

Notes from Workshop #1
Highway 1 Safety Improvements Preliminary Planning Study

Farallone View Elementary School, Montara, CA
7-9pm
Wednesday, June 18, 2014

OVERALL THEMES CONVEYED

Affirmative

- Medians (primarily as pedestrian refuges)
- Coastal ambiance
- Adequate vehicular travel time/throughput
- Acceleration lanes (especially @ Cypress)
- Pedestrian safety
- East-west accessibility (including underpasses)

Negative

- Vehicular delay potential
- Frequency of proposed crossings (read: vehicular delay)
- Excessive lighting (beacons, street lights, et al)
- Staff responsiveness (based on prior studies)

COMMENTS (CATEGORICAL)

Median (Refuges)

- Highway 1 Safety & Mobility Improvement studies indicated median refuges for pedestrians; would prefer to cross highway one lane at a time; gives pedestrians a “choice”
- Speeds too high in Moss Beach; need medians
- Preference for median refuges
- Center median is “only solution” @ Surfer’s Beach
- Support traffic calming in Moss Beach, especially medians
- Center medians are crucial
- *Center medians are a “must”; don’t need lighting @ crossings* [duplicate]
- Support raised median refuges
- Support for center dividers and medians
- Want raised median @ 2nd St.
- *Found FHWA data that rates medians as superior to beacons* [duplicate]
- Support for medians
- Support pedestrian median crossing @ Surfer’s Beach

Lighting

- Concern regarding light pollution
- Lights will ruin the coastal view (street & beacons); “no new street lighting on the coast!”
- *Center medians are a “must”; don’t need lighting @ crossings* [duplicate]
- More lighting is a harsh solution
- Agreement with lighting crossings
- Street lighting is “disruptive”; we like rural character
- *Don’t like signals since they would make Hwy 1 feel like El Camino Real; beacons are “unsightly” and mast arms look like bridges; if we “have to have signals”, coordinate them so that there’s no vehicle delay* [duplicate]
- Support coastal ambiance

Acceleration Lanes

- Need more acceleration lanes in Moss Beach, especially @ Cypress; need better access to Seal Cove, etc.
- Preference for acceleration lane at Cypress
- Support acceleration lanes @ Cypress
- Like acceleration lanes
- Want northbound access onto Hwy 1 @ Cypress (acceleration lane); Cypress has issues with vehicular backups waiting to get onto highway
- Support for acceleration lane @ Cypress (like the one near the Airport)
- Need more acceleration lanes (onto highway), not necessarily turn lanes off highway

Traffic

- There are too many crossings featured; would cause excessive vehicle delay
- Designs are obstacles to vehicular traffic
- “Respect the commute traffic (needs)”
- Must have vehicular storage lanes at controlled intersections/segments
- Do not want vehicle delay
- Want minimal crossings; like having east-west access, but not too much interference on roadway
- *Preserve traffic flow and pedestrian safety* [duplicate]
- Alternate storage lanes (in Moss Beach)
- Equivalent of coastside congestion is stopped traffic

- Congestion in Montara & Moss Beach is non-existent, so there's no need to introduce vehicular delay (with crossings)
- Want proper signal timing
- Surfer's Beach crossing would create excessive vehicle delay
- *Find a "balance" between vehicles and pedestrians* [duplicate]
- *Don't like signals since they would make Hwy 1 feel like El Camino Real; beacons are "unsightly" and mast arms look like bridges; if we "have to have signals", coordinate them so that there's no vehicle delay* [duplicate]
- Frustrated with weekend traffic and "urban" designs/treatments
- Concerned about increased traffic in Montara constraining southbound access onto Hwy 1, to get to Half Moon Bay, etc.
- Need to address (vehicular) traffic impacts

Safety/Access

- Didn't see connection to west side trail @ Gray Whale Cove; would like safe access to Devil's Slide from there (as opposed to walking along Hwy 1)
- Concern regarding crossings at curves, especially 16th St. in Montara
- Moss Beach is the most dangerous area (in this study); preference for Alternative 2 for Moss Beach; encourage roundabouts
- 7th St. crossing is unnecessary because most people cross @ 8th St., to connect to existing trailhead there
- Need west side trail connection from Gray Whale Cove to Devil's Slide
- Pedestrian crossing signals provide false sense of security
- Suggestion to embed flashing beacons in crossings
- Suggestion to focus on east side trail access from @ Gray Whale Cove (to Devil's Slide)
- Support north crossing (Alternative 1) @ 2nd St.; do not support south crossing @ 2nd St.
- Like hybrid beacons @ 2nd St.
- Concerned about pedestrian safety
- Need west side access @ Gray Whale Cove
- "Want a safe highway and vibrant coastal area"
- Big fan of pedestrian underpasses; do not favor overpasses though; look at Marin County examples (i.e., Larkspur) – they work great
- "Have to have" 2nd St. crossing
- *Preserve traffic flow and pedestrian safety* [duplicate]
- No hybrid beacons; RRFBS are better
- Concerned about sight distance @ 16th St.; highway was engineered poorly there; pedestrian safety now compromised
- California St. is difficult to cross; glad to see design proposals
- Support for Gray Whale Cove alternative because of access to trail
- Support for Gray Whale Cove crossing
- *Find a "balance" between vehicles and pedestrians* [duplicate]
- Support for 16th St. crossings; multiple fatalities in recent years; and Lighthouse access is bonus, but still concerned about sight distance there
- Suggestion for overpass near Lighthouse
- Pedestrian underpass is best option; would avoid all at-grade conflicts; pedestrian safety should also trump cost concerns
- Support pedestrian safety
- *Found FHWA data that rates medians as superior to beacons* [duplicate]
- Include collision data at next meeting

General/Other

- Staff have not been responsive to feedback from prior studies on same Highway 1 issues; “County has not been listening to us”
- Distrust in the direction of this PPS
- Preventing left turns in Moss Beach is awkward
- Have never seen some of the proposed crossing locations studied before (see question #3, below)
- Concerned about design proposals funneling traffic into neighborhood streets
- “These design alternatives are false dichotomies”
- Way too many signs in proposals
- “This is a semi-rural area! Not urban!”
- “This is a plan to ruin the coastside”
- California St. is a key location
- Not in favor of building all alternatives; just some (only most popular ones)
- Feel like a “prisoner” at home on weekends
- Concerned about decreasing parking @ Gray Whale Cove while increasing vehicular accessibility with proposed turn lanes/acceleration lanes
- “Respect neighborhoods”
- No 2-way left turn lanes
- Pedestrian crossings and traffic congestion are historical problems on the coastside
- “Suspicion” regarding “urban solutions”
- Feel that Caltrans likes congestion, in order to mitigate with lane/highway expansion
- Santa Cruz has hybrid beacons and they are ineffective
- Public needs more detail @ proposed crossings
- Concerned about the intent of this meeting; feel it was advertised differently
- Concerned that public feedback falls by the wayside
- Concerned about juvenile pranks on pedestrian-activated lights (i.e., excessive flashing & delay)
- Concerned about lack of staff knowledge of coastside; no “grasp” of issues
- Request Caltrans presence at next meeting
- “This is not a Caltrans highway, this is a public highway”
- Concerned about Caltrans staff responsiveness (or lack thereof)
- Like the visuals (poster boards)

COMMENTS (CHRONOLOGICAL)

1. Proposed parking lot at Avenue Portola (Surfer's Beach) is wholly inconsistent with current land use plans to build park and recreational facilities at same location
2. "Urban" is an inaccurate area description
3. Jaywalking is ingrained at Surfer's Beach; no one will actually use designated crosswalk there
4. "This is a highway!"; vehicles have precedence
5. Highway 1 Safety & Mobility Improvement studies indicated median refuges for pedestrians; would prefer to cross highway one lane at a time; gives pedestrians a "choice"
6. Speeds too high in Moss Beach; need medians
7. Need more acceleration lanes in Moss Beach, especially @ Cypress; need better access to Seal Cove, etc.
8. There are too many crossings featured; would cause excessive vehicle delay
9. Staff have not been responsive to feedback from prior studies on same Highway 1 issues; "County has not been listening to us"
10. Designs are obstacles to vehicular traffic
11. Distrust in the direction of this PPS
12. Preference for median refuges
13. Didn't see connection to west side trail @ Gray Whale Cove; would like safe access to Devil's Slide from there (as opposed to walking along Hwy 1)
14. Preventing left turns in Moss Beach is awkward
15. 7th St. crossing is unnecessary because most people cross @ 8th St., to connect to existing trailhead there
16. Moss Beach is the most dangerous area (in this study); preference for Alternative 2 for Moss Beach; encourage roundabouts
17. Preference for acceleration lane at Cypress
18. Concern regarding crossings at curves, especially 16th St. in Montara
19. Have never seen some of the proposed crossing locations studied before (see question #3, below)
20. Concern regarding light pollution
21. Support acceleration lanes @ Cypress
22. Concerned about design proposals funneling traffic into neighborhood streets
23. Need west side trail connection from Gray Whale Cove to Devil's Slide
24. "Respect the commute traffic (needs)"
25. "These design alternatives are false dichotomies"
26. Center median is "only solution" @ Surfer's Beach
27. Lights will ruin the coastal view (street & beacons); "no new street lighting on the coast!"
28. Must have vehicular storage lanes at controlled intersections/segments
29. Way too many signs in proposals
30. Do not want vehicle delay
31. Pedestrian crossing signals provide false sense of security
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34. Suggestion to embed flashing beacons in crossings
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36. Support north crossing (Alternative 1) @ 2nd St.; do not support south crossing @ 2nd St.
37. Support traffic calming in Moss Beach, especially medians
38. Like hybrid beacons @ 2nd St.
39. Concerned about pedestrian safety
40. California St. is a key location
41. Need west side access @ Gray Whale Cove
42. "Want a safe highway and vibrant coastal area"

43. Not in favor of building all alternatives; just some (only most popular ones)
44. Feel like a “prisoner” at home on weekends
45. Big fan of pedestrian underpasses; do not favor overpasses though; look at Marin County examples (i.e., Larkspur) – they work great
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96. Concerned about Caltrans staff responsiveness (or lack thereof)
97. Need more acceleration lanes (onto highway), not necessarily turn lanes off highway
98. Like the visuals (poster boards)
99. Include collision data at next meeting
100. Support pedestrian median crossing @ Surfer’s Beach

QUESTIONS

1. Why aren’t there medians in Moss Beach design alternatives?
2. What data is available with respect to relative safety of hybrid flashing beacons vs. RRFBs?
3. How were crossing locations picked?
4. Who will pay for lighting?
5. Is there data available regarding the vehicle-pedestrian collisions in study area?
6. How long would hybrid beacon stop vehicles (on red)? And, how long is crossing on a hybrid beacon red?
7. Why is it 50mph through Moss Beach while everywhere else it’s 45mph?
8. What is justification for crossing @ Mirada Rd.?