

Moss Beach Evaluation 10/20/20 Meeting – Follow-up Notes and Resources

Post-meeting Survey

https://www.surveymonkey.com/r/Moss_Beach_Meeting_evaluation

Attendees

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Takeaways

California and Highway 1

- Conceptual (10% designs) for signal and roundabouts do not appear to have fatal flaws; signal warrant analysis may not be appropriate mechanism for evaluating need for roundabout
- Address turning radius/access on Carlos, south of California Ave (roundabout), particularly for large trucks
- Traffic calming needed on SR-1 approaching the roundabout
- Orient crosswalks to increase visibility for people walking (roundabout)
- Square the signal crossing to shorten the crossing for pedestrians
- Evaluate options for direct Parallel Trail crossing at Carlos and SR-1, instead of routing away from intersection (roundabout)
- Dropping bike lanes from the roundabout design is appropriate
- Check the designs against the Caltrans Highway Design Manual to see if any exceptions are needed
- Evaluate signal performance with multi-lane approaches; recommend adding multi-lane approaches and downstream weave
- Address drainage concerns in area between Carlos St and SR-1, north of California Ave (red-legged frog habitat)
- Address left-turns for reoriented Wienke Way from northbound SR-1; left-turn bay into Wienke is likely possible with roundabout, not with signal
- Evaluate mitigation trade-offs regarding impacts to endangered species habitat
- Review opportunities to connect Wienke into roundabout, e.g., split Wienke terminus and allow southbound entry and incorporate connection from roundabout to Carlos Street (examples below)
- No other conflicting planned projects in this area were identified
- Detailed design issues can and should be resolved during the PSR-PDS process

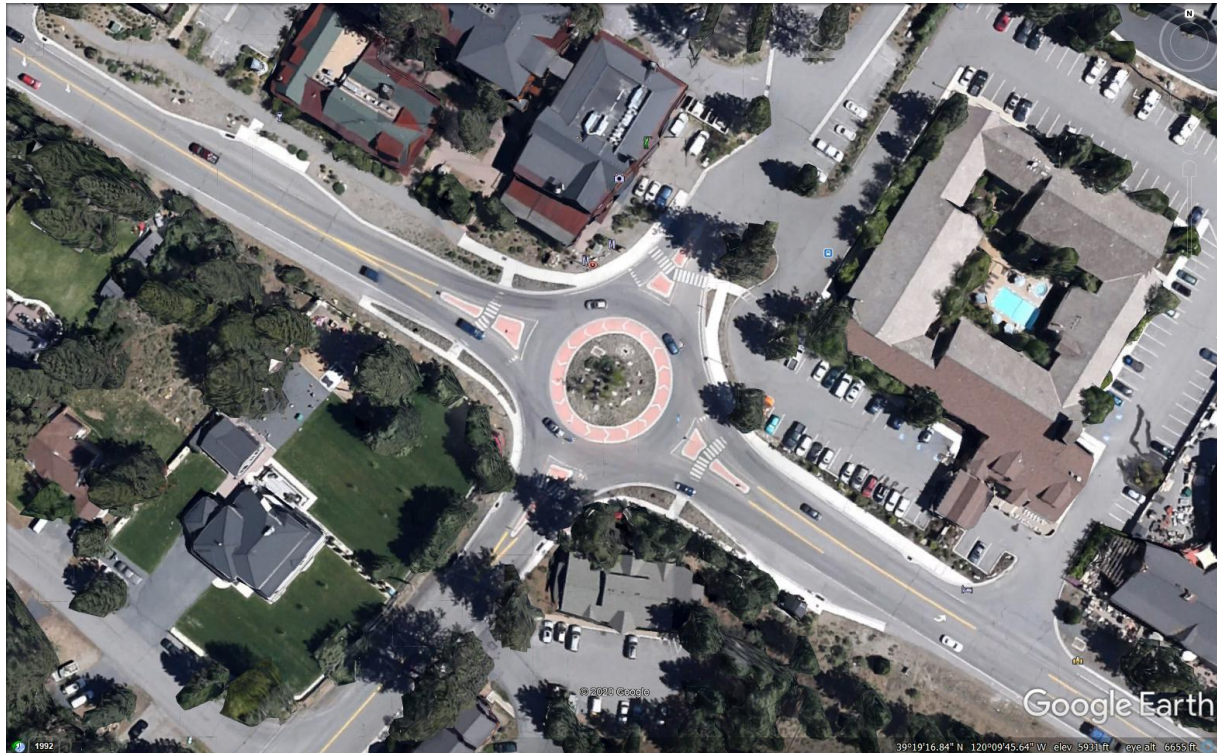
Example of local street intersection near adjacent roundabout (McIver Crossing/Donner Pass Road Roundabout - example from Dan Wilkins)



Example of left turn pocket near roundabout (SR 89 North/Truckee Way Roundabout - example from Dan Wilkins)



Example of left turn pocket on roundabout departure leg (Martis Valley Drive/Brockway Road Intersection - example from Dan Wilkins)



Cypress Avenue and Highway 1

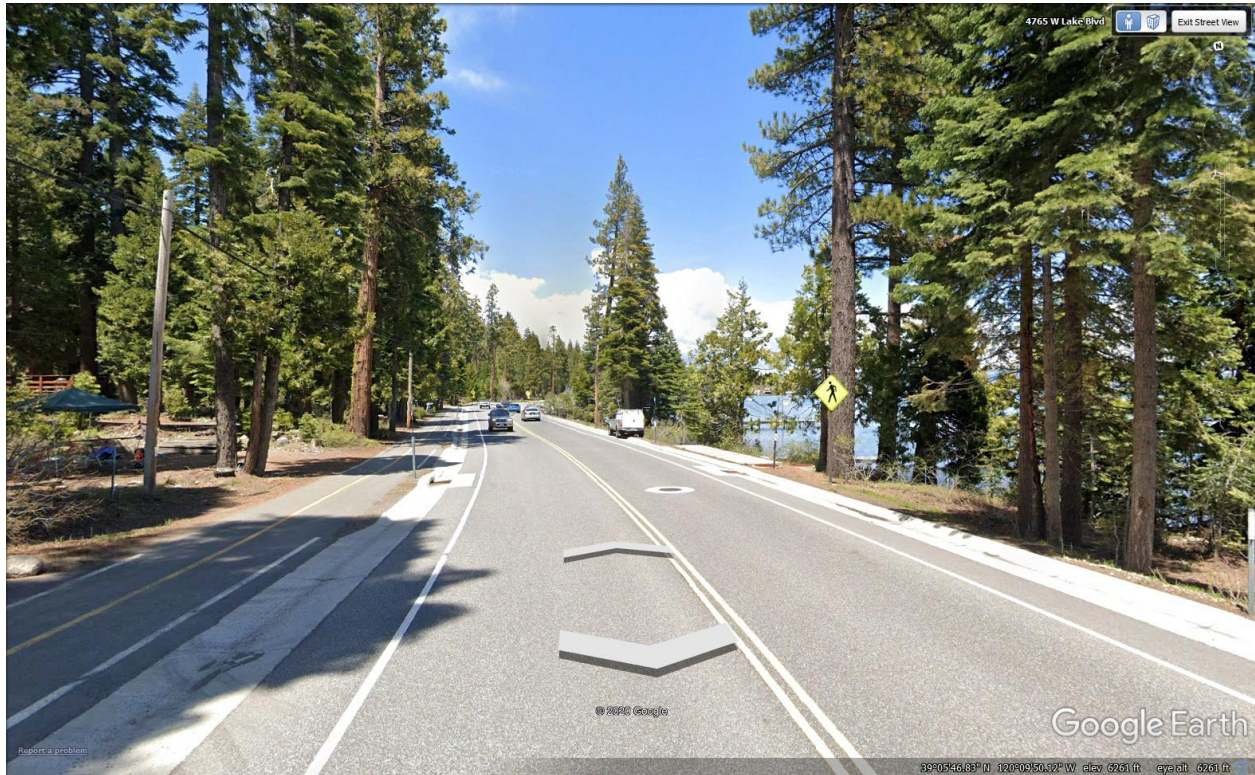
- Address impacts to private lots. Access rights for parcels are an important consideration in the roundabout design.
 - Determine access rights of 3 parcels (flag lot and adjacent lots) on east side
 - Consider how design could be altered to change deflection and reduce conflicts with 3 parcels and to increase separation and location options for parallel trail
 - Maintain driveway access by shortening island
 - May have to purchase undeveloped lots that are impacted
- Document any exceptions to Caltrans Highway Design Manual, including frontage road and access for emergency vehicles
- Evaluate signal performance with multi-lane approaches
- Multi-lane roundabout is likely appropriate; could consider designing single-lane with ability to expand to multi-lane in the future when traffic warrants (ROW for multi-lane roundabout would have to be acquired upfront)
- Check roundabout design size (130' v. 110'), and consider modifying deflection
- Address safety concerns with culvert/drainage alongside Cypress
- Consider creating right turn lane from Cypress onto SR-1 in the interim
- Consider whether entire roundabout needs to be two-lane, some single-lane portions may be sufficient
- Detailed design issues can and should be resolved during the PSR-PDS process

- Move bike lane egress point south to avoid conflict with private driveway

Parallel Trail

- Conceptual design does not appear to have any fatal flaws
- Advancing pedestrian safety and access between 14th and 16th St on SR-1
 - There is a requirement for a minimum 5 ft. separation between travel lane and trail, unless positive separation is provided
 - Elliot Goodrich (Caltrans) will see if precedent exists to narrow separation between trail and roadway (examples shared: Bay Trail in San Carlos near Whipple and airport; Bay Trail in Albany Richmond along 580; west shore of Lake Tahoe at 89)
 - Suggestion for sidewalk with shoulder as potential option from 14th - 16th streets due to available ROW; note that 15th St does not exist (paper street)
 - Long-term vision is to have pile-supported structure for path
 - Caltrans SHOPP project cannot add guardrail on east side at 14th - 16th at this time; project has already been scoped and funded
- Trail crossings will be evaluated individually, must be ADA compliant, and should be set back as far as possible on each side street to minimize potential conflict with vehicles coming on/off of Hwy 1 and queues
- Aim for direct trail crossings when possible for pedestrian/bicyclist path of least resistance
- Quick-build/short-term are not common at this time; encroachment permit process will be appropriate mechanism for smaller improvements
 - If County pursues quick-build proposals, it can share with Mohammad Suleiman (Caltrans) for pre-review before encroachment permit office
- Request to consider near term improvements:
 - On Carlos between Etheldore and 16th: sharrows and decomposed granite path
 - On SR-1 between 14th - 16th: trim trees, put down decomposed granite, and install guardrail; can guardrail be installed at existing edge of pavement?
- Khoa Vo (SMC Public Works) can help provide a unit cost on a metal beam guardrail

2' separation from back of curb (Class 1 Bike Trail 5-1/2 miles south of Tahoe City on State Route 89 - example from Dan Wilkins)



Action Items

- **Josh Pilachowski** (DKS Associates) to check the designs against the Highway Design Manual to document any exceptions
- **Elliot Goodrich** (Caltrans) will see if precedent exists to narrow separation between trail and roadway
- **Khoa Vo** (SMC Public Works) to provide a unit coast on a metal beam guardrail to Joe LaClair (SMC Planning & Building)
- **Connect the Coastsides Project Team** will incorporate design considerations generated from the meeting into the revised Plan (November 2020)