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Subject: **Montara lighthouse hwy crossing/refuge island**
Date: May 19, 2013 7:15:12 PM PDT
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Supervisor Horsley,

During the May 8 MCC meeting there was lively discussion about the lighthouse crossing when it was made clear that it had not been included in the upcoming TA-funded design/permitting project for Midcoast crossings, turns, and medians. There are unresolved concerns about this crossing being singled out for delay. Our May 22 agenda includes this item in order for the Council to have the opportunity to discuss it with you.

Background and related info:

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. Additionally, when there is a curve in the road, there is better line of sight from the median for crossing the second half of the road.

When there are no crosswalks, by law pedestrians are supposed to cross at an intersection. It is legal to cross at the lighthouse/16th St intersection, and that is where people need to and will cross. A raised median refuge at that location would make the crossing so much safer.

Leading to or from the lighthouse crossing is the east-side shoulder of Hwy 1 between 14th and 16th Streets across the Montara Creek ravine. This well-used trail is the only bike/ped access between Montara and Moss Beach. (Sunshine Valley Rd. is an impractical detour due to distance and significantly worse bike/ped danger.) Even though last year's Caltrans left-turn project shrank the highway shoulders, the east-side shoulder across the ravine is still wide enough for safe bike/ped use. Near-term safety improvements have already been undertaken by local citizen effort, pruning back encroaching branches clearing level ground for at least 5-ft width of trail off the side of the pavement. A string trimmer could mow the rest of the vegetation. More DG could be added to the trail surface where the vegetation was cleared. If desired, additional safety could be provided by extending the recently added curb or installing a guard rail at the edge of the pavement, same as on the other side of the highway.

Looking forward to seeing you on Wednesday,

Lisa