

2/29/12

Diana, here are my notes on this study

- Phase I-Concept A-Pages 33-35: There are talks of installing pedestrian HAWK signals (assuming it will meet warrants) or flashing beacon signs on highway one in front of Sam's Chowder house and at Surfer's beach. Does the state even allow such signals on their facility? who would install and maintain them?
- Phase I-Concept B and C Pages 37-41: There are two huge roundabouts proposed at Capistrano and Coronado, big roundabouts are generally not very pedestrian friendly and it is not discussed how ped and bike issues will be addressed if these roundabouts were to be installed. again, how does the state feel about these?
- Phase 2- Page 17- Posted speed limits in this area range from 45 mph to 55 mph and state has indicated that based on their study in 2000, there will be no more speed reduction. The study assumes that by adding features to the roadway like medians and such they can naturally bring down the speed and provide for safer crossings. As long as the speed remains at 45-55 mph range, there is no real safe crossing.
- Phase 2-Page 29-the study proposes designated pedestrian and bicycle crossing locations in high demand areas, in reality, since the high demand areas are far from each other, you will still get random crossings at locations where people will not walk to get to a designated crossing.
- Phase 2- Page 46: 9th Street at Highway one is proposed to become a right in right out only via a median. I do not believe this will have a negative impact on circulation in this area. these is also a possibility of a roundabout at this location, but we do not have jurisdiction at the intersection.
- Phase 2- Page 54-55: The study proposes a median extending on Highway one which will cut the through movement on the following County roads: California and Vermont. Vehicle crossings between east and west of the highway will be limited to using Vallemar, Vermont, Cypress or Marine. with possible roundabouts at Vallemar and Cypress.
- Phase 2- Page 60- The study proposes a short left turn storage at Etheldore with a trail crossing prior to stop bar. It would be safer if the trail could cross Etheldore at the stop bar.
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