

To: Midcoast Community Council Members
(For immediate distribution)
Re: Background information on Devil's Ride Road Routes and projected impact on Coastside automobile traffic on Saturday, June 28, 2014
Date: May 12, 2014

2014 Devil's Slide Ride (DSR) Road Routes Facts:

- All funds raised go to benefit Parca, a local non-profit whose programs help people with developmental disabilities live independently.
- The Devil's Slide Ride is a recreational ride, NOT A RACE, with each participant traveling at his or her own pace in a single file; not bunched together in a peloton formation trying to over-take one another, as they would in a competition.

Images from the 2013 Ride:



- There is only ONE road closure during the entire event, i.e., the southbound bore of the Lantos Tunnel between 6:45 am -7:05 am on a Saturday morning. That time of day was specifically chosen in order to have the least effect on tunnel traffic, local businesses and residents.
- After the riders exit the Lantos Tunnel, they continue down Highway 1, riding single file in the bike lane all the way through Half Moon Bay. As participants travel at varying speeds, the riders become more and more spread out; typically breaking up into small groups of 2-6 riders. We anticipate that the fastest riders should arrive at Aid Station #1, 18 miles from the start, within 70-80 minutes, with the slowest riders taking as long as two hours to cover the same distance.

- All three road ride routes—Century, Metric Century and Metric Half-Century—proceed straight on Highway 1 before turning left on Verde Road. There will be course marshals stationed at the Verde Road intersections to make sure that all cyclists wait until cars have passed in order to cross Highway 1 safely. There should be no traffic interruptions or slow-downs and all roads will remain open. This is the way that all road crossings, including crossings of Highway 1, were handled during the first two years of the event, and no problems or complaints were reported.
- The first and largest group of riders, which includes both Century (103-mi) and Metric Century (61-mi) participants, will start in Pacifica at 6:30am. All riders in these two events should be past the Midcoast communities by 8:00 - 8:15 am. Those two routes will then continue down the coast, head east over the mountains, return north via Skyline Blvd (Hwy 35) and Canada Roads and descend into Pacifica via Sharp Park Road; bypassing the coastal zones on the return route altogether.
- The second, smaller group of riders on the Metric Half-Century ride will start at 8:30 am in Pacifica. Last year there were 90 cyclists on this route, and this year we hope to increase that number by at least 50%, to 135 riders. This route is an out and back down Highway 1 to Half Moon Bay and back to Pacifica. We estimate that the last, slowest group of riders should be passing through the Midcoast no later than 11:30 am -11:45.
- SM County Parks recently agreed to allow Metric Half-Century riders to use the Devil’s Slide Ride trail on the return (northbound) ride as an alternative route to riding through the tunnel. We estimate that 65% of riders (88–98) will choose to use the trail with 35% still opting to use the faster tunnel route.
 - Previously San Mateo County Parks had denied Parca’s request to use the trail at the start of the road rides, because they were uncomfortable with allowing large groups of cyclists on the new, untested trail, all at once. Upon further consideration, they decided to allow Metric Half-Century cyclists on their return route, since the riders will be accessing the trail in small groups, spread out over a two-hour period.
 - To make sure that routing approximately a hundred additional cyclists through the Devil’s Slide Trail on a Saturday would have a negligible impact on Highway 1 traffic and be a safe alternative route, we consulted with a park docent, who volunteers at the trail regularly on weekends and is familiar with the usual traffic patterns. His responses follow:
 - “Trail users are tripping that traffic signal on the south end when turning their vehicles into the Devil’s Slide Trail parking lot from Northbound Hwy 1 at regular intervals every weekend. Pedestrians use the light too, as they park along Hwy 1 and at Gray Whale Cove State Beach parking lot when the South portal lot is full. If riders are widely spread out on the return, the occasional 1-5 riders crossing Hwy 1 onto the trail should be no worse than other weekend traffic.”
 - “The shoulder along Hwy 1 from Montara State Beach is narrow, but this is the only northbound bike route available regardless of whether cyclists opt to return through the tunnel or the trail. Cyclists should be aware to use extreme caution when riding through that area, but the bike lanes leading to the tunnel are used daily without incident.”
 - “Riding from Devil’s Slide trail North Portal parking area down Hwy 1 is a very tight lane space with no designated bike lanes, however, riders have been using

it safely since the trail opened. That part of Hwy 1 is a very steep downhill, which allows riders to flow with traffic into Pacifica. Crossing Hwy 1 at the North Portal is un-sigaled, but autos make this turn onto Hwy 1 northbound and southbound regularly. Cyclists are expected to abide by the same safety procedures when entering the Northbound Hwy 1 lane to return to Pacifica from the Devil's Slide Trail; no problems have been reported.”

- As required by CalTrans, Parca will once again have CHP officers on hand during the morning of the event to coordinate the tunnel closure and make sure that cyclists are able to pass through the tunnel and the narrow bike lanes leading to and from the tunnel safely.