

Midcoast Highway 1 – left-turn lanes, raised medians, safe crossings

compiled from Hwy 1 Safety/Mobility Study Phase 2 by L.Ketcham, 6/17/12

1. Gray Whale Cove Parking Lot – proposed left turn lane & crossing improvements
 - Painted left-turn bays for storage into and out of parking lot. Standard deceleration lengths cannot be achieved without substantial widening/earthwork, but proposed deceleration length provides significant safety benefits over existing conditions.
 - Beach access crossing north of left-turn bays using left-turn taper lines as painted refuge area.
 - Pedestrian crossing warning signs at and in advance of crosswalk supplemented with pedestrian activated flashing beacons at crosswalk.

2. Montara North – proposed medians and crossing improvements
 - Raised medians from north of 1st St. thru south of 2nd St. for northern gateway to developed Midcoast.
 - Restricted access (right turns in/out) to/from central beach access lot at Costanera.
 - Left turn lanes off hwy west into north & south beach lots, and east onto 2nd St.
 - Designated ped crossing at 2nd St. with marked crosswalk & median refuge (CCT transition to west side at this location).
 - High visibility crosswalks at 2 northern parking lot driveways where CCT is routed.

3. Montara Central – proposed medians and crossing improvements
 - Raised medians from north of 7th St. thru south of 9th St.
 - Designated ped crossing at 7th St. because residents and coastal view/park access on west side, space for pedestrians along west side between 7th & 2nd Sts, and limited sight distance makes crossing difficult. Raised median provides refuge to assist crossing.
 - Continue existing left turn prohibitions into or out of 7th St. east.
 - Left turns consolidated at 8th St. -- painted “bird shaped” island for protected left turns and merging, allowing truck access into Montara.
 - Restricted turning movements at 9th St. – left turns eliminated by hwy raised median.

4. Lighthouse – proposed left-turn lane, median, and at-grade crossing
 - Raised or painted median with left-turn lane southbound onto Carlos St.
 - Raised or painted median with left-turn lane northbound into Lighthouse driveway.
 - Right turn only onto hwy from Carlos St.
 - Full turning movement allowed from lighthouse driveway.
 - Ped crossing and refuge island at north side of lighthouse driveway where CCT crosses.

5. Moss Beach – proposed medians and crossing improvements
 - Raised medians from north of N.Etheldore/Vallemar to south of Marine Blvd, to manage vehicle access, simplify turning movements, and organize safe ped crossing points.
 - Hwy vehicle access to/from Carlos St would be closed at California and Virginia, consolidating access to each end, at Vermont and Etheldore.
 - Designated ped/bike crossings are proposed for California, Virginia, and Cypress. Hwy medians provide crossing refuge.
 - Raised medians provide channelized vehicle left turns on and off hwy.

6. Etheldore South – proposed left-turn lanes
 - Painted medians providing southbound left-turn lane onto Etheldore and southbound left-turn merge lane from Etheldore. This treatment is the same with either option on future trailhead parking location.

7. Surfer's Beach – proposed medians and crossing improvements (no hwy re-alignment)
 - Improved crossing treatments at Capistrano and Coronado (wider access without curb intrusion in walkway, more visible striping)
 - Install one or more mid-block crossings with refuge median.