

Preliminary Planning Study for Highway 1 Congestion and Safety Improvement Project Comment Card

16 th Ave.	Alternative 1
California Ave	Alternative 1A
Cypress/Etheldore	Alternative 1: Like the roundabout possibility.
Mirada Road	Alternative 2

Cypress/Etheldore	Alternative: Need traffic light! There is so much going on at Cypress/Highway 1. Cars turning North block views of cars turning South. Cars turning from Highway 1 onto Cypress. Need broader shoulders on Highway 1 to facilitate moving onto Highway 1 South <u>and</u> making right turn from Highway 1 to Cypress. As elderly drivers, this is the most dangerous intersection we encounter on the coast. Too many distractions.
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16 th Ave.	Alternative 1: Lowest possible impact on traffic flow and environment.
California Ave	Alternative 1A: Same as 16 th Ave. Two stage cross ISL between El Gran Amigo & Market. Island to be in location of.
Cypress/Etheldore	Alternative 1: Same as 16 th Ave.
Mirada Road	Alternative 1: Same as 16 th Ave.

16 th Ave.	Alternative 1
California Ave	Alternative 1A: Only 1 crossing at VA. VA doesn't conflict with Wenke. Blocking VA builds traffic.
Cypress/Etheldore	Alternative 1: No lighting at RRFB's.
Mirada Road	Alternative 1

Throughout: wish there were options for short raised medians with “refuges” and no flashing light.

16th Ave.
South of here

Alternative 1: (CIRCLED) Pedestrian overpass across the cut just would be great, but no one would use it.

Alternative 2: (Crossed Out) Overkill. Raised median more of a hazard than a solution.

California Ave

Alternative 1A: Too many crosswalks too close together

Alternative 1B: (CIRCLED)

Alternative 2: (Crossed Out) The worst of all worlds. Way too much.

Cypress/Etheldore

Alternative 1 and Alternative 2 Crossed Out.

Big wave would turn this into a disaster! For now, crossing at Cypress only. Flashing lights would make for too many in a short stretch of Moss beach, so raised median with refuge, better here – but only short ones either side of Cypress.

Mirada Road

Alternative 1: (CIRCLED)

Alternative 2: (Crossed Out) Too wide, too much construction – way overkill and inappropriate.

16th Ave.

Alternative 2

California Ave

Alternative 2: Don't need 2 ped xings a block apart. Put 1 mid block to keep peds away from car turning movements.

Cypress/Etheldore

Alternative 2: Acceleration lanes need to be longer, wider, better marked than CalTrans has done. This comment applies to all (accel?) lanes

Mirada Road

Alternative 2: No flashing lights. No ped-controlled devices to stop traffic. This comment goes for every location on this project.

16 th Ave.	Alternative 1
California Ave	Alternative 1A: (CIRCLED) With one x-walk to keep traffic from backing up w/ all proposed x-walks along this short corridor. Alternative 1B: eliminating turn lanes funnels more traffic to already busy CA Ave. due to Marine Reserve traffic. Also creates more congestion w? Wenke Way exits.
Cypress/Etheldore	Alternative 1
Mirada Road	Alternative 1

Gray Whale Cove (No Selection) Sight lines are terrible here for both vehicles and pedestrians. The new opening for the parking lot is worse for North bound traffic. I like the idea of a pedestrian bridge just north of where the crosswalk is indicated.

2nd Street
 Alternative 1: (CIRLCED)
 Alternative 2: (Crossed Out) Too wide. Too much construction. Raised medians will actually constrict traffic.

7th Street
 Alternative 1: (CIRCLED) Consider moving cross walk to 8th, farther away from hill, or to a location between 7th & 8th.
 Alternative 2: (Crossed Out) Way too wide for the location. Bad for access business on Hwy. Raised medians restrict traffic.

Gray Whale Cove (No Selection) No traffic-stopping devices! Just left turn and merge (“accel”) lanes.

2nd Street Alternative 2: With NB accel lane.

7th Street Alternative 2

From: Pollard, PO Box 832, El Granada, CA 94018
 Highway Safety Crossings

We don't want signals up and down coast and especially not with push buttons and tall flashing lights. So, perhaps a way to avoid all signals is a protected narrow median strip (not one wide enough to convert to another car lane) and perhaps low lights for safety. That way people can cross one lane at a time.

However, if there must be periodic signals, they must be coordinated, like the signals of the great highway in SF. When you drive 35 M/P/H, you can make all the signals without ever having to stop. If they can do that there, they can do that here and the signals don't need push buttons. People walking can wait a minute for the signals to change, not push buttons every time someone wants to cross at every signal. Maybe the speed limit could be 45 or 50 M/P/H.

So, if most of us can agree to that, let's all agree to push for that at tonight's meeting. Whoever is first to state it, then other speakers should say they agree. If a majority agree, we may be able to influence them, rather than have a 100 different opinions. With everyone saying something different, then CalTrans will definitely do what they want!

Fran Pollard – LPFB@comcast.net

PS The 3 signals in HMB on Highway 1 from Main St. to 92 need to be coordinated, also.

Maybe we should wait for The Connect The Coast mtg. and coordinate the two plans?

PS – About 15 - 20 of us communicated on this and several people said they agree with me this morning.

Deb Malone
Montara, CA
March 11, 2015

To: San Mateo Board of Supervisors
CC: Midcoast Community Council

Regarding the Midcoast Highway 1 Traffic and Safety Improvements proposals

1. Montara – 8th and 9th Streets.
 - a. 9th Street
 - i. Please retain both left and right turns onto Hwy 1 from 9th Street in Montara.
 - ii. Install left turn pocket (mean acceleration lane) from 9th Street onto Hwy 1.
 - iii. 9th has clearer sight lines both north and south than 8th Street
 1. Signage at Ocean View Inn & Gas Station block view of southbound traffic at 8th Street.
 2. Curve in road to south blocks clear view of northbound traffic at 8th Street.
 - iv. Please pace “Slow to 25 mph” sign at right turn pocket off Hwy 1 onto 9th Street in Montara.

1. People do not slow down when making that right turn and then immediate left onto northbound Main Street.
 - a. Drivers take right turn too fast and wide and end up on 9th on wrong side of road;
 - b. Drivers who don't slow down coming off of Hwy 1 also cut the corner & drive into oncoming lane when turning left onto Main.
 2. Have been almost hit in my car when driving towards Hwy 1 and 9th and when driving southbound on Main at 9th.
 3. Have almost been hit as pedestrian crossing 9th at Main Street.
- v. Also, consider putting a stop sign at 9th and Main to ensure traffic slows down before turning either direction onto Main.

b. 8th Street

- i. Retain both left and right turns onto Hwy 1 at 8th Street but close off "driveway" between Fish and Frites and coffee shop.

2nd Street

Alternative 2

7th Street

Alternative 1: 9th Street – need to allow left turn w/ acceleration lane for southbound traffic. Do not block Westside homes from highway access (no raised medians. No retaining wall on West side)

Gray Whale Cove

Alternative: (CIRCLED)

Alternative 2: if you stop the traffic you've added to the congestion.

2nd Street

Alternative 1

7th Street

Alternative 1

Shelly Smith – Live in Montara, near 2nd St. crossing. 728-1413

Gray Whale Cove Alternative 1: Overall – need crossings up and down coast, but very concerned about impact on traffic. Currently, traffic is bumper to bumper every Fri, Sat & Sun night from Pacifica to Moss Beach from 4:30 – 7 pm. Please evaluate hour – each of those crossings will impact traffic. Perhaps choose only those most used and exchange the others.

2nd Street Alternative 1: Yes, but Modified. We definitely need a safer crossing at 2nd Street. Having a flashing light is good. I would not have raised median north & south of it. I would have the reflective stripping on ground. Reasons for this are:

- Lower costs
- Still slows down traffic
- No need for extra lights except at crosswalks
- Having median as enter on Montara on north side might make sense but not on south side of 2nd Street because you are still in town. But might lead people to cross at 1st St. which is not helpful for safety. Better to funnel to 2nd St. flashing cross walk. So painted median slows traffic and focus pedestrians to 2nd St.

Alternative 2: NO! No one crosses Hwy 1 south of 2nd St. to 7th. No roads access the highway + it is too steep to climb down from 3rd, 4th, 5th. So having a raised median makes no sense along this stretch. No pedestrians would use it + it requires to much widening retaining walls etc too costly for no return.

Gray Whale Cove Need pedestrian overpass from parking

2nd Street Alternative 1

7th Street Alternative 1
