

Devil's Slide South Portal Pedestrian / Bicycle Crossing Update

MCC Report to Supervisor Don Horsley

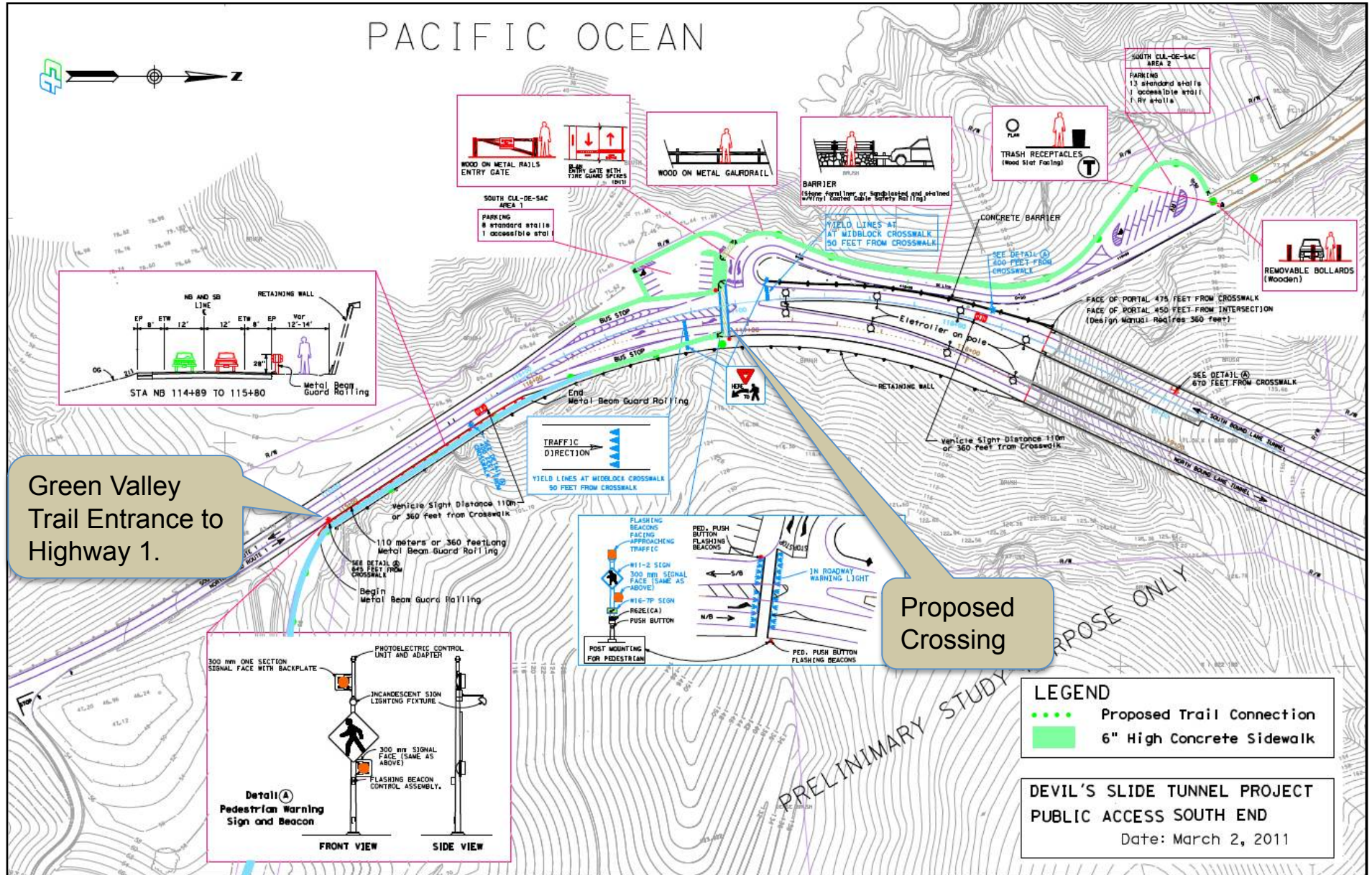
Approved by Midcoast Community Council - April 11, 2011

Prepared by MCC Committee:

Len Erickson, Bill Kehoe, Neil Merrilees and Sabrina Brennan (community member)

Current Concept for At Grade Crossing Design

March 3, 2011 - First MCC Committee – Caltrans Meeting



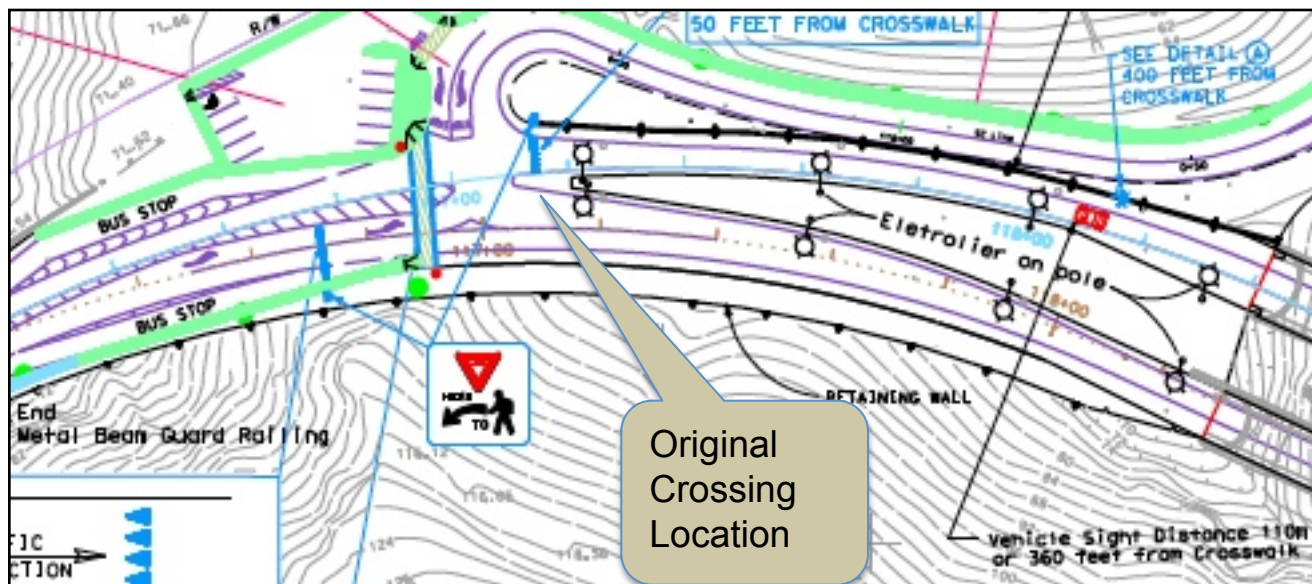
Green Valley Trail Entrance to Highway 1.

Proposed Crossing

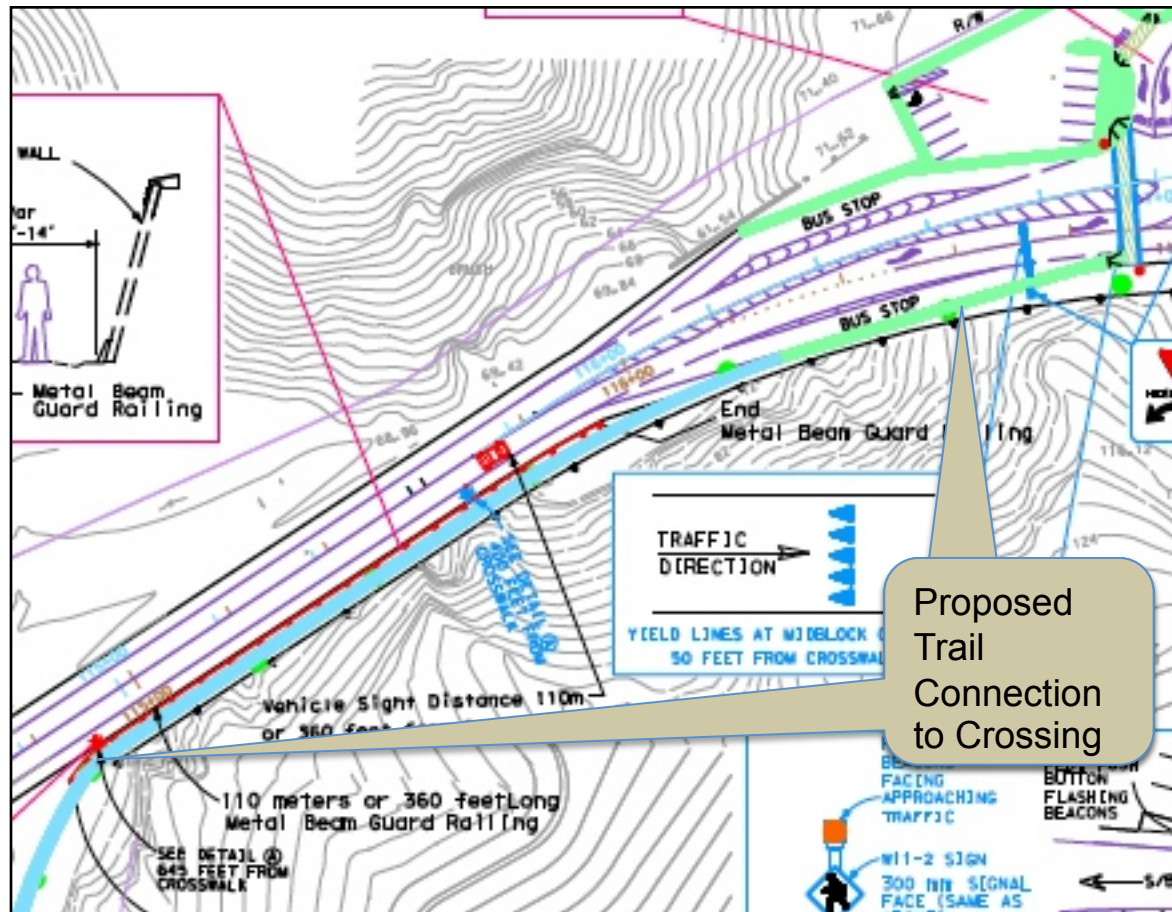
- LEGEND**
- Proposed Trail Connection
 - █ 6" High Concrete Sidewalk

**DEVIL'S SLIDE TUNNEL PROJECT
PUBLIC ACCESS SOUTH END**
Date: March 2, 2011

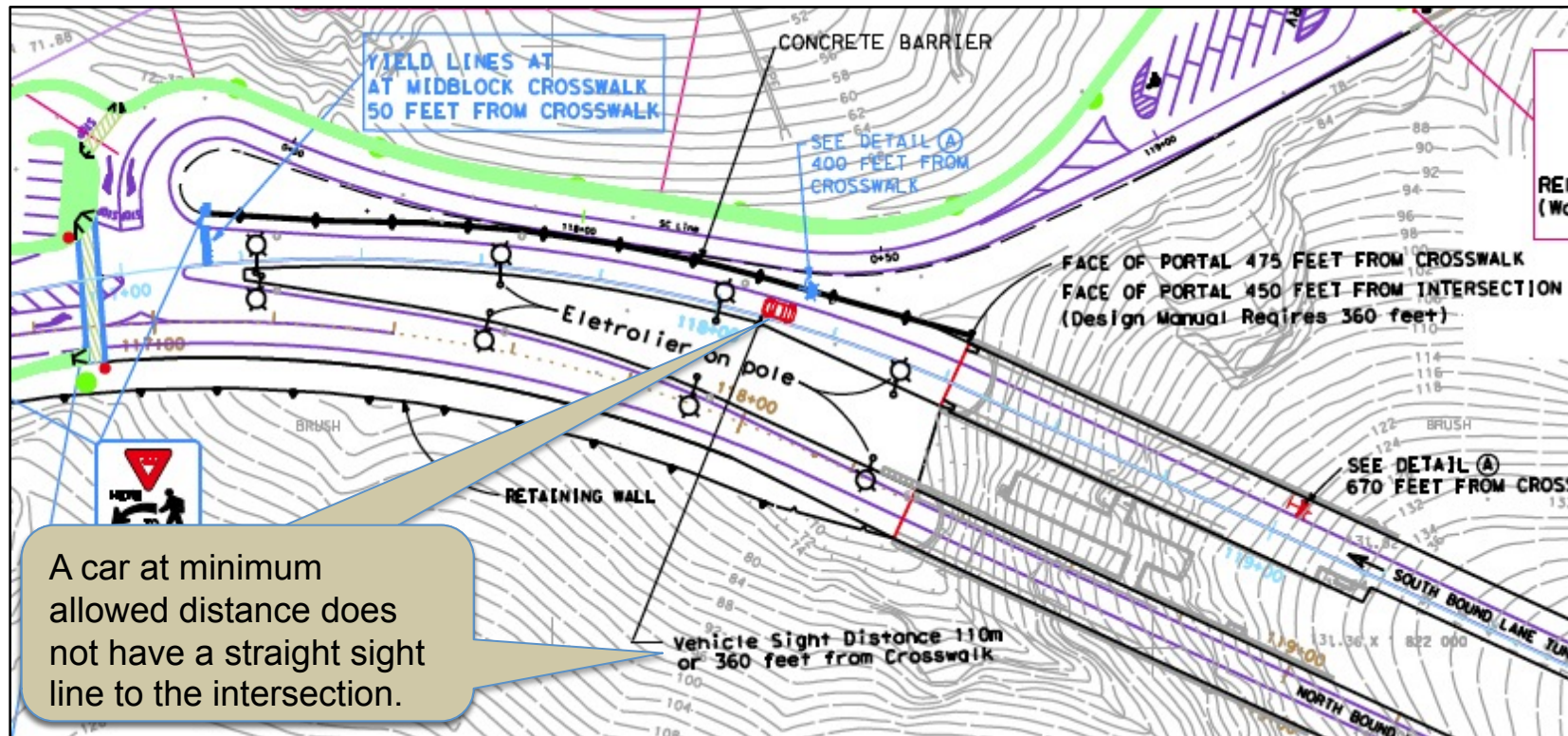
Drawing shows that original crosswalk has moved south 50 feet and simplifies the crossing to the west side trail and parking area.



The Coastal Trail as proposed will extend from Green Valley trail entrance on the east side of highway to the proposed crossing (blue and green lines on east side of highway).



Sight lines and distance to crossing remain a concern.



Ocean views on the west side of the highway across from Green Valley trail entrance...



... will attract people to cross the highway.



People in the south portal parking area



.... will also be attracted to move south for views



The South Portal crossing area should be considered to extend from the tunnel entrance/exit to the Green Valley trail entrance to highway 1.



An extended at grade crossing area such as used on Highway 1 in Davenport, north of Santa Cruz, is not safe for this area



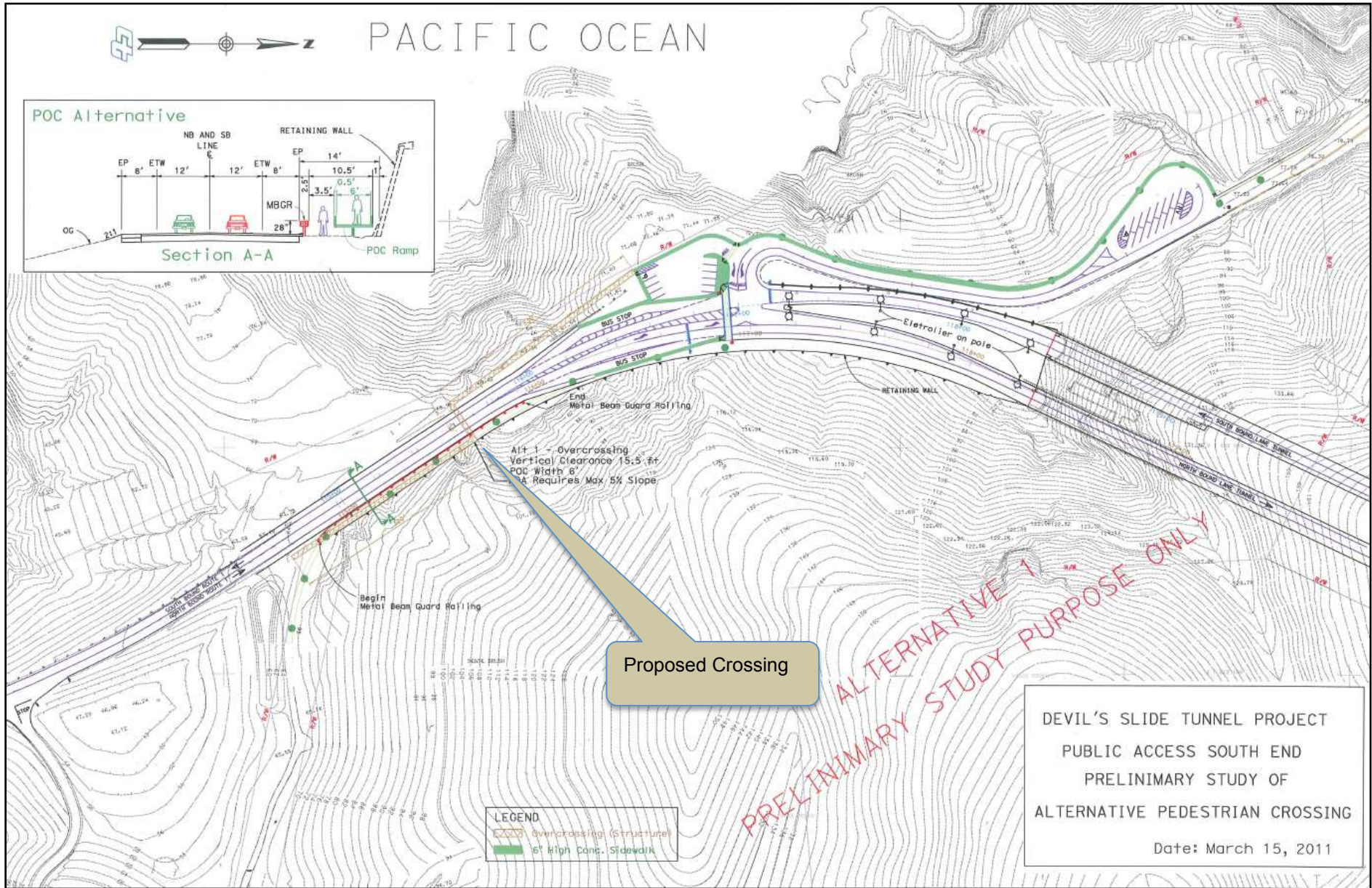
March 16, 2011
Second MCC Committee – Caltrans Meeting

Caltrans provided above and below grade crossing design concepts for this area

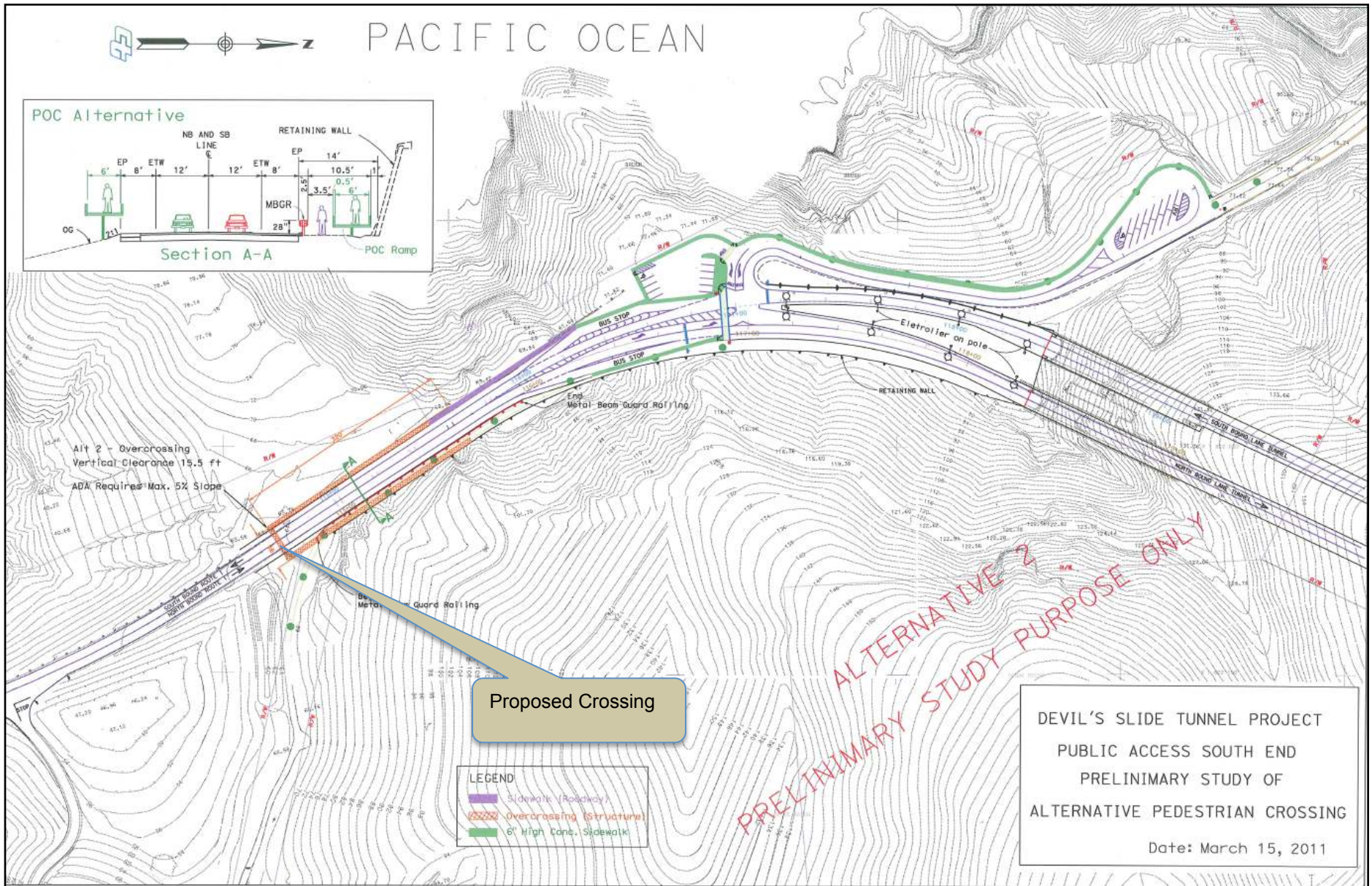
Caltrans is concerned that providing a formal at grade crossing in the Green Valley area would incur liability.

Caltrans does not support under grade crossings.

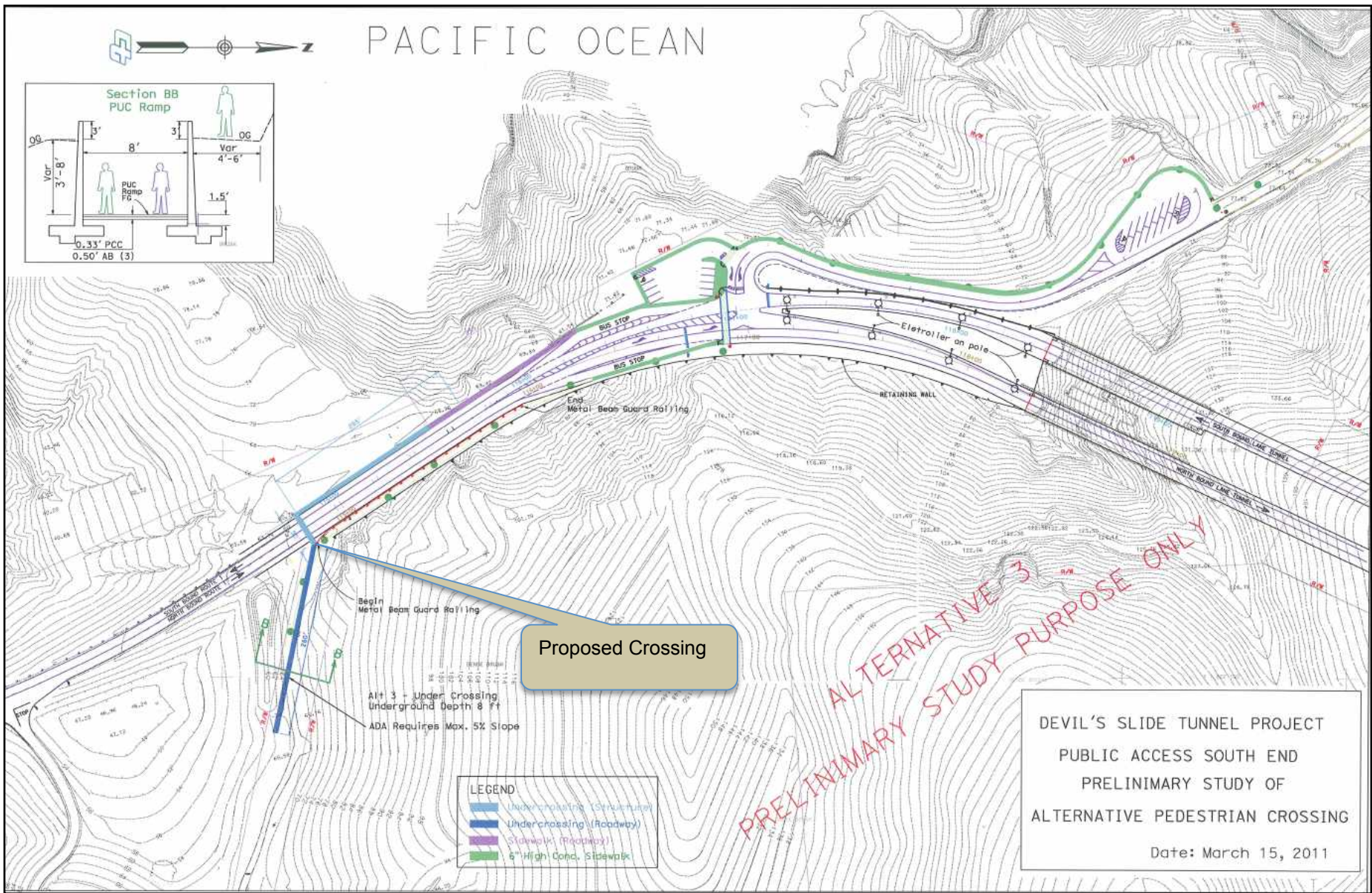
Concept Alternative 1 – Over Crossing



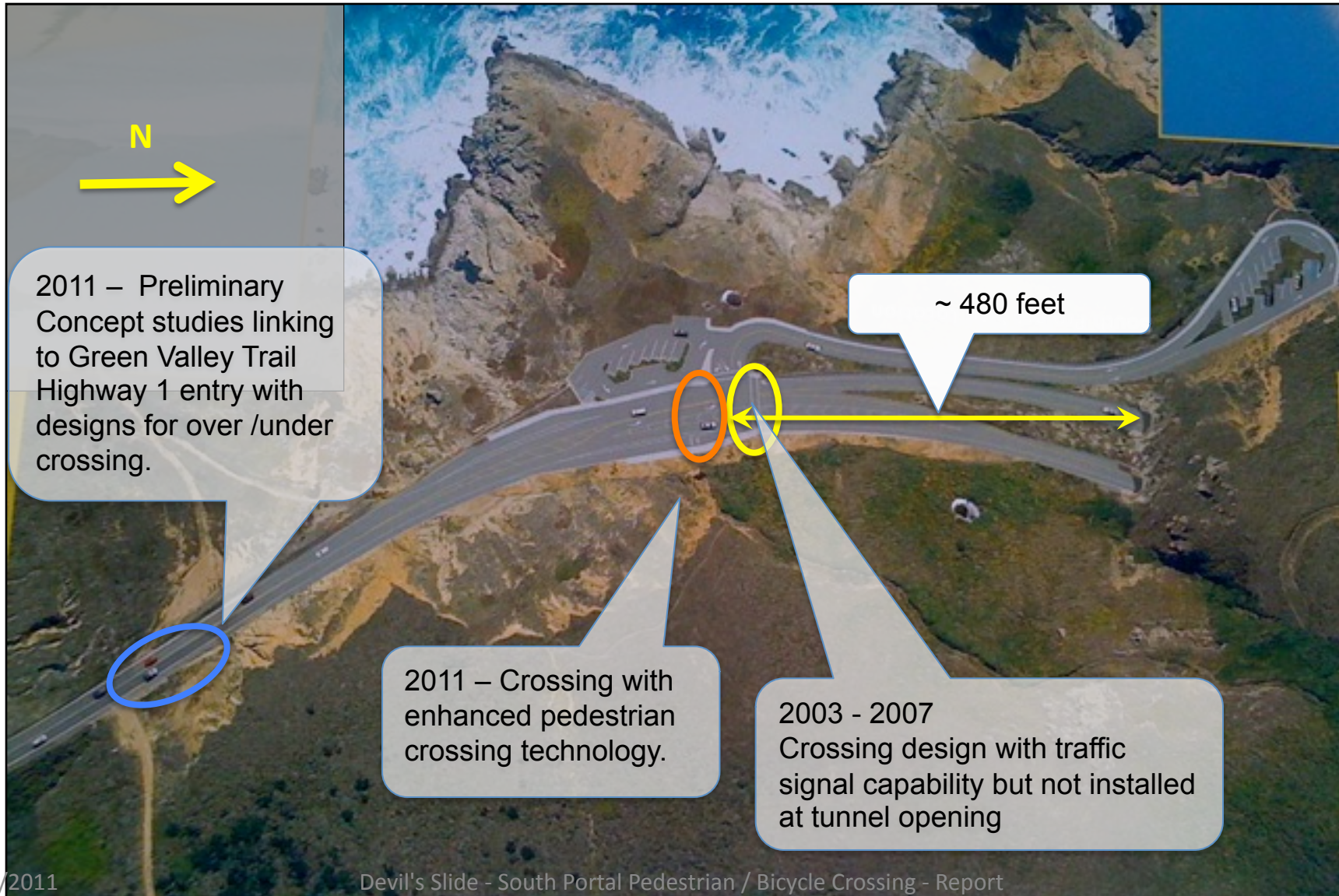
Concept Alternative 2 – Over Crossing



Concept Alternative 3– Under Crossing



Devil's Slide Tunnel – South Portal Pedestrian/Bicycle Crossing Locations



South facing view of Green Valley Trail entrance to highway.



North facing view Green Valley Trail entrance to highway.



Summary

Goal: Provide for a safe Pedestrian / Bicycle Crossing of the California Coastal Trail at the Devil's Slide South Portal

- The most recent Caltrans drawing for an at-grade crossing is an improvement over earlier designs, but remains an unsafe crossing.
- The plan to keep the Coastal Trail on the east side of Highway 1 from Green Valley to the current proposed at grade crossing is not realistic.
- The public will use the west side of the highway which is the more scenic option to connect to the proposed Devil's Slide trail area.
- The vicinity of the Green Valley Trail entrance is the best crossing area.

Summary (Continued)

- Caltrans has provided preliminary crossing designs, but there are issues associated with this option which impact cost and schedule.
- The northbound bus stop should be moved to this area.
- Responsible agencies should evaluate this option and provide detailed plans for a crossing.
- Implementing this plan should be a high priority.

Detail Slides

Overview

The current design for the Devil's Slide south portal includes:

- Parking for motor vehicles
- View areas
- Access to the California Coastal Trail segment created from the abandoned section of Devil's Slide Highway 1

This area is accessed by motor vehicles with left and right turns to enter and exit the area from north and south bound Highway 1. Pedestrians and bicycles who are on the east side of Highway 1 will use a crosswalk at the same intersection used by motor vehicles. Buses that do not enter the parking area will have bus stops to the side of the north and south bound lanes.

The safety of the pedestrian / bicycle crossing is an identified concern of the Midcoast Community Council. A committee was formed to study this matter further, including meetings with Caltrans. This is the report of the committee to the MCC.

Background – Prior to 2011

(Further details in following slides)

- 2003 – Report by Devil’s Slide Tunnels Aesthetics Committee
 - Two options for crossing (27m and 130m from tunnel)
 - Signal crossing at 130m option adopted
- 2005 – Study of Assessment of Devil’s Slide Trail Use
 - Provides assessment of interest in use based on opinion survey
 - Cites 2005 Public report indicating signals at crossing eliminated
- 2007 – Devil’s Slide Coastal Access Meeting – Jan. 11, 2007
 - Lack of signal requirement at tunnel opening confirmed but signal infrastructure will be installed and retained in place
 - Report based on assessment by county and state parks of Midcoast traffic patterns in other similar areas

Committee Activity in 2011

- Letters of Concern
 - Supervisor Don Horsley
 - Midcoast Community Council
- Safe Tunnel Portal Pedestrian Crossing - MCC Committee
 - Mar. 2, 2011: Meeting with Caltrans (At office of Senator Leland Yee)
 - Enhanced technology for pedestrian/bike crossing proposed (flashing warning lights and in-roadway lighting)
 - Traffic signal infrastructure retained for left turns if needed
 - Mar. 16, 2011: Meeting with Caltrans (At Caltrans in Oakland with representatives of Jerry Hill and Jackie Speier attending)
 - Early, conceptual plans for under and over crossing alternatives
 - Note: Preliminary plans - not a detailed study
 - Note: Under-crossings not supported by considered appropriate per Bijan Sartipi (District 4 Director)
 - Considers crossing location at Green Valley Trail entry to Highway 1

From
"Devil's Slide Tunnels Project Aesthetics Committee Report, Phase II" 2003

Chuck Kozak and April Vargas of the MCC representing the community

http://www.dot.ca.gov/dist4/dslide/docs/dst2ac_final031203.pdf

3.5.2. Southern Access Roads to Future Trails

The southern access road to future trails will serve as a drop-off point for visitor access to the trail. Caltrans provided two design alternatives for this access road and cul-de-sac. The first alternative provided for a road located 27-meters south of the tunnel entrance. Vehicles traveling northbound would use the signalized intersection for egress and ingress. The committee did not accept the proposal because of inadequate site distance between the exit of the tunnel portal and the entrance of the access road.

The second alternative relocated the entrance to the access road 130-meters south of the tunnel entrance to meet the Caltrans standard stopping sight distance requirement for a forty-five mile per hour design speed. The committee accepted this second proposal. Refer to Appendix H. No parking will be available in this area except for designated handicap parking. ***At this intersection, Caltrans will install signal lights to provide safe left turn movements into the cul-de-sac area and future pedestrian crossing.***

South Portal Crossing Note: (email from Chuck Kozak) *The committee agreed that the design decisions should not preclude possible trail alignments and connections at the portals, including possible trail connections through Green Valley from the Grey Whale Cove Parking lot and McNee Ranch State Park, and the utilization of the Half Moon Bay-Colma Road roadbed that runs above the south portal area.*

From
**“Assessment of Likely Use and Impacts from Proposed Devil’s
Slide Trail”**

Study for California Coastal Conservancy – 2005

Pat Tierney – SF State

[Full Report](#)

Conclusions excerpts (p.33-35)

Area residents, visitors and all park managers viewed the new Devil’s Slide Trail (DST) as a tremendous chance to expand public recreation opportunities. The majority of survey respondents and nearby park managers indicated the trail will become a heavily used recreation attraction. It is not unreasonable to expect DST use to fall between 50,000 to 100,000 person-visits during the first full year it is open. The level of use could double in five years after opening.

Plans by Caltrans for the tunnel portal areas, as shown in the May 2005 Devil’s Slide Final Public Access Implementation Plan, include parking spaces at portals (17 north and 27 south), bus pads, a number of traffic signs, an interpretive sign and trash receptacles. **Caltrans initially proposed pedestrian traffic signals at the access road for both north and south portals to allow safe crossing of Highway 1, but has since eliminated signals.** Survey results from visitors and park managers strongly suggest more facilities than those proposed by Caltrans will be required or are highly desired.

South Portal Crossing Note: (Phone call with Pat Tierney) *This study is an opinion survey that included the option of free shuttle service. It was not intended to provide an operational model for assigning use to north versus south portals or how people accessed the portals (car, free shuttle, SamTrans bus, bike, walk).*

From
Devil's Slide Coastal Access Meeting Notes 1/11/2007

Other Business:

Crossing mechanism at the exit of the tunnel: Dave (Holland) said there is not enough volume to justify based on studies. Skip (Sowko) said the current design will stand but Caltrans is prepared to put in a crossing mechanism to make the tunnel and trail safe.

[Notes 01-11-2007](#)

South Portal Crossing Note: *email from Dave Holland:*

... At the time of the discussion (Fall 2006), the Devil's Slide Task Force asked State Parks and County Parks to review scenic parking areas along the midcoast for amount of use. In looking at the use (observation) along many beach and scenic access areas (both weekdays and weekends), the number of cars, frequency of entry and exit, and highway crossings did not provide any substantive basis for inferring the need for a change in the planned crossing at the south portal of the Devil's Slide tunnel. I reported our observations at the Devil's Slide Task Force meeting on January 11, 2007. Because it is impossible to predict what type of visitation that may take place for using the trail and the scenic viewing at the cul-de-sac following completion of the tunnel project, Caltrans agreed to include the electrical infrastructure to support a traffic light if needed at some future time as determined by an appropriate study. The Task Force team agreed to this condition.

Gray Whale Cove Supplement Note



Gray Whale Cove - Green Valley – South Portal

This is the full recreation area the public will use with the Green Valley trail providing a critical Coastal Trail link and the Gray Whale Parking area providing only large public parking facility for this area.



Stairs to highway near entrance to Green Valley.



Highway 1 north bound entry to Gray Whale Cove State Park crossing area represents another Highway 1 crossing problem.

