

# Lighthouse Crossing

2012 Hwy 1 Safety & Mobility Study includes near-term concept plan for lighthouse pedestrian crossing with median refuge island.

2012 Caltrans project at lighthouse added 3 left-turn lanes but no pedestrian crossing.

2013-2014 Midcoast Crossings, Turns & Medians project to complete design plans and permitting is getting underway.

The lighthouse crossing was not included.

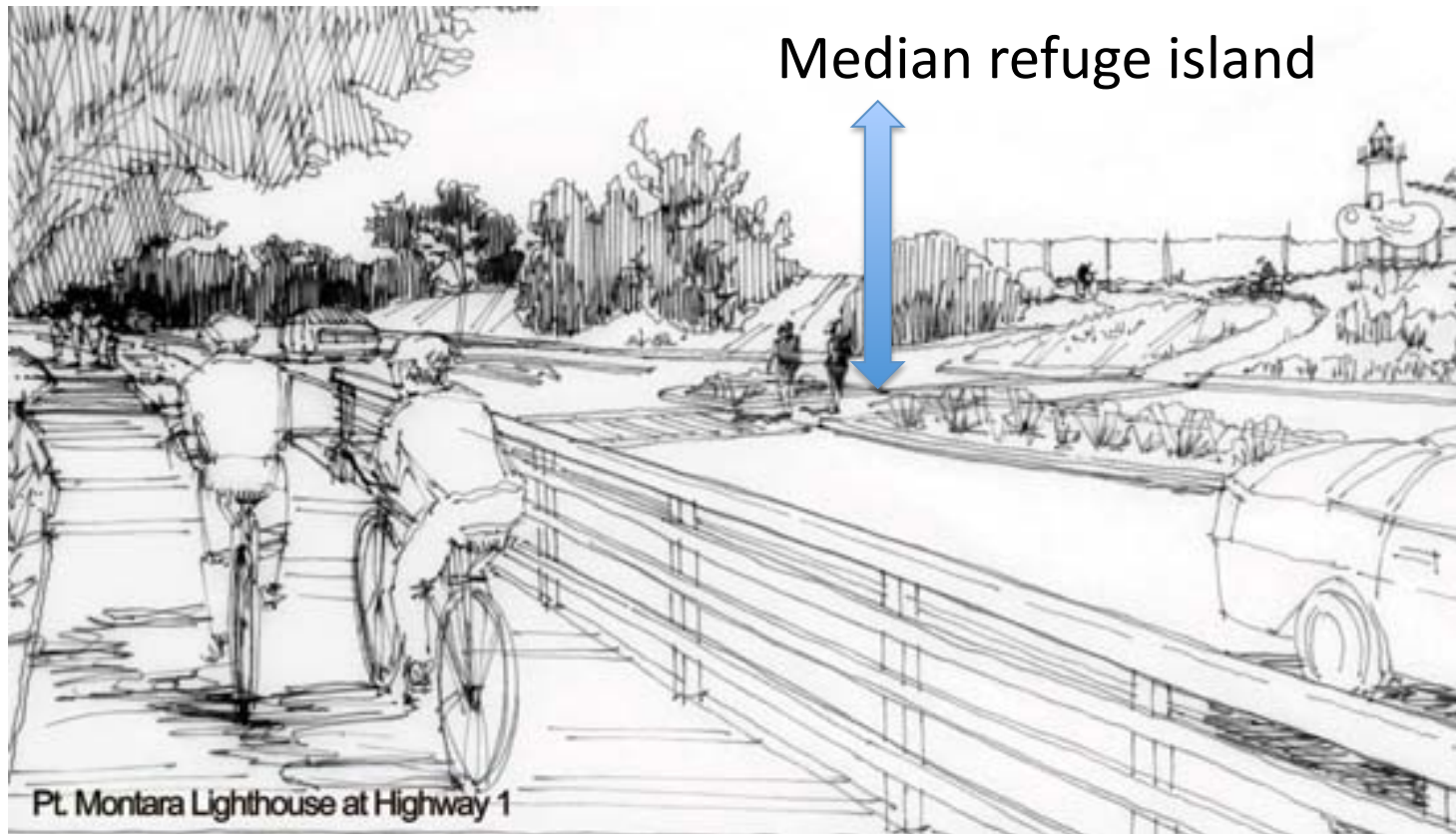


## Hwy 1 at lighthouse/16<sup>th</sup> St. intersection



Where there are no crosswalks, pedestrians are supposed to cross at an intersection. It is legal to cross at the lighthouse/16<sup>th</sup> St intersection, and that is where people need to and will cross.

A raised median refuge would make the crossing much safer.



The key feature of the crossings in the Hwy 1 Safety/Mobility Study is a raised median refuge so that only one lane of traffic need be crossed at a time.

This halves the distance, focuses attention on only one direction of traffic, and does away with the need for a simultaneous break in traffic from both directions in order to cross.



East-side shoulder of Hwy 1 between 14<sup>th</sup> and 16<sup>th</sup> Streets, across the Montara Creek ravine, is the only bike/pedestrian access between Montara and Moss Beach.

(Sunshine Valley Rd. is an impractical detour due to distance and significantly worse bike/ped danger.)

Significant safety improvements can be made near term to this well-used trail and have already been undertaken by local citizen effort.

Hwy 1 shoulder 14-16<sup>th</sup> St –  
safety improvements:



Level ground for trail regained  
by pruning encroaching  
branches.

A citizen effort, May 2013.

## Hwy 1 shoulder 14-16<sup>th</sup> St – safety improvements:

Level ground for trail regained by pruning encroaching branches.

A string trimmer could mow the rest of the vegetation.

Trail surface DG could be replenished.

Additional safety could be provided by extending the curb or installing a guard rail at pavement edge.



## Coastal Trail at Surfers' Beach –

Another example of  
simple near-term safety  
improvement.

Level ground for trail  
regained by pruning back  
encroaching vegetation.

This was a citizen effort in  
2009.

