local, regional, national, and international.

Sincerely yours,



Bill Huber

cc-Midcoast Community Council, Bill Kehoe Chair (mccbillkehoe@gmail.com)