

March 18, 2015

To: Connect the Coastside TAC

From: Lisa Ketcham and Laura Stein, Midcoast Community Council

Subject: **CTMP Evaluation of Transportation Alternatives**

Preliminary Comments/Questions:

Hwy 1 widening to 4 lanes in 2 Midcoast segments (Ninth to Carlos and Cypress to Capistrano):

- Would like to see aerial photo footprints of proposed widening, height/type of retaining walls, cost estimate for relocating utilities (especially water/sewer), extent/cost of sensitive habitat mitigation, analysis of effect on bike lanes, trail routes, crossing difficulty.
- How was the decision made to widen only these specific segments? It seems counterintuitive, and contrary to previous practice to widen to 4 lanes outside town centers, then merge to 2 or 3 lanes within town centers. During recent weekend traffic gridlock, the segment along the airport (on Google maps) was the only segment with free-flowing traffic, yet this segment is proposed for widening.

Roundabout analysis at Cypress should also include double-lane if that capacity is necessary, especially considering proposal for highway widening to 4 lanes immediately south of Cypress.

Moss Beach is unique in the Midcoast in that the town is bisected by Hwy 1. Hwy 1 Safety & Mobility Study concept for Moss Beach is a village area between Vallemar/Etheldore and Cypress defined by traffic calming raised medians and roundabouts at each end to provide convenient U-turn opportunities so left merges onto the highway and traffic signals are not necessary. This concept plan is not evaluated as a whole in the CTMP, but rather each intersection LOS is analyzed more on an individual basis with the result of an entirely different concept for Moss Beach with 2 traffic signals (California and Cypress) and no village entry definition.

Moss Beach low-cost near-term project to consider for improved intersection LOS: Convert two left-turn pockets to left-merge lanes to provide an improved highway access point on each side of the highway, such as:

- California: Convert (repaint) southbound left turn lane to northbound left merge lane from west side.
- Vermont: Convert (repaint) northbound left turn lane to southbound left merge lane from east side.

The isolated intersection at Cypress is already proposed for conversion of southbound left turn lane to northbound left merge lane in the Congestion Mgmt Plan with 2018 timeframe. This simple restriping could be done ASAP and independently of other projects.

It is likely that restricting highway intersection access without providing improved access close by will not be well received by the public.

Lighthouse/16th St

Consider formalizing the connection of 16th St to Carlos for Hwy 1 access, which would allow closing 16th St access to Hwy 1, which would in turn allow conversion of southbound left turn lane at 16th to northbound left merge lane from lighthouse/MWSD, which has significantly higher vehicle counts.

CTMP has addition of northbound left turn lane at lighthouse/MWSD. This left turn lane already exists.

CTMP mentions adding median at 16th. What would be involved with that? Congestion Mgmt Plan says raised median at this location would require road widening and retaining walls and likely the loss of informal east side trail. Loss of the critical trail connection across Montara Creek ravine would be unacceptable.

Clarify which intersection of 92 with 35. There are two: upper at Skyline, and lower at Crystal Springs.