

Moss Beach Crosswalk Update

MCC Request

To: California Department of Transportation, District 4
cc: San Mateo Supervisor Don Horsley
California State Assemblyperson Kevin Mullen
California Highway Patrol
From: Midcoast Community Council / Claire Toutant, Chair

Subject: Follow-up Crosswalk on Highway One, Moss Beach

In a previous letter (August 29, 2019) the Midcoast Community Council expressed concerns that the recently installed crosswalk in Moss Beach at SR1 & Virginia is not safe. We requested immediate action to widen the crosswalk and to provide lighted signs to make it more visible.

We are pleased that Caltrans has widened the crosswalk, improving its visibility. We request immediate action on our second request by installing pedestrian activated orange Rapid Rectangular Flashing Beacons (RRFB). Installing these beacons at the side of the road and overhead will provide drivers with improved awareness at a greater distance when the crosswalk is occupied.

RRFB's are in line with the California MUTCD, the relevant page is attached. While the current crosswalk may meet the most minimal guidelines for crosswalks on a two-lane road in a semi-rural environment, the Moss Beach section of SR1 with its left turn lanes is a full three lanes in width and cars frequently travel there in excess of 50 mph.

Beyond these changes in Moss Beach SR1, the community is reviewing long term plans including roundabouts in this segment. Caltrans participates in this process with membership in the Technical Review Committee for the San Mateo County Midcoast Comprehensive Transportation Management Plan.

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Caltrans Reponse

From: Len Erickson <LenEricksonMCC@gmail.com>
Date: Wednesday, October 16, 2019 at 11:24 AM
To: "Weiss, Jeffrey A@DOT" <Jeffrey.Weiss@dot.ca.gov>
Cc: Claire Toutant <midcoast.claire@gmail.com>
Subject: Re: Feedback on Moss Beach Crosswalk Request

Hi Jeff,

The postponed MCC meeting from last week will be held this evening. This email is a request for an update on the petition for lighted signal devices at the Moss Beach Crosswalk. This was covered in two emails, one from Claire Toutant reflecting a formally approved request by the MCC. The second was an email identifying a specific flashing beacon. (see attachments)

You had told me in conversation that you would be able to provide some feedback on this request. The major attention required by the PSPS last week, the meeting postponement and your vacation may have interfered with your getting a response to me.

Could you please get an update to me by phone or email. If you don't have feedback yet, can you confirm that you will be able to response or let me know that the request should be sent elsewhere.

Regards,

Len Erickson
Midcoast Community Council
Vice-Chair

Text Response from Jeff Weiss

Regarding the crosswalk, Caltrans hasn't had enough time to collect enough data to make a meaningful determination about the efficacy of the crosswalk, the signs etc.

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Interim Approval for the Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks (IA-21)

March 28, 2018 by Caltrans Division of Local Assistance

On March 20, 2018, the Federal Highway Administration (FHWA) issued [Interim Approval \(IA-21\)](#) for the optional use of Rectangular Rapid-Flashing Beacons (RRFB). Since IA-21 is regarding the use of an

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CHAPTER 4L. FLASHING BEACONS

Section 4L.01 General Design and Operation of Flashing Beacons

Support:

01 A Flashing Beacon is a highway traffic signal with one or more signal sections that operates in a flashing mode. It can provide traffic control when used as an intersection control beacon (see Section 4L.02) or it can provide warning when used in other applications (see Sections 4L.03, 4L.04, and 4L.05).

Standard:

02 Flashing Beacon units and their mountings shall comply with the provisions of Chapter 4D, except as otherwise provided in this Chapter.

03 Beacons shall be flashed at a rate of not less than 50 or more than 60 times per minute. The illuminated period of each flash shall be a minimum of 1/2 and a maximum of 2/3 of the total cycle.

04 A beacon shall not be included within the border of a sign except for SCHOOL SPEED LIMIT sign beacons (see Sections 4L.04 and 7B.15).

Guidance:

05 If used to supplement a warning or regulatory sign, the edge of the beacon signal housing should normally be located no closer than 12 inches outside of the nearest edge of the sign.

Option:

06 An automatic dimming device may be used to reduce the brilliance of flashing yellow signal indications during night operation.

Support:

07 Typical applications for flashing beacons include the following:

- A. Signal Ahead
- B. Stop Signs
- C. Speed Limit Signs
- D. Other Warning and Regulatory Signs
- E. Schools
- F. Fire Stations
- G. Intersection Control
- H. Freeway Bus Stops
- I. At Intersections where a more visible warning is desired.

08 Typical uses include:

- A. Obstructions in or immediately adjacent to the roadway.
- B. Supplemental to advance warning signs.
- C. At mid-block crosswalks.
- D. At intersections where a warning is appropriate.

Option:

09 Only warning, regulatory or construction signs may be supplemented by flashing beacons.

Standard:

10 The cost of installing a Warning or Regulatory Sign Flashing Beacon on a State highway shall be at 100% State expense.

Section 4L.02 Intersection Control Beacon

Standard:

01 An Intersection Control Beacon shall consist of one or more signal faces directed toward each approach to an intersection. Each signal face shall consist of one or more signal sections of a standard traffic signal face, with flashing CIRCULAR YELLOW or CIRCULAR RED signal indications in each signal face. They shall be installed and used only at an intersection to control two or more directions of travel.

RRFB - Highway 1 Safety and Mobility Improvement Study

Rectangular Rapid Flash Beacon



Pedestrian activated flashing beacons can be installed at crosswalks to increase the number of drivers yielding for pedestrians and reduce pedestrian-vehicle conflicts. New rectangular rapid flash beacons (RRFB) with rapid flashing LED lamps as pictured above should be considered in place of traditional slow flashing incandescent lamps. Initial studies suggest the stutter flash is very effective as measured by increased driver yielding behavior. Caltrans recently received Federal Highway Administration approval for use of RRFBs on crosswalk signs.

RRFB - Busier Street



Street View Link

<https://goo.gl/maps/E7ooPi6NtMi3BYdp9>