

## Highway 1 Congestion and Safety Improvement Project June 18 Comment Cards

Kathryn Slater-Carter  
Montara/Moss Beach

- Will the questions and comments be answered?
- Need warning lights in advance of each crossing
- Who will maintain the landscaping?
- Who will install, maintain and pay for the lighting?
- How were these locations selected?
- Was there an assessment of where people cross the most?
- Need access and merge lanes on Cypress
- Will 16<sup>th</sup> St have improved left turn lane from current plan?
- 2<sup>nd</sup> St crossing should be on the north side of street
- Need west side trail from Gray Whale Cove to Devil's Slide
- Tunnels are homes for homeless

John Qaqundah (415) 713-9297

- Please reconsider an over crossing at the berm at 16 St. It is a blind curve at 50 mph and rectangular flashing lights are not safe enough
- Agree with left turn acceleration lane (going north) from Cypress
- Center dividers are preferred over multiple stop lights/cross walks

Paul Langan  
Moss Beach

- Prefers alternative 1

Montara

- Prefers alternative 1

Claire Bennington  
Hwy 1 Cong. And Safety

- Needed:
  - o Pedestrian activated crosswalks
    - 2<sup>nd</sup> St, north side
    - Gray Whale Cove
    - California St.
    - Carlos St.
- Not needed:
  - o Most people turn right from 2<sup>nd</sup> St to Highway 1 or left from Highway 1 to 2<sup>nd</sup> St.
  - o The signal should be on south side of 2<sup>nd</sup> St. to avoid interruption

Laura (no last name)  
Surfer's Beach  
Neither Alt preferred

- Mid street crossings would not be beneficial since no one today uses the available crossings. I suggest limiting the on HWY shoulder parking and building a designated lot and a crosswalk there. A mid street crossing will not be utilized if everyone can still park anywhere along Highway 1 near Surfer's Beach

Dave Holland  
Hwy 1 Study

- Need to petition Caltrans to remove the "highway" designation for Hwy 1 from Devil's Slide to HMB and reduce it to a rural road so speeds will be reduced through communities. Also, some intersections could use traffic circles

Beverly Garrity

Moss Beach/Montara/Gray Whale Cove- HWY 1

- Moss Beach- Alt 2: looks like the better option for Moss Beach (fewer cars turning onto HWY)
  - o suggest a grassy median by Virginia Ave
  - o suggest a round-about at California/Wienke/HWY intersection to slow traffic and increase efficient movement at this complex intersection for safety
- Gray Whale Cove- Alt 1: Hybrid Beacons preferred for safety
  - o Where is the promised trail on the west side of HWY 1 to the Devil's Slide trail parking lot
- Montara: Does the grassy median at 1<sup>st</sup> St prevent southbound cars from turning left onto 1<sup>st</sup> St?
  - o Alt 1 preferred for safe access: can stop mid-way, north bound cars have more visual response time (coming down blind slope) to stop for pedestrians
  - o 7<sup>th</sup> St cross walk is unnecessary as most people cross at 8<sup>th</sup> St. Suggest cross walk moved to south side of 8<sup>th</sup> St with trail on west side
- Cypress: suggest acceleration lane to support turning onto highway 1 instead of turn lane for turning off of highway 1
- Surfer's Beach: median, not cross walk
- Lights: minimize light pollution, use road level lights not poles

Cid Young

Cypress to Highway 1

Northbound acceleration lane

- Please provide acceleration lane for people leaving Cypress in Moss Beach
- Busy intersection backs up when a "nervous" driver can't turn left
- Add a street light at this intersection so it is easier to see at night

Fran Pollard  
El Granada

Maybe raised medians and no signals

- Don't like signals at every intersection. It will become the El Camino of the Coast. Big overhang multi-signals look like bridges so we may as well have bridges
- If we must have signals, how about simple single pole signals that all coordinate like the great highway. All set up to go off at the same time if you drive 45 or 50 mph. This will have them stop periodically and automatically for people trying to cross. No need for buttons to stop traffic. Don't stop traffic.

Bill Kehoe  
HWY1

- 16<sup>th</sup> St./Carlos St/HWY1: a blind curve where people drive 50 mph or more. Adding a coastal trail crossing only complicates it more.
- I would suggest making 1 intersection by combining 16<sup>th</sup> St and Carlos St and moving cars further from the blind curve

Sally Lehrman  
Montara

- What happened to the roundabouts?
- Studies have proven that they are the safest option. They would be great at 2<sup>nd</sup> St.
- The suggestion for refuge islands and RRFB are excellent
- Provide acceleration lane from Cypress
- I prefer option 1 for 2<sup>nd</sup> Street in Montara to avoid head on collisions between residents turning left and people going to the beach or restaurant.
- Why not flashing lights on the roadway as well as RRFB?
- We residents on the Coastsides must understand that the Coastsides is changing and we must make some adaptations for safety and to accommodate the dramatic increase in visitors.
- The section of HWY 1 heading north before 2<sup>nd</sup> St. in Montara is treated like an acceleration chute, so a flashing light or roundabout would be vital.
- I love the idea of timed signals like the great highway.

Raymond Hochemoci  
Montara

- Why not under the road tunnels?

Sue Hawley

Gray Whale Cove

- Please- no lights, we like the night sky
- Don't stop traffic, it is already horrible
- This is not an urban space and your proposals will turn it into one
- Medians for refuge
- Crossing on north side of 2<sup>nd</sup> St
- Crossing on north side of Gray Whale Cove
- Medians to calm traffic
- Keep traffic moving, keep rural- no signs/lights

Bill Sorfleet

- Traffic calming with roundabouts in Moss Beach
- Use medians the entire length of Moss Beach to improve both pedestrian crossing with safe haven and also slow traffic
- Improve entry/exit of vehicles onto highway 1
- How will infrastructure be brought to Surfer's Beach mid-block crossing? Will this require ADA improvements to sidewalks on both sides of street?

James Barnes

Moss Beach-Montara

- Why oh why can't we use traffic circles/roundabouts?
- Fewer lights needed, traffic calming, free flow- what's not to like?
- California St. in Moss Beach
- 8<sup>th</sup> St. in Montara

Annette Saunders

Mirada Rd-Gray Whale Cove

All options too invasive

- No hybrid beacons
- This is not an "urban" area- so please don't approach it as one
- Signs are a type of visual pollution-please don't put up 51 signs between Moss Beach and Montara
- If there must be a light for pedestrian use, then RRFB only
- I don't like either option- way too much for our rural area and would slow traffic too much. We don't need so many crossings
- Like residents idea of a merge lane from Cypress to get onto HWY1 as it is a bottle neck because of cars turning north
- People j-walk the entire length of Surfer's Beach. A mid-block crossing won't work. People will still j-walk-therefore a center divide would be best and not hinder traffic in a negative way
- Don't want lights-ruin rural feel
- Don't want hybrid beacons- block views, slow traffic
- Once you stop traffic- that "wave" propagates for a long way and long time

Beth Oehlert

Montara-Moss Beach

- No street lights at all
- No flashing beacons
- No stop bars
- 51 signs in 1.7 mile stretch- crazy!
- Put more merge lanes in the center
- This project is being forced on us= I don't see any indication that you listened to us in 2012
- Think about Coastside commuters- we don't want longer commutes

Dan Haggerty

All

- No lights
- Yes raised medians
- Have feds pay for simple pedestrian tunnel
- We are a global destination because of the beauty, don't ruin it

James Bennington

Montara

- 1 crossing in Montara, not 3
- Cross walks are a two-way street
- They encourage the visiting public to utilize our neighborhood streets to park and use the beach
  - o The neighborhood should not become a parking lot
- Crossing should be at 8<sup>th</sup> St not 7<sup>th</sup> St
- The hybrid beacon should be used at Gray Whale Cove and 8<sup>th</sup> St
- Like the left turn improvement for Virginia and California

Leonard Woren

Surfer's Beach

- No night lighting
  - o No poles holding lights
  - o The only acceptable answer at Surfer's Beach is raised medians
- Signals without storage lanes don't improve traffic congestion but do the opposite
- See signals with no storage lanes at Coronado and Frenchman's creek- way too many signs
- Nothing which further degrades the ocean view from the center of El Granada is allowable
- Don't ruin the semi-rural nature
- Move the parking to Caltrans land south of Coronado east of HWY1. Then beach visitors will easily cross at the existing signals

Stacy Sabol  
Gray Whale Cove  
Pedestrian Bridge

- A pedestrian bridge would provide a safer alternative that would not impact traffic flow

James Barnes  
Montara- Moss Beach

- I would rather have actual pedestrian operated stoplights so that traffic stops.
- Most people, especially in Moss Beach cross on foot and bicycle
  - o Too many have been hit