

Connect the Coastside comments re **Moss Beach**  
From Lisa Ketcham, 6/21/20

#### **CARLOS ST. COMMERCIAL DISTRICT**

**Traffic calming** on Carlos St is not proposed in the 2012 Safety & Mobility Improvement Study, probably because this commercial segment has very short blocks with stop signs at each cross street. Speed humps and digital feedback signs are not needed or wanted here.

**One-way traffic** between Vallemar/Etheldore & California would introduce additional circulation complexity and confusion to the area. The existing bicycle share-rows would be preferable.

**Bike/Ped:** The near-term priority is to complete the sidewalk between Vallemar/Etheldore & Virginia, and add bike share-rows California to Vermont. A Class 1 trail along this 4-block segment of Carlos does not seem a high priority, and will be challenging due to the narrow space and frequent side street crossings, which would need to be safely set back from highway intersections. What trail alignment and street treatment options would fit in the available ROW width?

#### **CARLOS ST. NORTHERN TERMINUS AT HWY 1**

**Sight distance to the south** can be improved by pruning back roadside vegetation and annual removal of unsuitable tree & shrub seedlings that volunteer along the roadside. This will also improve safety for bicyclists and litter pickers along the highway shoulder.

**Merge Carlos with 16<sup>th</sup> St:** Implement this key safety improvement near-term, regardless of any proposed 16<sup>th</sup> St intersection controls. This would increase sight distance by 175 ft and eliminate the dangerous bi-directional center turn lane. MCC and community members have advocated for this since at least 2014 during highway crossing discussions. This is Project R7 in the Jan 2020 Draft Connect the Coastside. Attached Kittelson 2017 traffic counts for 16<sup>th</sup> St show low vehicle turning numbers on the west side at the lighthouse and zero peak-hour turns in or out of east-side 16<sup>th</sup> St, a dead-end street with only two residences. Even with the merging of Carlos St, it seems unlikely that the signal warrant would be met for 16<sup>th</sup> St. at buildout.

**Carlos St right-turn-only onto Hwy 1** is recommended in the 2012 Safety & Mobility Improvement Study, with striping improvements to channel turns and convert the bi-directional center lane between Carlos & 16<sup>th</sup> into two left-turn pockets. Note that peak-hour traffic counts show zero vehicles turning left onto Hwy 1 from Carlos.

**Closing access at Carlos & Hwy 1**, except for emergency vehicles, is strongly opposed by the community. Residents of east Moss Beach commonly use this intersection when traveling to and from the north. This is demonstrated in AM/PM peak-hour traffic counts (attached). Closing this access will increase Vehicle Miles Traveled and re-route existing traffic to already congested California Av and vicinity. County DPW comment on Cypress Point 2018 Traffic Impact Analysis: "The closure of Carlos St to all motor vehicles other than emergency vehicles is

not acceptable as a mitigation measure.” Is there crash data to support this extreme measure (not counting crashes that occurred prior to 2012 due to lack of highway left-turn lane to the lighthouse)?

**The pedestrian bridge** over Hwy 1 just south of Carlos St, proposed for future consideration in the Safety & Mobility Study, should be included in Connect the Coastside. The existing grade separation at that location would reduce construction required for ADA access. The bridge would complete a key link in the Coastal Trail and provide safe access to the bus stops, without impacts to traffic or coastal views.

### **NEW NORTHBOUND BUS STOP 16<sup>th</sup> & HWY 1**

There is already a northbound bus stop at 14<sup>th</sup> just across the Montara Creek ravine. This change is project specific and **ignores the much greater benefit of improving the roadside pathway across the ravine which is the route of both the Coastal and Parallel Trail.**

Note that weekday buses (Rt 17 & 18), in the AM southbound, and PM northbound, use Sunshine Valley Rd (not Hwy 1) between Montara & Moss Beach. Thus half the time (all commute hours to/from the south), the nearest bus stop is 7<sup>th</sup> & Main, or Sunshine Valley & Etheldore (each six-tenths of a mile from Cypress Point).

Space is at a premium at 16<sup>th</sup> due to the ravine. Shifting a bus stop two blocks should not limit options for merging Carlos & 16<sup>th</sup>.

### **PARALLEL TRAIL, 14<sup>TH</sup> TO ETHELDORE**

Focus near term on low-cost, high-impact improvements that further the vision in long-range planning documents. The Parallel Trail was identified in Measure A Strategic Plan for 2009-2013, and is a key feature of the Hwy 1 Safety & Mobility Study.

**All near-term bike/ped improvements proposed for Cypress Point should focus on Carlos St,** route of the Parallel Trail. Carlos is the most direct, most scenic, and has far fewer houses along the route. It has a gentle slope: ~ 4% for Carlos vs ~17% for California between Stetson & Etheldore.

Near-term interim improvements:

- Carlos St north of Etheldore: Clear vegetation that occupies level ground on the west side of Carlos that could be used now for a pedestrian pathway. Surface with DG. Add bike share-rows on the pavement.
- Montara Creek ravine: Prioritize simple improvements and protection of the informal pathway on the unpaved highway shoulder between 14<sup>th</sup> & 16<sup>th</sup> -- vegetation clearing, DG surface, guardrail at highway edge (see attached MCC 5/22/13 slide).

## **CONSISTENT HIGHWAY EDGE (& SAFE TURNING MOVEMENTS)**

The draft plan proposes vertical curbs & gutters in village zones, and valley gutters in fringe zones, to define roadway edge and ensure consistent lane width <12' to slow motorists. Hwy 1 is a formidable barrier dividing the center of Moss Beach. The wide Caltrans ROW includes an open field landscape on both sides, with a very rural vibe. On the east is the village frontage road, and on the west the businesses are set well back from the highway with side-street access. Edge treatments here should be context sensitive, and residents prefer a more rural treatment to better blend with the community character.

- Instead of concrete curbs and gutters, a consistent cross section could be as simple as a tactile edge stripe and colorized bike lanes, as suggested in the Safety & Mobility Study (see attached images).
- Add west side pedestrian pathway or sidewalk at the outer edge of the Caltrans ROW (next to businesses, not highway), between Cypress & California. Paint side-street crosswalks at those locations. This will improve access to west-side businesses and enable west-side residents to comfortably reach crossing locations.
- No sidewalks are desired along the highway edge in Moss Beach. If curbs are needed to deter informal vehicle access, they should be asphalt to fit the setting. Any curbs installed along the highway must allow space for motorists to move out of the roadway for emergency vehicles to pass.
- Close or reduce block-long unrestricted direct highway access in west-side commercial district (see attached MCC 9/26/18 letter). We don't need any extra unpredictable turning movements in the Moss Beach village area, which has nine highway intersections with full turning movements within seven-tenths of a mile.

## **CROSSINGS**

The Hwy 1 Congestion & Safety Improvement Project, 2012-2015 (aka Crossings, Raised Medians, Turn Lanes), established a community preference for design concepts and a priority for crossings at Virginia and 2<sup>nd</sup> St. While none of the crossings from the 2015 Preliminary Planning Study have been implemented, Cypress and California are now slated for intersection control which will provide safe crossings at those intersections. Additionally, please bring forward the concept plans selected by the community in 2015 for Virginia and 2<sup>nd</sup> St, which include a median refuge island for 2-stage crossing, one direction of traffic at a time. This is in line with the community preference for roundabouts which also provide median refuge islands for pedestrian crossing of each street leading into the roundabout.

## **CYPRESS/HWY 1 NEAR-TERM IMPROVEMENTS**

Also recommended in the 2015 Hwy 1 Congestion & Safety Improvement Project was a simple re-striping of the existing center turn lane for a northbound Hwy 1 center acceleration lane to aid left turns from eastbound Cypress. MCC renewed this request, adding widening Cypress for separate turning lanes, as preferred to a "temporary" traffic signal (see MCC 11/25/18 letter attached).

Cypress Point Traffic Impact Analysis, April 2019. Appendix 2,  
Kittelson Traffic Count Data, 4/20/17

**2017 traffic turning movements at Carlos/Hwy 1 intersection**

Direction/turn	westbound/right	southbound/left	northbound/right
Weekday AM peak hour	20	8	0
Weekday PM peak hour	0	16	0
Weekend peak hour	8	12	0

**2017 traffic turning counts at 16<sup>th</sup>/Hwy 1:** all peak-hour turning movements were in or out of west-side lighthouse drive.

Direction/turn	westbound	southbound	northbound
Weekday AM peak hour	0	4 right	0
Weekday PM peak hour	0	12 right	0
Weekend peak hour	0	0	4 left

**2014 CTMP traffic counts** at Carlos/Hwy 1 demonstrate the increase between 2014 and 2017.

Direction/turn	westbound/right	southbound/left	northbound/right
Weekday AM peak hour	15	4	0
Weekday PM peak hour	4	12	0
Weekend peak hour	not counted	not counted	not counted



East side Hwy 1 unpaved shoulder across Montara Creek ravine, 14-16<sup>th</sup> St, is critical trail connection between Montara and Moss Beach.



After 2012 highway widening for center turn lane, a citizen tree pruning effort regained lost trail space:



Level ground for trail regained by pruning encroaching branches. A string trimmer could mow the rest of the vegetation. Trail surface DG could be replenished. Additional safety could be provided by installing a guard rail at pavement edge.

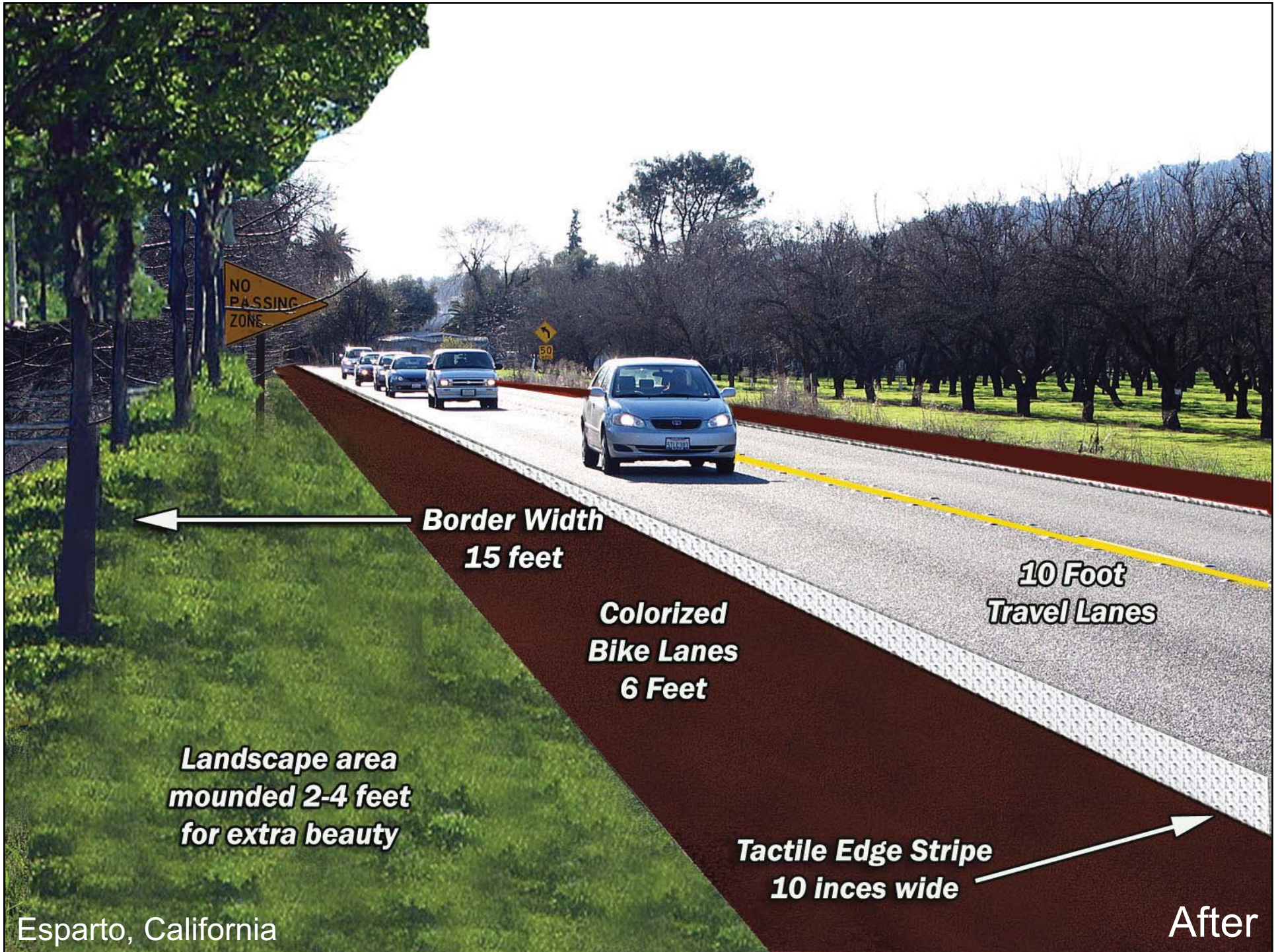
# Design Tools

- Transition Zones
- Gateways
- Beacons



Esparto, California

Before



NO  
PASSING  
ZONE

← **Border Width  
15 feet**

**Colorized  
Bike Lanes  
6 Feet**

**10 Foot  
Travel Lanes**

**Landscape area  
mounded 2-4 feet  
for extra beauty**

**Tactile Edge Stripe  
10 inches wide** →

Esparto, California

After



# Midcoast Community Council

*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** . **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.

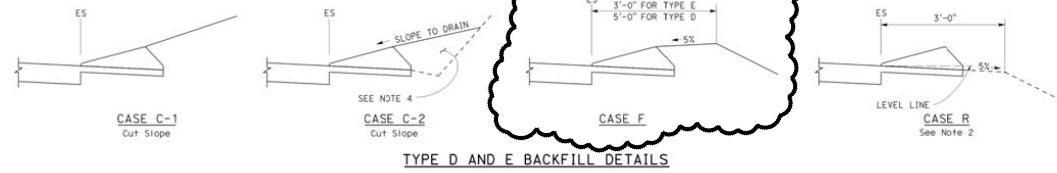
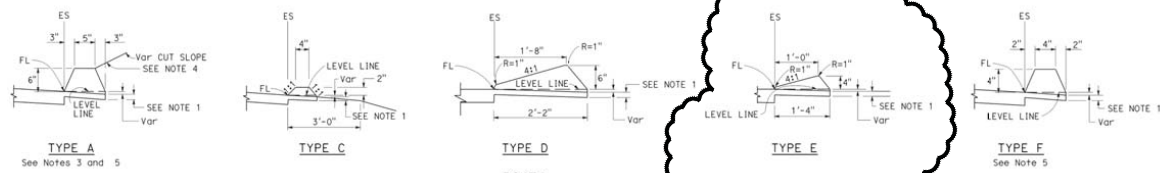


### MCC requests:

- 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

  
 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.
  - See 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**  
Landscape Architecture  
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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**

Exhibit 6  
P-77-0579-A3  
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# Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors  
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*

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

Date: November 25, 2018

To: Supervisor Don Horsley, Steve Monowitz

Cc: Joe LaClair, Ellie Dallman, MCC

From: Dave Olson, Chair, MCC

Subject: Cypress Ave & Highway 1 (Moss Beach) Near-term options

The MCC 11/14/2018 agenda included a discussion of near-term options to improve level of service at Cypress until a roundabout can be built.

The consensus reached by all in attendance, was that the following near-term options would improve LOS at Cypress, and would be far better received by the community than a “temporary” signal:

- Re-stripe highway for northbound acceleration lane to replace existing southbound left-turn lane, as approved for Phase 1 of Midcoast crossings project, but not pursued (Aug 2015 PPS, p.4-14).
- Widen Cypress on the eastbound approach and stripe for separate queuing for right and left-turning vehicles.

Dave Olson, Chair  
MIDCOAST COMMUNITY COUNCIL