

COUNTY OF SAN MATEO
DON HORSLEY
SUPERVISOR, 3RD DISTRICT

County Government Center
400 County Center, 1st Floor
Redwood City, CA 94063
650-363-4569
dhorsley@smcgov.org

December 10, 2018

Mr. Tony Tavares
District Director
Department of Transportation – District 4
111 Grand Avenue
Oakland, CA 94612

Re: SR1 Mid-Block Vehicle Access in west Moss Beach between Lancaster Boulevard & California Avenue

Dear Mr. Tavares:

I am writing to request that Caltrans review and address mid-block highway access along a section of SR1 between Lancaster Boulevard and California Avenue (see attached letter with detailed drawings). Safety is a priority for the County of San Mateo, Midcoast Community Council and residents. Wide-open highway access allows for unsafe and unpredictable vehicular movement turning right or left, onto or off of the highway, at any point between the side streets.

The Highway 1 Safety & Mobility Improvement Study recommends limiting highway access openings to improve safety and mobility. In addition, the Local Coastal Program (LCP) Policy 2.51(a) prohibits new driveway connections to SR1 unless there is no feasible alternative. California Statute designates SR1 in the Midcoast as an expressway, defined as an arterial highway with at least partial control of access. The Caltrans 2018 District 4 Transportation Concept Report for SR1 South confirms this designation. Caltrans Project Development Procedures Manual, Chapter 27, Topic 104.2, states:

- On expressways, access from private property is permitted, but the size and number of openings are held to a minimum.
- Parcels that have access to another public street are not allowed access to the expressway.
- Access openings to an expressway are limited to one opening per parcel.

Thank you in advance for your review and consideration of how we can work together to eliminate mid-block vehicular access on SR1 in the three block section between Lancaster Boulevard and California Avenue. We believe that eliminating these unlimited access points is essential to the function and safety of SR1 and we look forward to hearing from you regarding next steps. For additional information or questions, please contact Elizabeth Dallman at (650) 599-1016 or edallman@smcgov.org.

Sincerely,



Supervisor Don Horsley
San Mateo County, District 3

CC: San Mateo County Midcoast Community Council
Steve Monowitz, San Mateo County Planning and Building Director
Jim Porter, San Mateo County Department of Public Works



Midcoast Community Council

representing Montara, Moss Beach, El Granada, Princeton, and Miramar
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

Dave Olson . **Claire Toutant** . **Lisa Ketcham** . **Dan Haggerty** . **Chris Johnson** . **Brandon Kwan** . **Barbra Mathewson**
Chair Vice-Chair Secretary Treasurer

Date: September 26, 2018

To: Supervisor Don Horsley
Steve Monowitz, Community Development Director
Jim Porter, Director Public Works

From: Midcoast Community Council/ Dave Olson, Chair

Subject: **Limit Mid-Block Highway 1 Vehicle Access in west Moss Beach
in 3 commercial blocks, Lancaster to California**

MCC seeks the County's support and assistance in closing off informal direct Highway 1 access that has been expanding in the 3-block west Moss Beach commercial section between Lancaster & California. Wide-open highway access is a safety hazard for all highway users in this busy village context. Vehicles turn right or left, onto or off of the highway, anywhere mid-block, ignoring highway pavement markings, instead of using adjacent side street business access. Vehicle movements are often sudden and quick during gaps in traffic, with multiple vehicles moving at once in unpredictable directions.

Policies

- Highway 1 Safety & Mobility Improvement Study recommends limiting highway access openings to improve safety and mobility.
- Local Coastal Program (LCP) Policy 2.51(a) prohibits new driveway connections to SR 1 unless there is no feasible alternative.
- California statute designates SR 1 in the Midcoast as an expressway, defined as an arterial highway with at least partial control of access. Caltrans 2018 District 4 Transportation Concept Report for SR1 South confirms this designation. Caltrans Project Development Procedures Manual, Chapter 27, Topic 104.2:
 - On expressways, access from private property is permitted, but the size and number of openings are held to a minimum.
 - Parcels that have access to another public street are not allowed access to the expressway.
 - Access openings to an expressway are limited to one opening per parcel.

Specifics – please see attached for more detail.

Thank you for your assistance.

West Moss Beach 3-block commercial district, Lancaster to California

Yellow line is approximate edge of Caltrans ROW.



Northern block (Virginia/California):

Roadside vegetation has been worn away by vehicles taking short cuts to restaurant and informal parking. Virginia Ave. provides access to on-site restaurant parking and existing informal parking in Caltrans right-of-way.

MCC requests:

- Close vehicle highway access along the edge of the paved shoulder (red line) with 6-inch-high asphalt curb or “dike”, such as permitted by Caltrans for new Coastal Trail segment at La Costanera (specs attached).
- Mark paved shoulder for right turn deceleration lane on southbound approach to Virginia.



Middle block (Vermont/Virginia):

Proposed mixed-use development will likely result in the same conditions as adjacent block to the north if nothing is done to prevent it.

MCC requests the same asphalt curb installation along this block.

Southern block (Lancaster/Vermont):

Roadside curb and landscape buffer fronting the gas station were removed & paved without permit in 2011, creating the existing 144-ft-wide vehicle access (red line) and hazardous no-man's land on the wide paved shoulder. MCC has been trying to get this violation addressed since 2014.

Limiting direct highway access to 60-ft width (yellow line) at the south end of the pumps will help direct vehicles in a safer more predictable circulation utilizing the side street and obeying pavement markings on the highway. Northbound vehicles should enter via Vermont, using the highway center left-turn lane provided. Semi-trucks/trailers can safely maneuver the entrance on Vermont, as shown below.

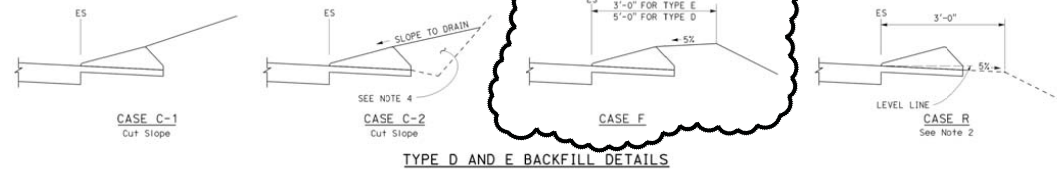
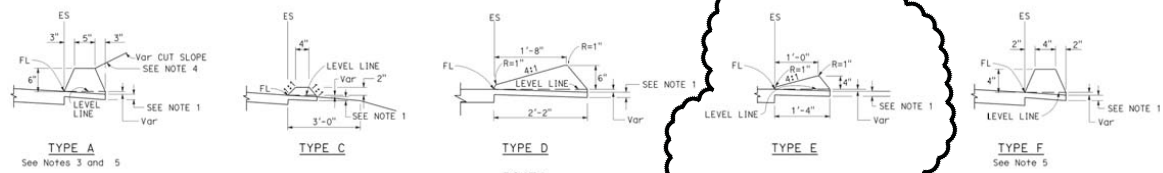


MCC requests:

- Reduce highway access opening from existing 144 ft to maximum of 60 ft wide by extending replacement landscape buffer north to property corner at Vermont.
- Restore full 819 sq/ft of landscape area -- no net increase of impervious surface.
- In addition to the visual enhancement and closure provided by the highway frontage landscape buffer (Zoning Regs Section 6121.a.4), Caltrans complete streets policies should provide for a sidewalk connecting to the one on Vermont, and pedestrian striping across the remaining highway access opening.
- Please expedite PLN2017-00199 to resolve this long-standing violation.

COUNTY	ROUTE	TOTAL MILES	SHEET NO.	TOTAL SHEETS


 Hilary J. Kankel
 REGISTERED PROFESSIONAL ENGINEER
 January 15, 2016
 PLANS APPROVAL DATE
 THIS PLAN IS FOR THE PROJECT AND IS NOT TO BE REPRODUCED OR COPIED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF THE DESIGN GROUP



- NOTES:**
- For HMA shoulders only, extend top layer of HMA placed on the shoulder under dike with no joint at the ES. For projects with OGFC shoulders, do not extend OGFC under dike. See project plans for modified dike detail.
 - Case R applies to retrofit only projects where restrictive conditions do not provide enough width for Case F backfill.
 - Type A dike only to be used where restrictive slope conditions do not provide enough width to use Type D or Type E dike.
 - Fill and compact with excavated material to top of dike.
 - Use Type A or F dike, where dike is required with guardrail installations. See Standard Plan A77N4 for dike positioning details. See Standard Plan A77N3 for hinge point offsets with guardrail.

DIKE QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A	0.0135
C	0.0038
D	0.0293
E	0.0130
F	0.0066

Quantities based on 5% cross slope.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
HOT MIX ASPHALT DIKES
NO SCALE

RSP A87B DATED JANUARY 15, 2016 SUPERSEDES STANDARD PLAN A87B DATED OCTOBER 30, 2015 - PAGE 126 OF THE STANDARD PLANS BOOK DATED 2015.
REVISED STANDARD PLAN RSP A87B

2015 REVISED STANDARD PLAN RSP A87B



**Kikuchi + Kankel
Design Group**
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Environmental Design
Site Planning
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ENCROACHMENT PERMIT SUBMITTAL

LA COSTANERA RESTAURANT

8150 CABRILLO HIGHWAY
MONTARA, CA
APNs:
036-046-050
036-046-310
036-046-380
036-046-390
036-046-400
036-046-998

NOT FOR CONSTRUCTION

Revision: 1/16/2016
Date: 6/18/2011
Scale: AS NOTED
Drawn By: TPC/AL

ASPHALT DIKE DETAILS
Sheet No. **3.01** Of

Exhibit 6
 P-77-0579-A3
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