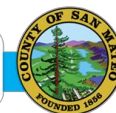


## Attachment G: Public Meeting Comments



Highway 1 Congestion & Safety Improvement Project



# **Preliminary Planning Study for Highway 1 Congestion and Safety Improvement Project Public Comments**

## **Included within:**

### **June 18<sup>th</sup> 2014 Public Meeting #1**

Meeting Notes.....	2
Comment Cards.....	8

### **July 31<sup>st</sup> 2014 Public Meeting #2 (MCC Meeting – No Comment Cards)**

Meeting Notes.....	14
--------------------	----

### **March 11<sup>th</sup> 2015 Public Meeting #3**

Comment Cards.....	18
Mind Mixer, MCC & Committee for Green Foothills Comments.....	24

**Preliminary Planning Study for Highway 1 Congestion and Safety  
Improvement Project  
Farallone View Elementary School, Montara, CA 7-9pm  
Wednesday June 18<sup>th</sup>, 2014  
Meeting Notes**

**COMMENTS (CHRONOLOGICAL)**

1. Proposed parking lot at Avenue Portola (Surfer's Beach) is wholly inconsistent with current land use plans to build park and recreational facilities at same location
2. "Urban" is an inaccurate area description
3. Jaywalking is ingrained at Surfer's Beach; no one will actually use designated crosswalk there
4. "This is a highway!"; vehicles have precedence
5. Highway 1 Safety & Mobility Improvement studies indicated median refuges for pedestrians; would prefer to cross highway one lane at a time; gives pedestrians a "choice"
6. Speeds too high in Moss Beach; need medians
7. Need more acceleration lanes in Moss Beach, especially @ Cypress; need better access to Seal Cove, etc.
8. There are too many crossings featured; would cause excessive vehicle delay
9. Staff have not been responsive to feedback from prior studies on same Highway 1 issues; "County has not been listening to us"
10. Designs are obstacles to vehicular traffic
11. Distrust in the direction of this PPS
12. Preference for median refuges
13. Didn't see connection to west side trail @ Gray Whale Cove; would like safe access to Devil's Slide from there (as opposed to walking along Hwy 1)
14. Preventing left turns in Moss Beach is awkward
15. 7<sup>th</sup> St. crossing is unnecessary because most people cross @ 8<sup>th</sup> St., to connect to existing trailhead there
16. Moss Beach is the most dangerous area (in this study); preference for Alternative 2 for Moss Beach; encourage roundabouts
17. Preference for acceleration lane at Cypress
18. Concern regarding crossings at curves, especially 16<sup>th</sup> St. in Montara
19. Have never seen some of the proposed crossing locations studied before (see question #3, below)
20. Concern regarding light pollution
21. Support acceleration lanes @ Cypress
22. Concerned about design proposals funneling traffic into neighborhood streets
23. Need west side trail connection from Gray Whale Cove to Devil's Slide
24. "Respect the commute traffic (needs)"
25. "These design alternatives are false dichotomies"
26. Center median is "only solution" @ Surfer's Beach
27. Lights will ruin the coastal view (street & beacons); "no new street lighting on the coast!"
28. Must have vehicular storage lanes at controlled intersections/segments
29. Way too many signs in proposals
30. Do not want vehicle delay

31. Pedestrian crossing signals provide false sense of security
32. "This is a semi-rural area! Not urban!"
33. "This is a plan to ruin the coastside"
34. Suggestion to embed flashing beacons in crossings
35. Suggestion to focus on east side trail access from @ Gray Whale Cove (to Devil's Slide)
36. Support north crossing (Alternative 1) @ 2<sup>nd</sup> St.; do not support south crossing @ 2<sup>nd</sup> St.
37. Support traffic calming in Moss Beach, especially medians
38. Like hybrid beacons @ 2<sup>nd</sup> St.
39. Concerned about pedestrian safety
40. California St. is a key location
41. Need west side access @ Gray Whale Cove
42. "Want a safe highway and vibrant coastal area"
43. Not in favor of building all alternatives; just some (only most popular ones)
44. Feel like a "prisoner" at home on weekends
45. Big fan of pedestrian underpasses; do not favor overpasses though; look at Marin County examples (i.e., Larkspur) – they work great
46. Concerned about decreasing parking @ Gray Whale Cove while increasing vehicular accessibility with proposed turn lanes/acceleration lanes
47. Want minimal crossings; like having east-west access, but not too much interference on roadway
48. "Respect neighborhoods"
49. "Have to have" 2<sup>nd</sup> St. crossing
50. Center medians are crucial
51. No 2-way left turn lanes
52. Like acceleration lanes
53. Preserve traffic flow and pedestrian safety
54. No hybrid beacons; RRFBS are better
55. Center medians are a "must"; don't need lighting @ crossings
56. Alternate storage lanes (in Moss Beach)
57. Concerned about sight distance @ 16<sup>th</sup> St.; highway was engineered poorly there; pedestrian safety now compromised
58. California St. is difficult to cross; glad to see design proposals
59. Support raised median refuges
60. Want northbound access onto Hwy 1 @ Cypress (acceleration lane); Cypress has issues with vehicular backups waiting to get onto highway
61. Pedestrian crossings and traffic congestion are historical problems on the coastside
62. "Suspicion" regarding "urban solutions"
63. Equivalent of coastside congestion is stopped traffic
64. Congestion in Montara & Moss Beach is non-existent, so there's no need to introduce vehicular delay (with crossings)
65. Feel that Caltrans likes congestion, in order to mitigate with lane/highway expansion
66. More lighting is a harsh solution
67. Santa Cruz has hybrid beacons and they are ineffective
68. Support for Gray Whale Cove alternative because of access to trail
69. Public needs more detail @ proposed crossings
70. Agreement with lighting crossings
71. Want proper signal timing
72. Street lighting is "disruptive"; we like rural character
73. Support for Gray Whale Cove crossing
74. Surfer's Beach crossing would create excessive vehicle delay
75. Concerned about the intent of this meeting; feel it was advertised differently

76. Support for acceleration lane @ Cypress (like the one near the Airport)
77. Support for center dividers and medians
78. Concerned that public feedback falls by the wayside
79. Find a “balance” between vehicles and pedestrians
80. Support for 16<sup>th</sup> St. crossings; multiple fatalities in recent years; and Lighthouse access is bonus, but still concerned about sight distance there
81. Suggestion for overpass near Lighthouse
82. Don’t like signals since they would make Hwy 1 feel like El Camino Real; beacons are “unsightly” and mast arms look like bridges; if we “have to have signals”, coordinate them so that there’s no vehicle delay
83. Concerned about juvenile pranks on pedestrian-activated lights (i.e., excessive flashing & delay)
84. Pedestrian underpass is best option; would avoid all at-grade conflicts; pedestrian safety should also trump cost concerns
85. Want raised median @ 2<sup>nd</sup> St.
86. Concerned about lack of staff knowledge of coastside; no “grasp” of issues
87. Frustrated with weekend traffic and “urban” designs/treatments
88. Concerned about increased traffic in Montara constraining southbound access onto Hwy 1, to get to Half Moon Bay, etc.
89. Support pedestrian safety
90. Support coastal ambiance
91. Need to address (vehicular) traffic impacts
92. Found FHWA data that rates medians as superior to beacons
93. Support for medians
94. Request Caltrans presence at next meeting
95. “This is not a Caltrans highway, this is a public highway”
96. Concerned about Caltrans staff responsiveness (or lack thereof)
97. Need more acceleration lanes (onto highway), not necessarily turn lanes off highway
98. Like the visuals (poster boards)
99. Include collision data at next meeting
100. Support pedestrian median crossing @ Surfer’s Beach

## **QUESTIONS**

1. Why aren’t there medians in Moss Beach design alternatives?
2. What data is available with respect to relative safety of hybrid flashing beacons vs. RRFBs?
3. How were crossing locations picked?
4. Who will pay for lighting?
5. Is there data available regarding the vehicle-pedestrian collisions in study area?
6. How long would hybrid beacon stop vehicles (on red)? And, how long is crossing on a hybrid beacon red?
7. Why is it 50mph through Moss Beach while everywhere else it’s 45mph?
8. What is justification for crossing @ Mirada Rd.?

## **COMMENTS (CATEGORICAL)**

### **MEDIAN (REFUGES)**

1. Highway 1 Safety & Mobility Improvement studies indicated median refuges for pedestrians; would prefer to cross highway one lane at a time; gives pedestrians a “choice”

2. Speeds too high in Moss Beach; need medians
3. Preference for median refuges
4. Center median is “only solution” @ Surfer’s Beach
5. Support traffic calming in Moss Beach, especially medians
6. Center medians are crucial
7. \*Center medians are a “must”; don’t need lighting @ crossings\* [duplicate]
8. Support raised median refuges
9. Support for center dividers and medians
10. Want raised median @ 2<sup>nd</sup> St.
11. \*Found FHWA data that rates medians as superior to beacons\* [duplicate]
12. Support for medians
13. Support pedestrian median crossing @ Surfer’s Beach

#### LIGHTING

1. Concern regarding light pollution
2. Lights will ruin the coastal view (street & beacons); “no new street lighting on the coast!”
3. \*Center medians are a “must”; don’t need lighting @ crossings\* [duplicate]
4. More lighting is a harsh solution
5. Agreement with lighting crossings
6. Street lighting is “disruptive”; we like rural character
7. \*Don’t like signals since they would make Hwy 1 feel like El Camino Real; beacons are “unsightly” and mast arms look like bridges; if we “have to have signals”, coordinate them so that there’s no vehicle delay\* [duplicate]
8. Support coastal ambiance

#### ACCELERATION LANES

1. Need more acceleration lanes in Moss Beach, especially @ Cypress; need better access to Seal Cove, etc.
2. Preference for acceleration lane at Cypress
3. Support acceleration lanes @ Cypress
4. Like acceleration lanes
5. Want northbound access onto Hwy 1 @ Cypress (acceleration lane); Cypress has issues with vehicular backups waiting to get onto highway
6. Support for acceleration lane @ Cypress (like the one near the Airport)
7. Need more acceleration lanes (onto highway), not necessarily turn lanes off highway

#### 8. TRAFFIC

9. There are too many crossings featured; would cause excessive vehicle delay
10. Designs are obstacles to vehicular traffic
11. “Respect the commute traffic (needs)”
12. Must have vehicular storage lanes at controlled intersections/segments
13. Do not want vehicle delay
14. Want minimal crossings; like having east-west access, but not too much interference on roadway
15. \*Preserve traffic flow and pedestrian safety\* [duplicate]
16. Alternate storage lanes (in Moss Beach)
17. Equivalent of coastside congestion is stopped traffic
18. Congestion in Montara & Moss Beach is non-existent, so there’s no need to introduce vehicular delay (with crossings)
19. Want proper signal timing
20. Surfer’s Beach crossing would create excessive vehicle delay

21. \*Find a “balance” between vehicles and pedestrians\* [duplicate]
22. \*Don’t like signals since they would make Hwy 1 feel like El Camino Real; beacons are “unsightly” and mast arms look like bridges; if we “have to have signals”, coordinate them so that there’s no vehicle delay\* [duplicate]
23. Frustrated with weekend traffic and “urban” designs/treatments
24. Concerned about increased traffic in Montara constraining southbound access onto Hwy 1, to get to Half Moon Bay, etc.
25. Need to address (vehicular) traffic impacts

#### SAFETY/ACCESS

1. Didn’t see connection to west side trail @ Gray Whale Cove; would like safe access to Devil’s Slide from there (as opposed to walking along Hwy 1)
2. Concern regarding crossings at curves, especially 16<sup>th</sup> St. in Montara
3. Moss Beach is the most dangerous area (in this study); preference for Alternative 2 for Moss Beach; encourage roundabouts
4. 7<sup>th</sup> St. crossing is unnecessary because most people cross @ 8<sup>th</sup> St., to connect to existing trailhead there
5. Need west side trail connection from Gray Whale Cove to Devil’s Slide
6. Pedestrian crossing signals provide false sense of security
7. Suggestion to embed flashing beacons in crossings
8. Suggestion to focus on east side trail access from @ Gray Whale Cove (to Devil’s Slide)
9. Support north crossing (Alternative 1) @ 2<sup>nd</sup> St.; do not support south crossing @ 2<sup>nd</sup> St.
10. Like hybrid beacons @ 2<sup>nd</sup> St.
11. Concerned about pedestrian safety
12. Need west side access @ Gray Whale Cove
13. “Want a safe highway and vibrant coastal area”
14. Big fan of pedestrian underpasses; do not favor overpasses though; look at Marin County examples (i.e., Larkspur) – they work great
15. “Have to have” 2<sup>nd</sup> St. crossing
16. \*Preserve traffic flow and pedestrian safety\* [duplicate]
17. No hybrid beacons; RRFBS are better
18. Concerned about sight distance @ 16<sup>th</sup> St.; highway was engineered poorly there; pedestrian safety now compromised
19. California St. is difficult to cross; glad to see design proposals
20. Support for Gray Whale Cove alternative because of access to trail
21. Support for Gray Whale Cove crossing
22. \*Find a “balance” between vehicles and pedestrians\* [duplicate]
23. Support for 16<sup>th</sup> St. crossings; multiple fatalities in recent years; and Lighthouse access is bonus, but still concerned about sight distance there
24. Suggestion for overpass near Lighthouse
25. Pedestrian underpass is best option; would avoid all at-grade conflicts; pedestrian safety should also trump cost concerns
26. Support pedestrian safety
27. \*Found FHWA data that rates medians as superior to beacons\* [duplicate]
28. Include collision data at next meeting

#### GENERAL/OTHER

1. Staff have not been responsive to feedback from prior studies on same Highway 1 issues; “County has not been listening to us”
2. Distrust in the direction of this PPS

3. Preventing left turns in Moss Beach is awkward
4. Have never seen some of the proposed crossing locations studied before (see question #3, below)
5. Concerned about design proposals funneling traffic into neighborhood streets
6. "These design alternatives are false dichotomies"
7. Way too many signs in proposals
8. "This is a semi-rural area! Not urban!"
9. "This is a plan to ruin the coastside"
10. California St. is a key location
11. Not in favor of building all alternatives; just some (only most popular ones)
12. Feel like a "prisoner" at home on weekends
13. Concerned about decreasing parking @ Gray Whale Cove while increasing vehicular accessibility with proposed turn lanes/acceleration lanes
14. "Respect neighborhoods"
15. No 2-way left turn lanes
16. Pedestrian crossings and traffic congestion are historical problems on the coastside
17. "Suspicion" regarding "urban solutions"
18. Feel that Caltrans likes congestion, in order to mitigate with lane/highway expansion
19. Santa Cruz has hybrid beacons and they are ineffective
20. Public needs more detail @ proposed crossings
21. Concerned about the intent of this meeting; feel it was advertised differently
22. Concerned that public feedback falls by the wayside
23. Concerned about juvenile pranks on pedestrian-activated lights (i.e., excessive flashing & delay)
24. Concerned about lack of staff knowledge of coastside; no "grasp" of issues
25. Request Caltrans presence at next meeting
26. "This is not a Caltrans highway, this is a public highway"
27. Concerned about Caltrans staff responsiveness (or lack thereof)
28. Like the visuals (poster boards)



**Preliminary Planning Study for Highway 1 Congestion and Safety  
Improvement Project  
Farallone View Elementary School, Montara, CA 7-9pm  
Wednesday June 18<sup>th</sup>, 2014  
Comment Cards**

Kathryn Slater-Carter

1. Montara/Moss Beach
    - a. Will the questions and comments be answered?
    - b. Need warning lights in advance of each crossing
    - c. Who will maintain the landscaping?
    - d. Who will install, maintain and pay for the lighting?
    - e. How were these locations selected?
    - f. Was there an assessment of where people cross the most?
    - g. Need access and merge lanes on Cypress
    - h. Will 16<sup>th</sup> St have improved left turn lane from current plan?
    - i. 2<sup>nd</sup> St crossing should be on the north side of street
    - j. Need west side trail from Gray Whale Cove to Devil's Slide
    - k. Tunnels are homes for homeless
- 

John Qaungah

1. Please reconsider an over pass crossing at the berm at 16 St. It is a blind curve at 50 mph and rectangular flashing lights are not safe enough
  2. Agree with left turn acceleration lane (going north) from Cypress
  3. Center dividers are preferred over multiple stop lights/cross walks
- 

Paul Langan

1. Moss Beach
    - a. Prefers alternative 1
  2. Montara
    - a. Prefers alternative 1
- 

Claire Bennington

1. Needed:
  - a. Pedestrian activated crosswalks
    - i. 2<sup>nd</sup> St, north side
    - ii. Gray Whale Cove
    - iii. California St.
    - iv. Carlos St.
2. Not needed:
  - a. Most people turn right from 2<sup>nd</sup> St to Highway 1 or left from Highway 1 to 2<sup>nd</sup> St.

- b. The signal should be on south side of 2<sup>nd</sup> St. to avoid interruption

---

Laura

1. Surfer's Beach
  - a. Neither Alt preferred
  - b. Mid street crossings would not be beneficial since no one today uses the available crossings. I suggest limiting the on HWY shoulder parking and building a designated lot and a crosswalk there. A mid street crossing will not be utilized if everyone can still park anywhere along Highway 1 near Surfer's Beach

---

Dave Holland

1. Need to petition Caltrans to remove the "highway" designation for Hwy 1 from Devil's Slide to HMB and reduce it to a rural road so speeds will be reduced through communities. Also, some intersections could use traffic circles

---

Beverly Garrity

1. Moss Beach- Alt 2: looks like the better option for Moss Beach (fewer cars turning onto HWY)
  - a. suggest a grassy median by Virginia Ave
  - b. suggest a round-about at California/Wienke/HWY intersection to slow traffic and increase efficient movement at this complex intersection for safety
2. Gray Whale Cove- Alt 1: Hybrid Beacons preferred for safety
  - a. Where is the promised trail on the west side of HWY 1 to the Devil's Slide trail parking lot
3. Montara: Does the grassy median at 1<sup>st</sup> St prevent southbound cars from turning left onto 1<sup>st</sup> St?
  - a. Alt 1 preferred for safe access: can stop mid-way, north bound cars have more visual response time (coming down blind slope) to stop for pedestrians
  - b. 7<sup>th</sup> St cross walk is unnecessary as most people cross at 8<sup>th</sup> St. Suggest cross walk moved to south side of 8<sup>th</sup> St with trail on west side
4. Cypress: suggest acceleration lane to support turning onto highway 1 instead of turn lane for turning off of highway 1
5. Surfer's Beach: median, not cross walk
6. Lights: minimize light pollution, use road level lights not poles

---

Cid Young

1. Cypress to Highway 1
  - a. Northbound acceleration lane
  - b. Please provide acceleration lane for people leaving cypress in Moss Beach
  - c. Busy intersection backs up when a "nervous" driver can't turn left
  - d. Add a street light at this intersection so it is easier to see at night

---

Fran Pollard

1. El Granada
    - a. Maybe raised medians and no signals
    - b. Don't like signals at every intersection. It will become the El Camino of the Coast. Big overhang multi-signals look like bridges so we may as well have bridges
    - c. If we must have signals, how about simple single pole signals that all coordinate like the great highway. All set up to go off at the same time if you drive 45 or 50 mph. This will have them stop periodically and automatically for people trying to cross. No need for buttons to stop traffic. Don't stop traffic.
- 

Bill Kehoe

1. 16<sup>th</sup> St./Carlos St/HWY1: a blind curve where people drive 50 mph or more. Adding a coastal trail crossing only complicates it more.
  2. I would suggest making 1 intersection by combining 16<sup>th</sup> St and Carlos St and moving cars further from the blind curve
- 

Sally Lehrman

1. Montara
    - a. What happened to the roundabouts?
    - b. Studies have proven that they are the safest option. They would be great at 2<sup>nd</sup> St.
    - c. The suggestion for refuge islands and RRFB are excellent
    - d. Provide acceleration lane from Cypress
    - e. I prefer option 1 for 2<sup>nd</sup> Street in Montara to avoid head on collisions between residents turning left and people going to the beach or restaurant.
    - f. Why not flashing lights on the roadway as well as RRFB?
    - g. We residents on the Coastsides must understand that the Coastsides is changing and we must make some adaptations for safety and to accommodate the dramatic increase in visitors.
    - h. The section of HWY 1 heading north before 2<sup>nd</sup> St. in Montara is treated like an acceleration chute, so a flashing light or roundabout would be vital.
    - i. I love the idea of timed signals like the great highway.
- 

Raymond Hochemoci

1. Montara
    - a. Why not under the road tunnels?
-

Sue Hawley

1. Gray Whale Cove
    - a. Please- no lights, we like the night sky
    - b. Don stop traffic, it is already horrible
    - c. This is not an urban space and your proposals will turn it into one
    - d. Medians for refuge
    - e. Crossing on north side of 2<sup>nd</sup> St
    - f. Crossing on north side of Gray Whale Cove
    - g. Medians to calm traffic
    - h. Keep traffic moving, keep rural- no signs/lights
- 

Bill Sorefleet

1. Traffic calming with roundabouts in Moss Beach
  2. Use medians the entire length of Moss Beach to improve both pedestrian crossing with safe haven and also slow traffic
    - a. Improve entry/exit of vehicles onto highway 1
  3. How will infrastructure be brought to Surfer's Beach mid-block crossing? Will this require ADA improvements to sidewalks on both sides of street?
- 

James Barnes

1. Moss Beach-Montara
    - a. Why oh why can't we use traffic circles/roundabouts?
    - b. Fewer lights needed, traffic calming, free flow- what's not to like?
    - c. California St. in Moss Beach
    - d. 8<sup>th</sup> St. in Montara
- 

Annette Saunders

1. Mirada Rd-Gray Whale Cove
  - a. All options too invasive
  - b. No hybrid beacons
  - c. This is not an "urban" area- so please don't approach it as one
  - d. Signs are a type of visual pollution-please don't put up 51 signs between Moss Beach and Montara
  - e. If there must be a light put to use for pedestrians, then RRFB only
  - f. I don't like either option- way too much for our rural area and would slow traffic too much. We don't need so many crossings
  - g. Like residents idea of a merge lane from Cypress to get onto HWY1 as it is a bottle neck because of cars turning north
  - h. People j-walk the entire length of Surfer's Beach. A mid-block crossing won't work. People will still j-walk-therefore a center divide would be best and not hinder traffic in a negative way
  - i. Don't want lights-ruin rural feel

- j. Don't want hybrid beacons- block views, slow traffic
  - k. Once you stop traffic- that "wave" propagates for a long way and long time
- 

Beth Oehlert

- 1. Montara-Moss Beach
    - a. No street lights at all
    - b. No flashing beacons
    - c. No stop bars
    - d. 51 signs in 1.7 mile stretch- crazy!
    - e. Put more merge lanes in the center
    - f. This project is being forced on us= I don't see any indication that you listened to us in 2012
    - g. Think about Coastside commuters- we don't want longer commutes
- 

Dan Haggerty

- 1. All
    - a. No lights
    - b. Yes raised medians
    - c. Have feds pay for cut and cove simple pedestrian tunnel
    - d. We are a global destination because of the beauty, don't ruin it
- 

James Bemington

- 1. Montara
    - a. 1 crossing in Montara not 3
    - b. Cross walks are a two way street
    - c. They encourage the visiting public to utilize our neighborhood streets to park and use the beach
    - d. The neighborhood should not become a parking lot
    - e. Crossing should be at 8<sup>th</sup> St not 7<sup>th</sup> St
    - f. The hybrid beacon should be used at Gray Whale Cove and 8<sup>th</sup> St
    - g. Like the left turn improvement for Virginia and California
- 

Leonard Warren

- 1. Surfer's Beach
  - a. No night lighting
  - b. No poles holding lights
  - c. The only acceptable answer at Surfer's Beach is raised medians
  - d. Signals without storage lanes don't improve traffic congestion but do the opposite
  - e. See signals with no storage lanes at Coronado and Frenchman's creek- way too many signs

- f. Nothing which further degrades the ocean view from the center of El Granada is allowable
  - g. Don't ruin the semi-rural nature
  - h. Move the parking to Caltrans land south of Coronado east of HWY1. Then beach visitors will easily cross at the existing signals
- 

Stacy Saba

- 1. Gray Whale Cove
    - a. Pedestrian Bridge - A pedestrian bridge would provide a safer alternative that would not impact traffic flow
- 

James Barnes

- 1. Montara- Moss Beach
  - a. I would rather have actual pedestrian operated stoplights so that traffic stops.
  - b. Most people, especially in Moss Beach cross on foot and bicycle
  - c. Too many have been hit

**Preliminary Planning Study for Highway 1 Congestion and Safety  
Improvement Project  
Cypress Meadows, Moss Beach, CA 7-9pm  
Thursday July 31<sup>st</sup>, 2014  
Meeting Notes**

**COMMENTS (CHRONOLOGICAL)**

MCC Comments:

1. Accident Data?
  2. Concern for traffic Flow?
  3. Why chosen Intersections?
  4. Anyway to Model Traffic Flow?
  5. Where did Surfers Beach go?
- 

Unnamed:

1. Acceleration Lanes: Is there any way to make these first? Was unaware it would take this long...
  2. Can we make it low hanging fruit
  3. Looks like acceleration lanes and left turns are low hanging fruit, Can we do these first?
- 

Sid, Moss Beach:

1. Possibility of flashing crosswalks in pavement?
  2. Right turn lane to go right off of Cypress (Currently huge pot hole)
  3. Does Big Wave project provide possible conflicts with this project?
- 

Unnamed

1. Semi-Rural Reminder
  2. Acceleration lanes are to short and need to be wider
  3. 45 MPH would be a good resolution
  4. I believe Small # against roundabouts
  5. Can you put the light standards low to ground?
- 

David:

1. Highway parking is a problem
  2. Can someone hold businesses accountable for landscaping?
  3. Please provide no tunnel Parking
  4. Worry that light standards will increase motor Fatalities (Struck)
-

Unnamed:

1. 50MPH zones make 45 MPH – Can we do this first
  2. Seems like low hanging fruit
- 

Adrian:

1. Concerns for lights creating pollution and ruining night sky
- 

Ed, Moss Beach:

- 1) Sand Hill Road from I 280 to El Camino should be an example of what Highway 1 should look like
- 

Carl, Moss Beach:

1. Montara – Support for 2 way left turn lane
  2. Disagree with Roundabouts
  3. Let's phase this to bring certain items faster
- 

Katie, Moss Beach:

1. Support
  2. Need to Widen to add space for bikers
  3. Please provide bike lane to Montara
- 

Katie, Moss Beach:

1. Support
  2. Need to Widen to add space for bikers
  3. Please provide bike lane to Montara
- 

Liz, Moss beach:

1. Cypress location needs attention
- 

James, Montara:

1. Curious if studies have ever been done for people walking parallel to highway?
  2. Concerns for ambient lighting
  3. Would like to see what widening would entail for raised Medians
-



Neil:

1. Would like to see at least 1 Cross walk before 2020
- 

Unnamed, Moss Beach:

1. Cypress Backup
  2. No need for crosswalk at Cypress
  3. Need acceleration lane at Cypress going NB on Highway 1
- 

Unnamed:

1. If we utilized parking at harbor it would solve mess at surfers beach
  2. 14<sup>th</sup> 16<sup>th</sup> and San Carlos – We should look at solving whole problem by combining intersection
- 

## **COMMENTS (CATEGORICAL)**

### **MEDIAN (REFUGES)**

1. Painted medians would help with just providing space for pedestrian
2. Don't understand why this would require widening
3. Concern with slowing traffic
4. Good example is Sand Hill Road from 280 to the El Camino. – Believes this is what Highway 1 should look like
5. Support for widening
6. Next presentation can you illustrate the widening extent

### **ACCELERATION LANES**

1. Need Acceleration lanes first
2. These seem like low hanging fruit. Any way to break up project. (DUPLICATE)
3. Most of all SB on Highway 1 from Cypress
4. Current acceleration lane lengths and turn pockets don't seem standard

### **LIGHTING**

1. Please explore lighting in the roadway for Pedestrian crossings (like in Redwood city)
2. Any way to make light standards low to the ground
3. Concern for light pollution (ruining night sky) (DUPLICATE)
4. Concern for fatalities from hitting roadside light fixtures

### **TRAFFIC**

1. Concern with flow when lowering speed limit and adding medians
2. Need Cypress acceleration lane and right turn lane to help traffic on Cypress

### **SCHEDULE**

1. Big concern with schedule (DUPLICATE)

2. Any way to break into phases to bring smaller projects first (DUPLICATE)
3. Please a crosswalk before 2020

#### SPEED

1. Please lower Moss Beach (DUPLICATE)
2. Concern with slower speed limit and its effect on traffic

**Preliminary Planning Study for Highway 1 Congestion and Safety  
Improvement Project  
Cypress Meadows, Moss Beach, CA 7-9pm  
Wednesday March 11<sup>th</sup>, 2015  
Comment Cards**

16 <sup>th</sup> Ave.	Alternative 1
California Ave	Alternative 1A
Cypress/Etheldore	Alternative 1: Like the roundabout possibility.
Mirada Road	Alternative 2
-----	
16 <sup>th</sup> Ave.	Alternative
California Ave	Alternative
Cypress/Etheldore	Alternative: Need traffic light! There is so much going on at Cypress/Highway 1. Cars turning north block views of cars turning south. Cars turning from Highway 1 onto Cypress. Need broader shoulders on Highway 1 to facilitate moving onto Highway 1 South <u>and</u> making right turn from Highway 1 to Cypress. As elderly drivers, this is the most dangerous intersection we encounter on the coast. Too many distractions.
Mirada Road	Alternative
-----	
16 <sup>th</sup> Ave.	Alternative 1: Lowest possible impact on traffic flow and environment.
California Ave	Alternative 1A: Same as 16 <sup>th</sup> Ave. Two stage cross ISL between El Gran Amigo & Market. Island to be in location of.
Cypress/Etheldore	Alternative 1: Same as 16 <sup>th</sup> Ave.
Mirada Road	Alternative 1: Same as 16 <sup>th</sup> Ave.
-----	
16 <sup>th</sup> Ave.	Alternative 1

California Ave	Alternative 1A: Only 1 crossing at VA. VA doesn't conflict with Wenke. Blocking VA builds traffic.
Cypress/Etheldore	Alternative 1: No lighting at RRFB's.
Mirada Road	Alternative 1

---

Throughout: wish there were options for short raised medians with "refuges" and no flashing light.

16 <sup>th</sup> Ave.	Alternative 1: (CIRCLED) Pedestrian overpass across the cut just south of here would be great, but no one would use it.
-----------------------	---

Alternative 2: (Crossed Out) Overkill. Raised median more of a hazard than a solution.

California Ave	Alternative 1A: Too many crosswalks too close together
----------------	--

Alternative 1B: (CIRCLED)

Alternative 2: (Crossed Out) The worst of all worlds. Way too much.

Cypress/Etheldore	Alternative 1 and Alternative 2 Crossed Out. Big wave would turn this into a disaster! For now, crossing at Cypress only. Flashing lights would make for too many in a short stretch of Moss beach, so raised median with refuge, better here – but only short ones either side of Cypress.
-------------------	--

Mirada Road	Alternative 1: (CIRCLED)
-------------	--------------------------

Alternative 2: (Crossed Out) Too wide, too much construction – way overkill and inappropriate.

---

16 <sup>th</sup> Ave.	Alternative 2
-----------------------	---------------

California Ave	Alternative 2: Don't need 2 ped xings a block apart. Put 1 mid block to keep peds away from car turning movements.
----------------	--

Cypress/Etheldore	Alternative 2: Acceleration lanes need to be longer, wider, better marked than Caltrans has done. This comment applies to all (accell?) lanes
-------------------	---

Mirada Road	Alternative 2: No flashing lights. No ped-controlled devices to stop traffic. This comment goes for every location on this project.
-------------	---

-----

16 <sup>th</sup> Ave.	Alternative 1
California Ave	Alternative 1A: (CIRCLED) With one x-walk to keep traffic from backing up w/ all proposed x-walks along this short corridor.  Alternative 1B: eliminating turn lanes funnels more traffic to already busy CA Ave. due to Marine Reserve traffic. Also creates more congestion w/ Wenke Way exits.
Cypress/Etheldore	Alternative 1
Mirada Road	Alternative 1

-----

Gray Whale Cove	(No Selection) Sight lines are terrible here for both vehicles and pedestrians. The new opening for the parking lot is worse for North bound traffic. I like the idea of a pedestrian bridge just north of where the crosswalk is indicated.
-----------------	--

2 <sup>nd</sup> Street	Alternative 1: (CIRLCED)  Alternative 2: (Crossed Out) Too wide. Too much construction. Raised medians will actually constrict traffic.
------------------------	---

7 <sup>th</sup> Street	Alternative 1: (CIRCLED) Consider moving cross walk to 8 <sup>th</sup> , farther away from hill, or to a location between 7 <sup>th</sup> & 8 <sup>th</sup> .  Alternative 2: (Crossed Out) Way too wide for the location. Bad for access business on Hwy. Raised medians restrict traffic.
------------------------	---

-----

Gray Whale Cove	(No Selection) No traffic-stopping devices! Just left turn and merge ("acell") lanes.
-----------------	---

2 <sup>nd</sup> Street	Alternative 2: With NB accel lane.
------------------------	------------------------------------

7 <sup>th</sup> Street	Alternative 2
------------------------	---------------

From: Pollard, PO Box 832, El Granada, CA 94018  
Highway Safety Crossings

We don't want signals up and down coast and especially not with push buttons and tall flashing lights. So, perhaps a way to avoid all signals is a protected narrow median strip (not one wide enough to convert to another car lane) and perhaps low lights for safety. That way people can cross one lane at a time.

However, if there must be periodic signals, they must be coordinated, like the signals of the great highway in SF. When you drive 35 M/P/H, you can make all the signals without ever having to stop. If they can do that there, they can do that here and the signals don't need push buttons. People walking can wait a minute for the signals to change, not push buttons every time someone wants to cross at every signal. Maybe the speed limit could be 45 or 50 M/P/H.

So, if most of us can agree to that, let's all agree to push for that at tonight's meeting. Whoever is first to state it, then other speakers should say they agree. If a majority agrees, we may be able to influence them, rather than have a 100 different opinions. With everyone saying something different, then Caltrans will definitely do what they want!

Fran Pollard – [LPFB@comcast.net](mailto:LPFB@comcast.net)

PS The 3 signals in HMB on Highway 1 from Main St. to 92 need to be coordinated, also.

Maybe we should wait for The Connect the Coast mtg. and coordinate the two plans?

PS – About 15 - 20 of us communicated on this and several people said they agree with me this morning.

Deb Malone  
Montara, CA  
March 11, 2015

To: San Mateo Board of Supervisors  
CC: Midcoast Community Council

Regarding the Midcoast Highway 1 Traffic and Safety Improvements proposals

1. Montara – 8<sup>th</sup> and 9<sup>th</sup> Streets.
  - a. 9<sup>th</sup> Street
    - i. Please retain both left and right turns onto Hwy 1 from 9<sup>th</sup> Street in Montara.
    - ii. Install left turn pocket ( mean acceleration lane) from 9<sup>th</sup> Street onto Hwy 1.
    - iii. 9<sup>th</sup> has clearer sight lines both north and south than 8<sup>th</sup> Street
      1. Signage at Ocean View Inn & Gas Station block view of southbound traffic at 8<sup>th</sup> Street.
      2. Curve in road to south blocks clear view of northbound traffic at 8<sup>th</sup> Street.
    - iv. Please place “Slow to 25 mph” sign at right turn pocket off Hwy 1 onto 9<sup>th</sup> Street in Montara.
      1. People do not slow down when making that right turn and then immediate left onto northbound Main Street.
        - a. Drivers take right turn too fast and wide and end up on 9<sup>th</sup> on wrong side of road;
        - b. Drivers who don't slow down coming off of Hwy 1 also cut the corner & drive into oncoming lane when turning left onto Main.
      2. Have been almost hit in my car when driving towards Hwy 1 and 9<sup>th</sup> and when driving southbound on Main at 9<sup>th</sup>.
      3. Have almost been hit as pedestrian crossing 9<sup>th</sup> at Main Street.

v. Also, consider putting a stop sign at 9<sup>th</sup> and Main to ensure traffic slows down before turning either direction onto Main.

b. 8<sup>th</sup> Street

i. Retain both left and right turns onto Hwy 1 at 8<sup>th</sup> Street but close off “driveway” between Fish and Frites and coffee shop.

---

Gray Whale Cove	Alternative	
2 <sup>nd</sup> Street	Alternative 2	
7 <sup>th</sup> Street	Alternative 1: 9 <sup>th</sup> Street – need to allow left turn w/ acceleration lane for southbound traffic. Do not block Westside homes from highway access (no raised medians. No retaining wall on West	side)

---

Gray Whale Cove	Alternative: (CIRCLED)	
	Alternative 2: if you stop the traffic you’ve added to the congestion.	
2 <sup>nd</sup> Street	Alternative 1	
7 <sup>th</sup> Street	Alternative 1	

---

Shelly Smith – Live in Montara, near 2<sup>nd</sup> St. crossing. 728-1413

Gray Whale Cove	Alternative 1: Overall – need crossings up and down coast, but very concerned about impact on traffic. Currently, traffic is bumper to bumper every Fri, Sat & Sun night from Pacifica to Moss Beach from 4:30 – 7 pm. Please evaluate hour – each of those crossings will impact traffic. Perhaps choose only those most used and exchange the others.
2 <sup>nd</sup> Street	Alternative 1: Yes, but Modified. We definitely need a safer crossing at 2 <sup>nd</sup> Street. Having a flashing light is good. I would not have raised median north & south of it. I would have the reflective stripping on ground. Reasons for this are: <ul style="list-style-type: none"><li>- Lower costs</li><li>- Still slows down traffic</li><li>- No need for extra lights except at crosswalks</li></ul>

- Having median as enter on Montara on north side might make sense but not on south side of 2<sup>nd</sup> Street because you are still in town. But might lead people to cross at 1<sup>st</sup> St. which is not helpful for safety. Better to funnel to 2<sup>nd</sup> St. flashing cross walk. So painted median slows traffic and focus pedestrians to 2<sup>nd</sup> St.

Alternative 2: NO! No one crosses Hwy 1 south of 2<sup>nd</sup> St. to 7<sup>th</sup>. No roads access the highway + it is too steep to climb down from 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>. So having a raised median makes no sense along this stretch. No pedestrians would use it + it requires too much widening retaining walls etc too costly for no return.

7 <sup>th</sup> Street	Alternative	
-----		
Gray Whale Cove		Need pedestrian overpass from parking
2 <sup>nd</sup> Street	Alternative 1	
7 <sup>th</sup> Street	Alternative 1	
-----		



**Preliminary Planning Study for Highway 1 Congestion and Safety  
Improvement Project  
Cypress Meadows, Moss Beach, CA 7-9pm  
Wednesday March 11<sup>th</sup>, 2015  
Mind Mixer, MCC & Committee for Green Foothills Comments**



## **Survey: Highway 1 Congestion & Safety Improvement Project**

**Question: Mirada Road: What alternative outlined in the report do you prefer?**

**Alternative 1 : 14**

**Alternative 2 : 12**

**Question: Explain why you prefer that improvement.**

**Better safety for pedestrians**

**Cost and minimize impact on the surrounding area. You are NOT fixing the problem with Sam's Chowder House. Someone is going to get killed there. I cannot believe the restaurant cannot purchase the lot next to them and put in more parking. They must be making enough money.**

**Do not like either plan**

**Do not want to widen the road**

**Doesn't require widening**

**feels safer**

**Flashing lights will impede traffic flow.**

**Raised medians are the safest alternative.**

**Widening should \*not\* lead to a future 4-lane highway!**

**I believe a raised median/safe refuge offset from the actual intersection by a few hundred feet would minimize the number of variables a person would have to check from 4 street flows down to 2. The safe refuge needs to provided adequate protective devices to prevent a vehicle from jumping the median and injuring anyone waiting to cross. I don't think blinking lights, or crossing controls are needed but a street light with down focus illumination on the cross walks would be good.**

**I do not like either alternative. I prefer two stage crossing with Short raised median . No flashing lights. Low environmental impact**

**I do not support Alt. 1 or 2. I do not like this survey, due to limited unclear**



options available to choose. I would support a lower environmental impact simple two stage refuge island without (false security) controlled signals. Preferably set away from the intersection.

I do not support the alternatives provided.

I like the median between the north and south bound traffic lanes. Features like that - a safe zone in the middle - make me feel safer crossing a busy road.

I see no need for a crossing at Mirada Road. Aside from the fact that it is piecemeal planning, people run red lights. I would not trust a flashing light and a few stripes on the road to consistently stop traffic, especially since people are just getting over their frustration at having been sitting at a standstill where Route 1 merges from 2 lanes to 1, then encountering Frenchman Creek's stoplight. Motorists will then increase their speed, cruising by the time they hit Mirada Road. In addition

I'm not confident that drivers will notice the lights, pedestrians need a refuge.

it is the least disruptive to the flow of traffic. I also feel that all of these improvements are fruitless without some improvement to the gauntlet at surfer beach. That is the biggest traffic snarl culprit and it backs up into neighborhoods both north and south particularly on weekends.

Less is always better. Widening the road for raised medians would require much more construction for a longer period of time. This would create more traffic during construction and the end result is the same amount of lanes.

lower cost, can be implemented sooner

Lower cost, more practical to not add medians, earlier implementation

Lower cost, shorter construction timeline, increased pedestrian/bicycle safety are achieved all without widening the road, increasing the impact on the local environment.

Median and refuge for pedestrians.

Perceive this as the less expensive option; cost of option 2 could best be



spent elsewhere on Hwy 1

#### **SAFETY**

Short raised median for a two-stage crossing. Minimal lighting. No flashing lights, no devices to stop traffic.

Simple treatment is adequate in this more rural fringe area where traffic calming is not required.

Some pedestrian protection is better than nothing. Raised medians offer nominally more protection than just painted lines. The more protection the better. This comment applies to all my alternative choices.

The cost of Alternative 2 is very steep. This Alternative allows for no utility relocations or bus stop reconstructions. Although this is a dangerous place to cross improved visibility and pedestrian crossing should notify oncoming vehicles.

The other alternative seems like expensive overkill

There is little benefit of the proposed raised medians in Alternative 2 and a significant cost

This area is constantly congested on nice weekends. Every effort should be put forth to 'calm traffic' through this section.

This area is extremely congested during commute times and heavy tourist weekends. Many cars use the turn lanes to pull out from cross streets and motorists also pass over the double yellow line. A solid raised median would help to prevent accidents and make the area safer for pedestrians and motorists alike.

Visually looks better

**Question: Cypress Avenue: What alternative outlined in the report do you prefer?**

**Alternative 1 : 14**

**Alternative 2 : 10**



**Question: Explain why you prefer that improvement.**

**A roundabout would be the best solution here.**

**alternative 2 at cypress - Pedestrian crossing needs to take place at Virginia. California has too many feeder roads for any poor soul trying to navigate across the street.**

**The description of these projects is so confusing to read, that it will be amazing if anyone answers this survey. I have been following these meetings and I am finding the descriptions and diagrams unbearably confusing. This is taking much more time than I have available to complete this.**

**Better fits the needs of that intersection, also can be implemented sooner**

**Better safety for pedestrians**

**constructing a raised median has a negative environmental impact and is unnecessary. Additional lighted signage will accomplish the same thing**

**Conversion of southbound left-turn lane to northbound left-merge lane by simple restriping should be done ASAP and independently of other improvements. Alt 2 raised medians define village entry, provide traffic calming, and offer safer 2-stage highway crossing without need for crosswalk at this location.**

**Dangerous area with two-way traffic; median would serve to reduce accidents and separate traffic lanes.**

**do not like either plan**

**feels safer**

**For essentially the same reasons as the Mirada Road crossing.**

**I am pleased with the acceleration lane in both alternatives. This will make etheldore street more active after construction as residents from Montara (sunshine valley) and Moss beach will use Etheldore to Cypress or Etheldore to go Northbound hwy 1. I like Alternative 1 because it does not require relocation utilities and is much less expensive.**



I do not support Alt. 1 or 2. I do not like this survey, due to limited unclear options available to choose. I would support an acceleration lane northbound 1 from Cypress.

I do not support the alternatives provided.

I don't like either alternative 1 or 2 and don't see them alleviating the current backup of east bound traffic on Cypress Ave because of traffic turning left (northbound Hwy 1). Future development may necessitate a roundabout with a safe crossing would be better but this alternative is not even given. No traffic lights, they only cause more congestion.

I don't notice a whole lot of pedestrian activity in that area.

I like the idea of consolidating crossings

I like the median between the north and south bound traffic lanes. Features like that - a safe zone in the middle - make me feel safer crossing a busy road.

I think the middle lane on Hwy 1 through this section is sufficient and raised medians in this section would add more confusion than help pedestrians.

I want roundabouts to slow people down through the midcoast!

I want short raised median or refuge island. , no controlled lights , lowest environmental impact,

It's the lesser of two evils. No crossing here would be better, but unrealistic.

Lower cost, more practical to not add medians, earlier implementation

Lower cost, shorter construction timeline, increased pedestrian/bicycle safety are achieved all without widening the road, increasing the impact on the local environment.

Median and refuge for pedestrians.

Much lower cost.

No raised medians equals less environmental impact, more affordability and



less delays during construction. Again, the amount of traffic lanes remains the same therefore not accomplishing exponential differences either way. Lower the speed limit throughout Coastside and enforce them. Smooth traffic delivers results.

Pedestrian crossing not necessary here

Safer, more work put in

### SAFETY

Section 3.1 of the draft study stipulates that the purpose of this project is for increased ped safety and traffic congestion alleviation. With the designs proposed, these two purposes are at odds with each other. More at-grade ped crossings on a busy highway will absolutely increase traffic congestions. These alternatives will not make things any better. In addition to increased traffic congestion, these crossings will encourage more crossing of the highway. Continued below:

The traffic calming measures, signage and acceleration lane provide the most cost effective measures.

**Question: Moss Beach: What alternative outlined in the report do you prefer?**

**Alternative 1A : 8**

**Alternative 1B : 5**

**Alternative 2 : 11**

**Question: Explain why you prefer that improvement.**

Alternative 2 is expensive and requires widening the road and relocating utilities. It says that it will help with broadside accidents. I chose Alternative 1B to increase visibility and have one pedestrian crossing instead of two pedestrian crossings right next to each other.

As above, in my opinion, the less distractions for drivers through this section the better for peds. The continual presence of SMC Sheriff's vehicles at the substation would be a cost effective way to 'calm traffic' in this section too.



At California convert (repaint) southbound left-turn lane to northbound left-merge lane from west side. At Vermont convert (repaint) northbound left-turn lane to southbound left-merge lane from east side. At Cypress, conversion of southbound left-turn lane to northbound left-merge lane by simple restriping should be done ASAP and independently of other improvements.

Blocking off Virginia and forcing this left turn (north bound) traffic to the already hurendous Fitzgerald traffic on Claifornia is not the answer. I also think pedestrian crossings at both intersections will contribute to the traffic problem. Pick one. Disrubting local wetlands is not acceptable. Without creating additional traffic lanes the traffice increases we are seeing will not be eliviated. Again, lower the speeds, enforce this option and control the flow.

Cost.

Dangerous area with two-way traffic; median would serve to reduce accidents and separate traffic lanes.

do not any of the plans

Do not want to widen the road

Drivers think it is a highway, since it no longer is--make it obvious.

Feels more inviting to walk from one side to the other and visually it improves the look of the neighborhood.

feels safer

I do not support Alt. 1a,b or 2. I do not like this survey, due to limited unclear options available to choose. I would support a lower environmental impact simple two stage refuge island without (false security) controlled signals. Preferably set at Virginia s/b left turn pocket.

I do not support the alternatives provided.

I don't like any of the alternatives 1a, 1b, or 2. I think one raised median/safe refuge placed between the Virginia & California intersection would minimize the number of variables a person would have to check from 4 street flows down to 2 when crossing. I don't think blinking lights, or crossing controls





are needed but a street light with down focus illumination on the cross walks would be good. A roundabout at Valemar/Etheldore (North) on Hwy 1 might be viable and serve as a traffic calming d

I like the idea of consolidating crossings

I like the median between the north and south bound traffic lanes. Features like that - a safe zone in the middle - make me feel safer crossing a busy road.

I like this alternative best but feel that two independent ped xings are overkill. Flashing signage indicating the crossing is more than exists now and is the most cost effective solution. I am completely opposed to restricting traffic at Virginia. It will add additional traffic to Cal.Ave which already has a heavy burden of traffic with the marine sanctuary. This would also add confusion to an already unusual traffic configuration at Wienke Way thus would also propose the ped xing at Virginia

I think it best fits the needs and traffic patterns, as well as being able to be completed sooner. I'd like the central medina in alternative 2, but the timing seems to far out. I also believe the 1B pedestrian crossing should be moved from California to Virginia, because I see significantly more pedestrians and bicycles at Virginia, compared to California.

I want roundabouts to slow people down through the midcoast!

I want short raised median or refuge island. , no controlled lights , lowest environmental impact,

Lower cost, shorter construction timeline, increased pedestrian/bicycle safety are achieved all without widening the road, increasing the impact on the local environment.

Many people live on the east side of Hwy 1 and struggle, especially on weekends, to get across to the recreation areas. I think this provides the best safety for pedestrians, including people walking with children, strollers and/or pets.

Median and refuge for pedestrians.

More crossings mean higher probability of accidents. Simple statistics.



"Traffic calming" means slower traffic and more congestion. From page 36 of the draft study: "Both alternatives are anticipated to slow traffic within the project area." Have any traffic simulations models/counts been run to determine what roadway and intersection LOS will be after the installation of these crossings?

No disturbance of wetlands

None of those proposals are any good. Put in a mid-block short raised median for a two-stage crossing. Minimal lighting. No flashing lights, no devices to stop traffic.

Raised medians define the entry points, provide traffic calming and opportunity for 2-stage highway crossing for the length of town. One crosswalk with RRFB at Virginia is sufficient, preferably on north side, deleting left-turn lane at that location to allow pedestrian refuge. Additionally, re-stripe center lane to southbound left merge at Vermont and northbound left merge at California. These modifications would also apply to Alt 1, if chosen.

Right turn in and out only on Virginia is not a good idea given the location of the small market which generates customers from both directions and both sides of the highway. Turning movements to and from Highway 1 and to and from the frontage road at California and Vermont are not desirable movements given proximity of frontage road to Highway 1 and given increased queuing on Vermont and California due to elimination of left turns at Virginia.

#### SAFETY

The single RRFB crossing is enough, the improvement in left turns

This alternative seems the safest one.

Question: 16th Street, Montara: What alternative outlined in the report do you prefer?

Alternative 1 : 15

Alternative 2 : 9

Question: Explain why you prefer that improvement.



**Alternative 2 is lesser of evils, but still too much as proposed. Put in a short raised median away from the cross streets for a two-stage crossing. Minimal lighting. No flashing lights, no devices to stop traffic.**

**Better safety for pedestrians**

**Cost. You won't get a 10x better solution with Alt. 2, which costs 10x. Also, you are not fixing the real problem which is southbound traffic turning left on 14th. We have lived at 175 Farallone for 25 years (just north of 14th) and hear the accidents! The problem is not so much speed as it is inattentive drivers not expecting a car to be stopped in front of them.**

**Dangerous area with two-way traffic; median would serve to reduce accidents and separate traffic lanes.**

**Do not install flashing beacons with this alternative.**

**Do not like either plan**

**Feels more inviting to walk from one side to the other and visually it improves the look of the neighborhood.**

**feels safer**

**Formalize connection of 16th St to Carlos for Hwy 1 access, which allows closing 16th St. access to Hwy 1, which would allow conversion of southbound left turn at 16th to northbound left merge lane from lighthouse/MWSD.**

**I do not support Alt. 1 or 2. I do not like this survey, due to limited unclear options available to choose. I would support a lower environmental impact simple two stage refuge island without (false security) controlled signals. Preferably set away from the intersection.**

**I do not support the alternatives provided.**

**I don't like either alternative 1 or 2. Hwy 1, Carlos St., 16 St., and the Light House intersection were completely messed up by CalTrans when they did the repaving and striping. A raised median/safe refuge at 16th St would be good but an over crossing south of Carlos St. would be safer. You can NOT**



**eliminate the informal trail east of Highway 1 between 16th and 14th Sts., as it is used by many people walking between Moss Beach and Montara.**

**I don't see many pedestrians in this area.**

**I like the median between the north and south bound traffic lanes. Features like that - a safe zone in the middle - make me feel safer crossing a busy road.**

**I want roundabouts to slow people down through the midcoast!**

**Informal trail along east side of Hwy 1 is important and should not be eliminated. It should be improved and pedestrian safety measures should be added (San Carlos to 16th Street). This is the only pedestrian access between Moss Beach and Montara.**

**Less cost. Not much less relief. Do not use expensive and time consuming measures for minimal improvement. Without more lanes what are we accomplishing? Safty is a seperate issue and could be considered on it's own agenda.**

**Like the flashing light beacons**

**Lower cost, more practical to not add median, earlier implementation, no need for widening.**

**Lower cost, shorter construction timeline, increased pedestrian/bicycle safety are achieved all without widening the road, increasing the impact on the local environment.**

**Median and refuge for pedestrians.**

**No loss of trail**

**Perceive this as the less expensive option; cost of option 2 could best be spent elsewhere on Hwy 1**

#### **SAFETY**

**short raised median. No controlled traffic lights . lowest environmental impact**



since this is on a curve and slope, and has significant pedestrian traffic due to the hostel and informal coastal trail, I think a median here is desirable, but the widening required, and impact on the existing informal trail would be too significant.

The poor visibility makes this location a bad choice for a crossing. Again probably not feasible to eliminate the crossing--do what you can to make it noticable.

This is another dangerous intersection. I chose alternative 1 because it will bring more visibility and a crosswalk to and from the lighthouse. Alternative 2 is too expensive and requires a retaining wall.

to keep the traffic moving but alert infrequent travelers of the presence of pedestrians

Would be much more helpful to people if the lengthy descriptions of the design alternatives were accompanied with the design drawings. Having the drawings in separate attachments makes it hard for people to visualize while they read and hard to understand the complicated drawings and project details while they visualize.

**Question: Montara: What alternative outlined in the report do you prefer?**

**Alternative 1 : 11**

**Alternative 2 : 12**

**Question: Explain why you prefer that improvement.**

Again, it is no longer, functionally, a highway--do what you can to make the point to drivers.

Beach access at 2nd necessitates ped safety improvements. Raised medians important given vehicular volumes and number of informal turning movements to restaurant, beach parking and 2nd Avenue. Possibly signalize?

**Better safety for pedestrians**



**Cost and less concrete. Also, a general suggestion: Make the entire stretch from Devil's Slide to HMB 45 mph, except past the airport, which can stay 55. With the speed limit toggling back and forth between 45 and 50, it encourages people to speed.**

**Dangerous area with two-way traffic; median would serve to reduce accidents and separate traffic lanes.**

**do not either plan**

**Do not want to widen the road**

**Feels more inviting to walk from one side to the other and visually it improves the look of the neighborhood.**

**feels safer**

**For both 2nd and 7th street pedestrian crossings and increase visibility will help motorist to slow down in downtown montara. It is much needed to beach access and not sure where 7th street will take you on the west side of highway. Would you be able to turn left on 7th street and 2nd street heading to northbound? Currently 7th street does not allow left turns but cars do it anyway**

**I do not support Alt. 1 or 2. I do not like this survey, due to limited unclear options available to choose. I would support a lower environmental impact simple two stage refuge island without (false security) controlled signals. Preferably set away from the intersection.**

**I do not support the alternatives provided.**

**I don't like either alternative 1 or 2. I am in favor of raised median/safe refuge crossing at 2nd and 7th. I don't think blinking lights, or crossing controls are needed but a street light with down focus illumination on the cross walks would be good for dusk to dawn crossings. The left turn lanes and other turning directions are not explained well and were never fully presented to give the community a chance to see how traffic patterns would be changed in both Moss Beach and Montara.**

**I like the idea of consolidating crossings**



I like the median between the north and south bound traffic lanes. Features like that - a safe zone in the middle - make me feel safer crossing a busy road.

I want roundabouts to slow people down through the midcoast!

Less work

Lower cost, more practical to not widen the road, safety improvement achieved with this option is sufficient

Lower cost, shorter construction timeline, increased pedestrian/bicycle safety are achieved all without widening the road, increasing the impact on the local environment.

Median and refuge for pedestrians.

Neither choice is any good. Long (continuous) raised medians are not needed and are inappropriate for the character of the Midcoast. Put in a mid-block short raised median for a two-stage crossing. Minimal lighting. No flashing lights, no devices to stop traffic.

No controlled signals nor lights. Short raised medians/refuge island

Please do not install flashing beacons here too.

#### **SAFETY**

same as above; in addition I truly believe that if a single speed limit was chosen for this corridor it would also help the traffic flow. From the tunnel to half moon there are 5 speed limits: 45 to 50 to 55 to 50 to 45 to 40.

Same reasons... too much finances with delays and lacking accomplishments.

The only things that are going to make crossing the highway safer is above-grade or below-grade crossings, especially at Gray Whale Cove, 16th street, and Miramar. The only things that are going to alleviate traffic congestion instead of greatly contributing to it are above-grade or below-grade crossings, especially at Gray Whale Cove, 16th street, and Miramar. All else is just a band-aid on a compound fracture, somewhat of a waste of money



and time, and a false sense of having done something.

This area is dangerous for merging drivers and pedestrians. Any efforts to slow traffic and improve pedestrian safety is helpful.

This is the minimal effort, and could be in place sooner. I'd prefer elements of alternative two, perhaps reducing or eliminating west-bound left turn lanes to accomodate a raised median, without roadway widening. For example, there are only 4 houses on 7th, west of Hwy 1. A left turn lane doesn't really seem necessary there (I lived a block from this intersection for 3 years, and crossed at 7th frequently to get to the bluff and reef). 2nd street really does need the median do to use level

Undecided -- While road widening necessitating retaining walls is a concern, this does provide the additional significant benefit of widened shoulders where bike lanes are currently substandard.

**Question: Gray Whale Cove: What alternative outlined in the report do you prefer?**

**Alternative 1 : 15**

**Alternative 2 : 11**

**Question: Explain why you prefer that improvement.**

Actually either works and neither will help the traffic issues. Safty and traffic cannot be looked at in the same fashion.

alternative 1 - but no flashing lights. Caltrans was able to change many of their routine standards when it came to the tunnel. They can do the same for the crossings here.

Dangerous area with two-way traffic; median would serve to reduce accidents and separate traffic lanes.

do not either plan

Do not want to widen the road

Don't really care on this one. Costs are very close. Another general note: the behavior of pedestrians needs to be enforced, not just vehicles. Otherwise,





you will put in a crosswalk and still have the dang peds running across the road wherever they damn feel like it. We were coming home from the City one night at 11:00 when 3 people darted in front of us in the pure dark. Only God's grace saved us all.

feels safer

I do not support Alt. 1 or 2. I do not like this survey, due to limited unclear options available to choose. I would support a lower environmental impact simple two stage refuge island without (false security) controlled signals. Preferably set away from the intersection.

I do not support the alternatives provided.

I do not think stopping traffic on hwy 1 is required at grey whale cove. Rather alternative one widens the road, adds an acceleration lane northbound, and improves visibility.

I don't like either alternative 1 or 2. While I am in favor of left turn lanes into and out of the parking lot, I am not in favor of flashing beacons or other kind of control lighting. Simple pedestrian crossing signs are enough. In fact, since the beach closes at sunset even street lighting should be avoided. As far as the placement of the crosswalk, I think an at-grade crossing is dangerous at the location and it should be further south. It should have a raised median/safe refuge for tourists

I don't really like either option at this location. Why not a tunnel or a bridge? We just build a much bigger tunnel as I recall. And why aren't we done with the Green Valley Trail?

I'm not a traffic expert, but this curve has to rank up there on dangers for pedestrians. Anything to warn drivers ahead of this blind curve of people crossing would be an improvement.

Improves pedestrian safety without compromising on environmental impact

Minimize the flashing lights for Alternative 1. Alternative 2 is unacceptable due to stopping traffic, which will cause many rear-end collisions and greatly increase traffic congestion.

No hybrid beacon.



**No overhead lights! They would be visible from much of Montara at night, and the existing tunnel flashing yellow is already disturbing. View is too important, overhead lights are not necessary for safe crossing.**

**Non residents aren't expecting pedestrians, they're looking at the view...**

**Overhead signage seems a bit "too much" for this rural location.**

**Prefer RRFB which are less obtrusive.**

**RRFB crossing is less disruptive to vehicle traffic, since there are no auto-pedestrian accidents in table 2-3, the more disruptive option (which is also higher cost) is not warranted.**

#### **SAFETY**

**short raised median or refuge island. No controlled traffic light signal . Lowest environmental impact.**

**That area is an accident waiting to happen and Alternative 1 seems the safest alternative.**

**the left turn lane will keep traffic moving south bound and the flashing beacons will remind cars that there are peds xing.**

**There are so many pedestrians at this location the higher level of driver compliance is a good idea.**

**This crossing needs the signal as proposed; I have nearly been rear-ended several times slowing for pedestrians here.**

**This is a very dangerous intersection. I think there will be fatalities if we don't address the problem of the parking lot on the east side and a beautiful beach across the street.**

**This is not a residential area or a huge walking area. This area just needs a basic crosswalk for when folks need to cross. Crossing is only an issue on the weekends. A simple cross walk is fine - no lights.**

**This opportunity for input is extremely disappointing. Nowhere is there any**



**place to make larger comments about the project as a whole or to ask questions. We are basically given two extremely similar options for each location and then asked to pick which one of the two very similar options we prefer. What if we prefer neither and have other suggestions? Like above-grade and below-grade crossings. Limit of 500 characters per comment? Please . . .**

**We are in a very different and critical space at this time, namely the most severe drought ever seen in CA, even though it's only 3 years. We had a 6 year drought and it wasn't as severe because there was half the population then. This could become the norm.**

**We should not consider widening hwy 1 nor urban type infrastructure to accommodate ever more growth. Short, narrow median strips periodically is all we need for safe crossing & low lighting if necessary.**

## Comments

Number of Comments 10

Comment 1: Public comments from meetings last June and July on this topic are carefully captured and posted on MCC Hwy 1 issues page:

<http://www.midcoastcommunitycouncil.org/highway-1/>

They are worth reviewing for content and the contrast with this online survey process and the March 11 meeting format. | By Lisa K

Comment 2: I have witnessed the Gray Whale Cove Parking Lot become a significant choke point for SR 1. I have seen traffic backed up for miles as a result on peak weekend use. To mitigate, I recommend somehow controlling left turns into and out of the parking lot at peak use. I feel it is reasonable to have no left turns out of the parking lot. There is now a safe place to make a u-turn at the south portal signal of the tunnel. An under grade crossing (similar to Julia Pfeiffer State Beach) would also be a great benefit to Gray Whale Cove safe access and reduce SR 1 congestion. | By Dan H

Comment 3: I am concerned that widespread objections by the community to the proposed changes to State Route 1 in the Midcoast have not been adequately addressed in the limited choices presented for voting in the online survey. Protecting the existing beauty of State Route 1 appears to be a common thread in previous community comments. Specifically, a frequent request is to have the lowest possible impact on environment and congestion while providing appropriate safe crossings. It appears that a "two-stage" pedestrian refuge island concept without flashing beacons could provide better pedestrian and vehicle safety, with a lower impact to overall traffic flow on SR 1. Some areas may require flashing beacons. This should



be explored as to limit the effect of a false sense of security. A two-stage pedestrian crossing allows the pedestrian to cross half way, only having to check traffic in one direction at a time. I have currently witnessed locals using turn pockets as two stage crossings.

I By Dan H

Comment 4: I don't think blinking lights, or crossing controls are needed but a street light with down focus illumination on the cross walks would be good for dusk to dawn crossings.

Minimize any widening to increase traffic calming effects.

Hwy 1 needs painted bike lanes from the tunnel south to HMB.

A maximum speed limit of 45 mph should be consistent through out the Midcoast except maybe at the airport.

Surfers Beach needs to be addressed. Originally it was in the study but was taken out because it was too hard to fix and yet on a sunny weekend it is the biggest congestion point in the Midcoast.

Proposed medians and turns in Moss Beach and Montara are confusing. Too many parts an options to understand the overall affects. The plans need to be presented in smaller chunks with all the variables listed so each community can see what their own situation will be. Traffic flows are not fully fleshed out and will cause many future problems if not supported by the residents.

I By Bill K

Comment 5: The survey should include one of the three options below:

- 1.) none of the above
- 2.) against all alternatives provided
- 3.) I do not support the alternatives provided I By Sabrina B

Comment 6: Note the survey has been adjusted so that comments can be made on each location without choosing an alternative. If you already submitted your survey, you may click Change Your Survey to start over. I By Lisa K

Comment 7: I submitted my survey response and got this message, "Whoops! A required question has no answer".

I'm including my comments here because the survey is significantly flawed. The survey prevents the public from making alternative suggestions without rewriting the survey:



Mirada Road: What alternative outlined in the report do you prefer?

I support a roundabout with a crosswalk at Mirada Rd. I do NOT support Alternative 1 or 2.

Cypress Avenue: What alternative outlined in the report do you prefer?

I support a roundabout with a crosswalk OR a traffic signal with a crosswalk at Cypress. I do NOT support Alternative 1 or 2.

Moss Beach: What alternative outlined in the report do you prefer?

I support a roundabout with a crosswalk OR a traffic signal with a crosswalk. I do NOT support Alternative 1A, 1B or 2.

16th Street, Montara: What alternative outlined in the report do you prefer?

I support an over crossing NEAR 16th and Carlos St. I do NOT support Alternative 1 or 2.

Gray Whale Cove: What alternative outlined in the report do you prefer?

I support an over crossing at Gray Whale Cove. I do NOT support Alternative 1 or 2.

PLEASE NOTE: A striped bike lane should be included on Highway 1.

I By Sabrina B

Comment 8: MONTARA: In weighing alternatives, consider the Pacific Coast Bicycle Route that Caltrans is supposed to maintain. Pavement widening to accommodate the center raised median of Alt 2 will also improve the shoulder width from 2 ft in places to 6-8 ft. I By Lisa K

Comment 9: MOSS BEACH: Don't restrict highway access without providing improved access close by. Conversion of two left-turn lanes to left-merge lanes can provide improved highway access points for both sides of the highway, as low-cost near-term improvement. At California convert (repaint) southbound left-turn lane to northbound left-merge lane from west side. At Vermont convert (repaint) northbound left-turn lane to southbound left-merge lane from east side. At Cypress, conversion of southbound left-turn lane to northbound left-merge lane by simple restriping should be done ASAP and independently of other improvements.

LIGHTHOUSE/16th: Formalize the connection of 16th St to Carlos for Hwy 1 access and close 16th St access to Hwy 1. Convert (repaint) southbound left-turn lane at 16th to northbound left-merge lane from lighthouse/MWSD, which has significantly higher vehicle counts. I By Lisa K

Comment 10: 1.) KEEP STRIPING, FORGET ABOUT ALL RAISED MEDIANS!

2.)ADD OR ADJUST ACCELERATION LANES ONTO THE HIGHWAY AS WELL AS THE TURN OFFS.

3.) COUNTY TO WORK WITH CALTRANS TO IMPROVE WEST CYPRESS INTERSECTION FOR A SOUTHBOUND TURNING STRIP ONTO CYPRESS FROM THE HIGHWAY, AS



WELL AS A WIDENING OF THE "MOUTH" OF CYPRESS TO ALLOW MOTORISTS TO TURN RIGHT WHEN A LEFT TURNING CAR AT THE FRONT OF THE LINE-UP IS HOLDING UP EVERYONE INCLUDING SOUTHBOUND FOLKS, WHILE WAITING FOR A BREAK IN TRAFFIC TO TURN LEFT. ALLOWING THE RIGHT TURNERS TO GET BY WOULD HELP CLEAR THE BACK UP, BUT AT PRESENT THERE IS A DEEP (SLIGHTLY BROKEN) CULVERT THERE WHICH PREVENTS THAT POSSIBILITY. | By Cid Y

# Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors  
representing Montara, Moss Beach, El Granada, Princeton, and Miramar  
P.O. Box 248, Moss Beach, CA 94038-0248 - [www.MidcoastCommunityCouncil.org](http://www.MidcoastCommunityCouncil.org)*

**Dave Olson**   **Chris Johnson**   **Lisa Ketcham**   **Dan Haggerty**   **Erin Deinzer**   **Laura Stein**  
Chair   Vice-Chair   Secretary   Treasurer

Date: April 28, 2015

To: James Hinkamp, Project Planner

CC: Supervisor Don Horsley

From: Midcoast Community Council/ Dave Olson, Chair

Subject: **Midcoast At-Grade Crossings, Raised Medians and Left Turns -  
Highway One Congestion and Safety Improvement Project**

The Midcoast Community Council (MCC) submits the following comments on the design alternatives proposed in the February 2015 Draft Preliminary Planning Study<sup>1</sup> (PPS) for the Highway 1 Congestion & Safety Improvement Project.

## **Background**

Key near-term priorities identified by the MCC in March 2012, following completion of the Midcoast Highway 1 Safety & Mobility Improvement Studies (Mobility Studies), include pedestrian crossings with refuge island, and lowered speed limit to 45 mph in Moss Beach (which will require installation of traffic-calming features such as raised medians).

Transportation Authority (TA) funding for project design and permitting was approved in October 2012 for these specific project elements:

- at-grade pedestrian crossings at 8 locations,
- raised medians in Montara and Moss Beach, and
- left-turn lanes at 8<sup>th</sup> St in Montara and Gray Whale Cove.

These improvements are based on concept plans identified as short-term in the Mobility Studies. The June 2012 TA grant application states, *"Raised medians... will provide 'safe refuges' for pedestrians/bicyclists when crossing the highway. All safe crossings will be connected to medians for this purpose."*

Pedestrian refuge islands are discussed in the PPS (p.4-2): *"Providing raised medians or pedestrian refuge areas at pedestrian crossings at marked crosswalks has demonstrated a 46% reduction in pedestrian crashes. At unmarked crosswalk locations, pedestrian crashes have been reduced by 39%. Installing raised pedestrian refuge islands on the approaches to unsignalized intersections has had the most impact reducing pedestrian crashes. ... Caltrans HDM mandates that the minimum median width used for pedestrian refuges is 6 feet."*

The Feb 2015 PPS notes, *"Most of the comments received at the two public meetings held to date fall into six main categories: medians for pedestrian refuge, acceleration lanes, lighting concerns, traffic concerns, speed issues, and schedule concerns."*<sup>2</sup>

<sup>1</sup> posted here: <http://www.midcoastcommunitycouncil.org/home/2015/4/23/mcc-special-meeting-april-28.html>

<sup>2</sup> public comments posted here: <http://www.midcoastcommunitycouncil.org/highway-1/>

## **Process**

The public process for evaluating design alternatives for this complex project would have benefited from the following:

- A project name less generic and opaque that reveals something about the project elements and that is less easily confused with other concurrent projects.
- Careful differentiation and public education about the scope of this project and similar concurrent projects. Public confusion was unnecessarily escalated by doing meeting outreach from the Connect the Coastside website and email list, and neglecting to take the time at the March 11 meeting to clearly and accurately explain the difference.
- Earlier and more frequent community input in the design process, to avoid the delay and duplication of effort to bring the designs into line with project elements originally proposed, such as pedestrian refuges instead of flashing beacons. It can be very useful, especially for outside consultants, to get early input with local knowledge such as from a steering committee.
- Clearly understandable one-page summary of each location alternative with list of distinguishing features, impacts and illustration on the same page. Definitions and features in common could be listed and illustrated separately so that important differences are not lost in extensive repetition.
- Close adherence to the concept plans of the Mobility Studies and use of Context Sensitive Solutions<sup>3</sup> if adjustments are necessary.
- More modest design proposals with reduced raised medians focused on gateway traffic calming and crossing refuges, rather than maximum cost/impact scenarios with raised medians extended beyond what was proposed in the Mobility Studies. The public expressed clear concerns at the second meeting when they learned about high cost and project delays due to raised medians.
- More robust public evaluation of the second set of alternatives. The complex set of alternatives did not lend itself to polling of either/or choice of min/max project extremes which resulted in confusion, superficial understanding, and a significant number of abstaining attendees. It does not serve the public process to have a rushed presentation and to limit group Q&A and discussion. People do better when exposed collectively to many ideas and comments. This stimulates thinking and helps in understanding other points of view. Multiple explanations of complicated or overlapping topics increases understanding. Posters and smaller groups are useful but cannot replace the group discussion.

## **Design Alternatives**

Public acceptance is highest where safe crossing opportunities do not add to traffic congestion. Raised median refuge islands, wherever they can be accommodated without extensive road widening, can provide greatly improved crossing opportunities without necessarily stopping traffic. There is concern that a proliferation of painted crosswalks and flashing beacons will add to congestion and detract from the scenic quality of our rural highway. Even narrower raised medians, though technically for traffic calming purposes, will be useful to aid highway crossing wherever they are located.

---

<sup>3</sup> [http://www.dot.ca.gov/hq/LandArch/cs\\_solutions/](http://www.dot.ca.gov/hq/LandArch/cs_solutions/)



It is clear from the accident statistics that night lighting is necessary for high-speed highway pedestrian crossings and raised medians. Dark night skies are important to Midcoast residents -- please specify downward-directed lighting with direct rays confined to the roadway. Also consider a dimming option for low-traffic overnight times, particularly at Gray Whale Cove.

Please expedite any conversions of left-turn to acceleration lanes separately from this project. It should not be necessary to wait 3 to 5 more years to change the arrows painted on the road to help reduce intersection delays.

### **Mirada Road**

Many don't see a need for a crossing at Mirada Rd. There may be better opportunities for mid-block crossings, away from intersection turning movements, utilizing median refuge in the existing center turn lane. Alternative (Alt) 2 goes far beyond a crossing design, adding an extended raised median requiring road widening throughout Miramar, which was not proposed in the Mobility Studies or in the Project Scope of Work.

### **Moss Beach**

The need for traffic calming is greatest in Moss Beach, the one village in the Midcoast that is bisected by Highway 1, but has the highest speed limit, 50 mph. Caltrans' recent traffic survey recommends no speed limit reduction. The Mobility Studies Action Plan places a high priority on reducing the speed limit in Moss Beach and notes that raised medians and other traffic calming treatments may reduce prevailing speeds, a precondition for reducing posted speed limits. The PPS notes, "*Motorists are traveling at high speeds through the town limits because there are currently no features that define the context of the town center.*" Raised medians the length of town would provide that context as well as an extended area of improved crossing opportunities.

At a minimum, Moss Beach should have attractive gateway features including raised medians south of Marine and north of Vallemar, and one pedestrian crossing with refuge island. Alt 1 Moss Beach does not reach this minimum. It provides no traffic calming except a high-visibility painted median south of Marine, an uninspired choice for village gateway. In contrast, Alt 1 Montara proposes two sets of traffic calming raised medians bracketing 7<sup>th</sup>/9<sup>th</sup> and 1<sup>st</sup>/2<sup>nd</sup> which are attractive and don't require road widening. If that is possible in Montara, why isn't it proposed in Alt 1 Moss Beach which has higher speeds and need for traffic calming?

Restricting highway access and turning movements, such as at Virginia, is proposed to improve traffic flow and safety. It might be more useful to first address the several businesses on the west side with unrestricted highway access and pedestrian no-man's-land along entire blocks. Also, consider the long delays to enter the highway from many local side streets, and that the cause of broadside accidents may be due to exasperated motorists turning onto the highway in unsafe manner. Closing some street access without nearby access improvements only shifts traffic to other intersections, worsening delays there.

Conversion of left-turn lanes to acceleration lanes to aid left turns onto the highway should be evaluated for two more locations in Moss Beach, in addition to Cypress. This could improve intersection level of service (LOS) and safety:

- North side of California: Convert left-turn lane to northbound acceleration lane.
- South side of Vermont: Convert left-turn lane to southbound acceleration lane.
- North side of Virginia: Remove left-turn lane to allow for pedestrian refuge island.
- Southbound left turns would be diverted to Etheldore and Vermont.
- Northbound left turns would be diverted to Virginia and California. Vallemar would be unaffected.

### **Lighthouse/16<sup>th</sup>**

This important highway crossing of the Coastal Trail must be considered in combination with the essential east-side trail connecting 14<sup>th</sup> and 16<sup>th</sup> across the ravine that divides Montara from Moss Beach. Without improvements from the Lighthouse to 14<sup>th</sup> St, the Coastal Trail is unconnected and so is everyone living in Montara who wishes to reach the rest of the Midcoast without their car. These issues should be noted in the PPS p.2-4. Designation of the CA Coastal Trail as a Priority Conservation Area, as currently proposed, would improve grant opportunities to construct this trail connection.

Evaluate conversion of the southbound left-turn lane at 16<sup>th</sup> to northbound acceleration lane from lighthouse/MWSD, which has significantly higher traffic volume. Since there are only a few homes on 16<sup>th</sup>, consider formalizing the connection of 16<sup>th</sup> to Carlos, which would allow closing east 16<sup>th</sup> highway access. Simplified vehicle turning movements will increase bike/pedestrian safety at this important crossing.

There is no explanation for the extensive length of proposed raised median in Alt 2 (unknown off the south end of the picture) or why the proposed widening could not include space for the essential east-side trail at the ravine.

### **Montara**

Alt 1 provides raised medians at town center entry points (*south of 9<sup>th</sup>, north of 7<sup>th</sup>, south of 2<sup>nd</sup>, and north of 1<sup>st</sup>*) as traffic-calming warning to motorists, and does not require pavement widening, retaining walls, drainage improvements, or utility relocations. These raised medians would also provide informal assistance to pedestrians crossing at 1<sup>st</sup> to the beach and at 7<sup>th</sup> and 9<sup>th</sup> to visit the coastal viewpoints there. However the official crossings in this alternative do not provide the safety of a median refuge which we would prefer.

At 7<sup>th</sup> St, the Mobility Study locates the crossing refuge on the north side where the proposed 8-ft-wide raised median is located. There is improved line of sight for westbound pedestrian crossing from the center of the road.

At 2<sup>nd</sup> St, the Mobility Study locates the crossing refuge on the south side, removing conflict between pedestrians and heavy southbound left-turn traffic onto 2<sup>nd</sup>.

### **Gray Whale Cove**

There is a 12-ft-wide mid-highway buffer area at the crossing location. If feasible, a raised median refuge within this area would enable safer 2-stage crossing without stopping traffic. At a minimum, please explore surface treatments to help increase safety in the buffer area, such as tactile edging, and colorized/textured paving treatments. Vegetation that contributes to the blind curve should be pruned.

Thank you for the opportunity to comment.



COMMITTEE FOR  
GREEN FOOTHILLS

April 20, 2015

Via Email

James Hinkamp, Project Planner  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

**Re: Comments on Draft Preliminary Planning Study for Highway One Congestion and Safety Improvement Project, February 23, 2015**

Dear James,

Thanks for providing me with a copy of the above-referenced Study. The associated On-Line Survey had very limited opportunity to provide anything more than a sentence or two on the Alternatives. Please accept these comments and recommendations on behalf of Committee for Green Foothills (CGF). I have focused my comments on the Mirada Road/Alto Avenue project area due to time constraints.

**Background:** Phase 1 of the Highway 1 Safety and Mobility Study recommended developing a consistent roadway edge through each context zone (rural areas, transitional areas, and village areas) in the study area, improving intersection visibility, adding entry treatments and roundabouts, managing access, and adding walkways and bikeways.

Phase 2 of the Safety and Mobility Study recommended raised medians in village areas, designated pedestrian and bicycle crossings in high demand areas, consideration of roundabouts, pedestrian and bicycle trails along parallel routes, and parking re-configurations for beach and trail access.

The five proposed projects contained in the subject Planning Study (which could be more aptly described as “Highway 1 Five Crossings Study”) are considered “low hanging fruit” that will implement some of these recommendations more quickly than the more ambitious and more costly projects.

**General Comments:**

Section 2 Background, page 2-3 and Section 4 Visual/Aesthetics, page 4-18, states that Highway 1 within the project limits is listed as an Eligible State Scenic Highway. CGF notes that San Mateo County has already designated Highway 1 (aka Cabrillo Highway) as a County Designated Scenic Route in the County General Plan (Table 4.6 and Policy 4.42.c and d) and as a County Scenic Road and Corridor in the County Local Coastal Program (LCP Policy 8.30.b) throughout the project limits. As such, these proposed transportation projects should reflect the scenic and historic nature of the study area. LCP and Coastal Act policies regarding minimizing of impacts to scenic and historic resources and avoiding impacts to Environmentally Sensitive Habitat Areas (ESHA) while providing for visitor access to the coast support Context Sensitive Solutions (CSS). Caltrans defines Context Sensitive Solutions as;

COMMITTEE FOR  
GREEN FOOTHILLS

3921 E. Bayshore Road  
Palo Alto, CA 94303

650.968.7243 PHONE  
650.968.8431 FAX

info@GreenFoothills.org  
www.GreenFoothills.org

***“ Quality transportation design is the culmination of philosophy and principles in the project development process that provides a transportation system that enhances the place in which it serves. Whether a project is in an urban, rural or natural setting, the transportation facility must be in harmony with the community goals and the natural environment”.*** (emphasis added)

Section 2. Existing Facility, page 2-1, third paragraph, names major destinations within the project limits. McNee Ranch State Park and Rancho Corral de Tierra are misspelled. Other major destinations that should be included are: Point Montara Lighthouse and Hostel, Maverick’s Surf Break, Surfer’s Beach, and Mirada Surf County Park. The last sentence of this paragraph notes that peak travel demands occur on weekends. Midcoast residents will attest to the fact that peak visitation is highly affected by weather, surf conditions, and/or extremely high or low tides, which are not limited to summer, so peak travel demands can be at any time of the year.

CGF suggests that as part of the proposed improvements, special signage should be developed at the entry to each of the communities of Montara, Moss Beach, and Miramar (and also for El Granada and Princeton as a component of other highway improvement projects) with common thematic design graphics featuring the place name and a special symbol of that community’s definitive scenic, natural history, or historic feature. Possibilities include a whale for Gray Whale Cove, the lighthouse for Montara, and a Cypress tree or starfish for Moss Beach. Beautiful signage with a small area of appropriate landscaping not only would celebrate each community’s uniqueness but would also provide a sense of arrival and traffic calming benefits as noted in the Phase 1 Highway 1 Safety and Mobility Study (page 15).

**Mirada Road (n.b., Mirada Road/Alto Avenue would be a more correct title):**

CGF questions whether the Mirada Road/Alto Avenue project should be included as one of the five proposed project areas. It does not appear to be a priority for the following reasons:

1. Few pedestrians cross at this intersection. In Section 2.4 Deficiencies, page 2-3, the Report states that at Mirada Road, residents and visitors cross Highway 1 to access Miramar Beach and the California Coastal Trail. CGF questions whether pedestrian crossings pose a significant safety issue at this intersection. There are relatively few residents or businesses east of Highway 1 served by Alto Avenue and Purissima Way. No data is provided as to how many people cross at this location. Nor is there data as to how many people use the bus stop at the Mirada Road/Alto Avenue intersection, but it is likely not many.
2. This intersection has experienced very few accidents. In Table 2-3, page 2-6: which breaks down the 3-year accident history for 2009 - 2012, there have been only three accidents at this intersection, and none involved pedestrians.
3. The planned Parallel Trail along the east side of Highway One will provide an important pedestrian/bicycle route for residents to get to schools and neighborhood services in the Midcoast and Half Moon Bay. CGF has consistently recommended that this southernmost segment of the Parallel Trail in the Midcoast should be built first, as it will connect to the northernmost phase of Half Moon Bay’s Parallel Trail from Roosevelt to the City Limits,

thereby providing much greater connectivity. Residents who live on the east side of Highway 1 will not have to cross the Highway 1 to access local jobs, neighborhood services, and schools except at the signalized intersection at Frenchman's Creek.

4. Alternative 2 Plans for this intersection as depicted in Attachment B propose a continuous raised median and continuous left turn lanes rather than a simple island of refuge for pedestrians at the intersection. This continuous raised median and left turn lanes extend from an unknown point south of the Half Moon Bay city limits to an unknown point north of Medio Drive; it is impossible to determine exactly where this project ends, since the Plans in Attachment B extend beyond the page. This far more extensive project would require increasing the width of the highway by at least 18 feet and would unnecessarily impact sensitive wetlands and riparian habitats (ESHA) on each side of Arroyo de en Medio Creek. Alternative 2 could also potentially make the Parallel Trail more challenging and perhaps infeasible due to significant additional impacts to ESHA at Arroyo de en Medio. (n.b., the name of the community on the Mirada Road Plans should be changed from "El Granada" to "Miramar").

**Environmental Issues**, Section 4, page 4-17 identifies coastal resources potentially affected by the project. Transportation and Traffic are **not** coastal resources, and should not be included in this list. Overhead street lighting for medians is an important safety feature, but should be carefully directed so that the lighting does not spill beyond the roadway. Special consideration will need to be given any overhead lighting at the Gray Whale Cove area to ensure that fugitive lighting does not shine out to the ocean, which could adversely affect pelagic birds. The suggested Rapid Rectangular Flashing Beacons (RRFBs) at some pedestrian crossings may not be suitable considering the County Scenic Corridor policies. At Gray Whale Cove, RRFBs or similar devices would be important safety measures due to the speed of traffic and limited sight distance. CGF is also concerned that Alternative 2 projects would require removal of 90 trees. What species and size of trees would be removed? The mature Monterey cypress trees are a scenic amenity in Moss Beach and Montara and contribute greatly to the scenic and visual quality of these communities. They should be preserved to the maximum extent possible. Application of Context Sensitive Solutions would support their preservation.

**Recommendations**, Section 6, page 6-1: The Report states that public acceptance of the alternatives is a key factor for the project moving forward. CGF is concerned that this statement implies that all five projects must be treated as a single project., and the only choice is between Alternatives 1 and 2.

CGF suggests that the Recommendations should include an additional step which further refines the various elements of the Alternatives at each of the five locations to reach a Preferred Alternative that will likely not be simply Alternative 1 or 2 throughout the project limits. CGF strongly recommends "no project" at Mirada Road.

General Recommendations and action items for future studies, page 6-1 include "determine the optimal locations for the pedestrian crossings based on pedestrian counts". In Moss Beach, if there is a continuous raised median to provide refuge for pedestrians, optimal locations may well be at

each intersection, since most people will not bother to go out of their way to cross the highway. In Montara, Alternative 1 provides median islands at key crossings, which CGF supports rather than a continuous raised median.

Finally, CGF requests that the Preferred Alternative, as modified in response to public comments, should be presented to the Midcoast Community Council and the San Mateo County Planning Commission before moving into the Environmental Review and Permitting process. To date there has been a lot of confusion between this project and the Connect the Coastside planning effort.

If you have any questions, please feel free to contact me at: 650-854-0449, or email. Any written correspondence should be sent to my home office address: 339 La Cuesta Drive, Portola Valley, CA 94028.

Thanks for consideration of our comments.

Sincerely,

A handwritten signature in black ink that reads "Lennie Roberts". The signature is written in a cursive, slightly slanted style.

Lennie Roberts, San Mateo County Legislative Advocate  
Committee for Green Foothills

cc: Supervisor Don Horsley  
Midcoast Community Council