

Highway 1 Safety & Mobility

-- west side Moss Beach village area --

Discussion to guide comments on proposed mixed-use development
at Highway 1 & Virginia.

- Hazards of open highway access fronting restaurant and gas station
- Desired facilities & treatment for highway frontage Virginia to Vermont

Midcoast Community Council
5/9/2018 presentation
by Lisa Ketcham

Highway 1 Access Policies & Recommendations

Highway 1 Safety & Mobility Improvement Study recommends:

- Limit highway access openings to improve safety and mobility.

Local Coastal Program (LCP) Policy 2.51.a:

- Limitations on new driveway connections to SR 1

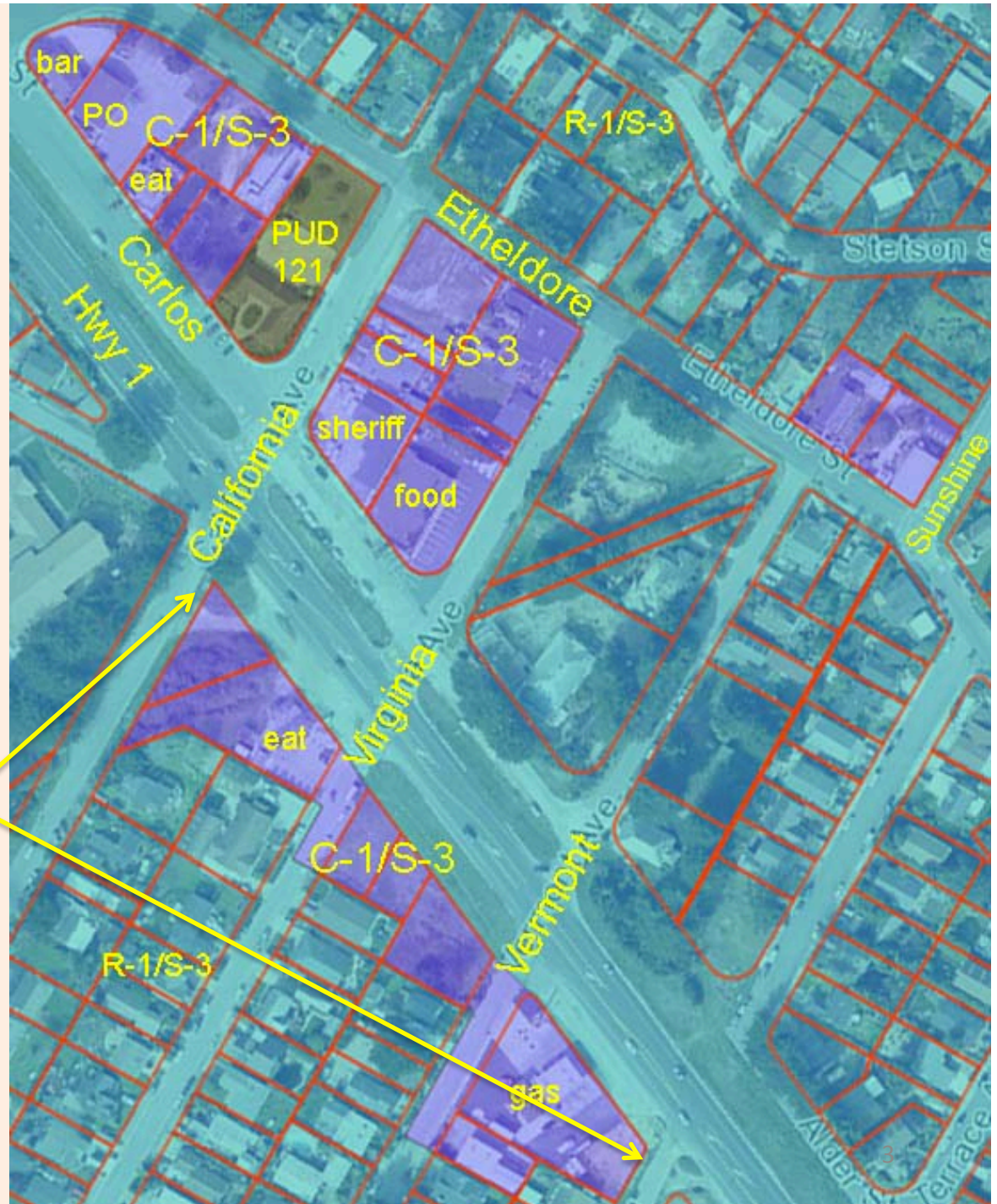
Caltrans Project Development Procedures Manual, Chapter 27, Topic 104.2

- On expressways, access from private property is permitted, but the size and number of openings are held to a minimum.
- Parcels that have access to another public street are not allowed access to the expressway.
- Access openings to an expressway are limited to one opening per parcel.

The only Midcoast commercial districts opening directly onto the highway are:

- La Costanera restaurant
- Montara east side
- Moss Beach west side
- City of HMB “cherry stem” at Sam’s Chowder House.

Moss Beach Neighborhood Commercial Zoning Districts (C-1/S-3, in purple) front on County streets except for 3 blocks on highway west side between California & Lancaster.




3 blocks west side Moss Beach zoned commercial
Lancaster – Vermont – Virginia - California
Yellow line is approximate outer edge of Caltrans ROW.
-XX- marks parcels proposed for development.




Note:

- Informal pedestrian trail in undeveloped middle block.
- Informal vehicle short cuts at each corner where lack of curb allows.
- Paved or gravel vehicle access/parking in ROW along frontage of commercial development.
- Shorter & safer pedestrian side-street crossing location at outer edge of highway ROW (near yellow line) rather than at paved highway shoulder where vehicles are turning.

Moss Beach Chevron -- wide open highway access

Unpermitted removal of highway frontage curb and landscaping in 2011 resulted in 144-ft-wide unrestricted vehicle access  and a hazardous no-man's land in the wide paved shoulder.

MCC has requested:
Reduce highway access opening to 60 ft wide maximum. 



Large truck & emergency access



Large truck turning movements accommodated via access on Vermont and Hwy 1 near Lancaster. Additional thru access around back of convenience store.



Vehicles routinely turn into & out of gas station anywhere mid-block across double yellow lines, instead of using Vermont.

Vehicle movements are often sudden and quick during gaps in traffic on high-speed highway.

Restaurant – wide-open highway access



Should Caltrans close off this open access at pavement edge (red arrow) for safety reasons, diverting vehicles to side street access, but allowing historical use of ROW for parking in front of the restaurant?

Should this type of open highway access and parking in the ROW be prevented in the next commercial block to the south slated for development?



Vermont

Curbs & sidewalks in County ROW

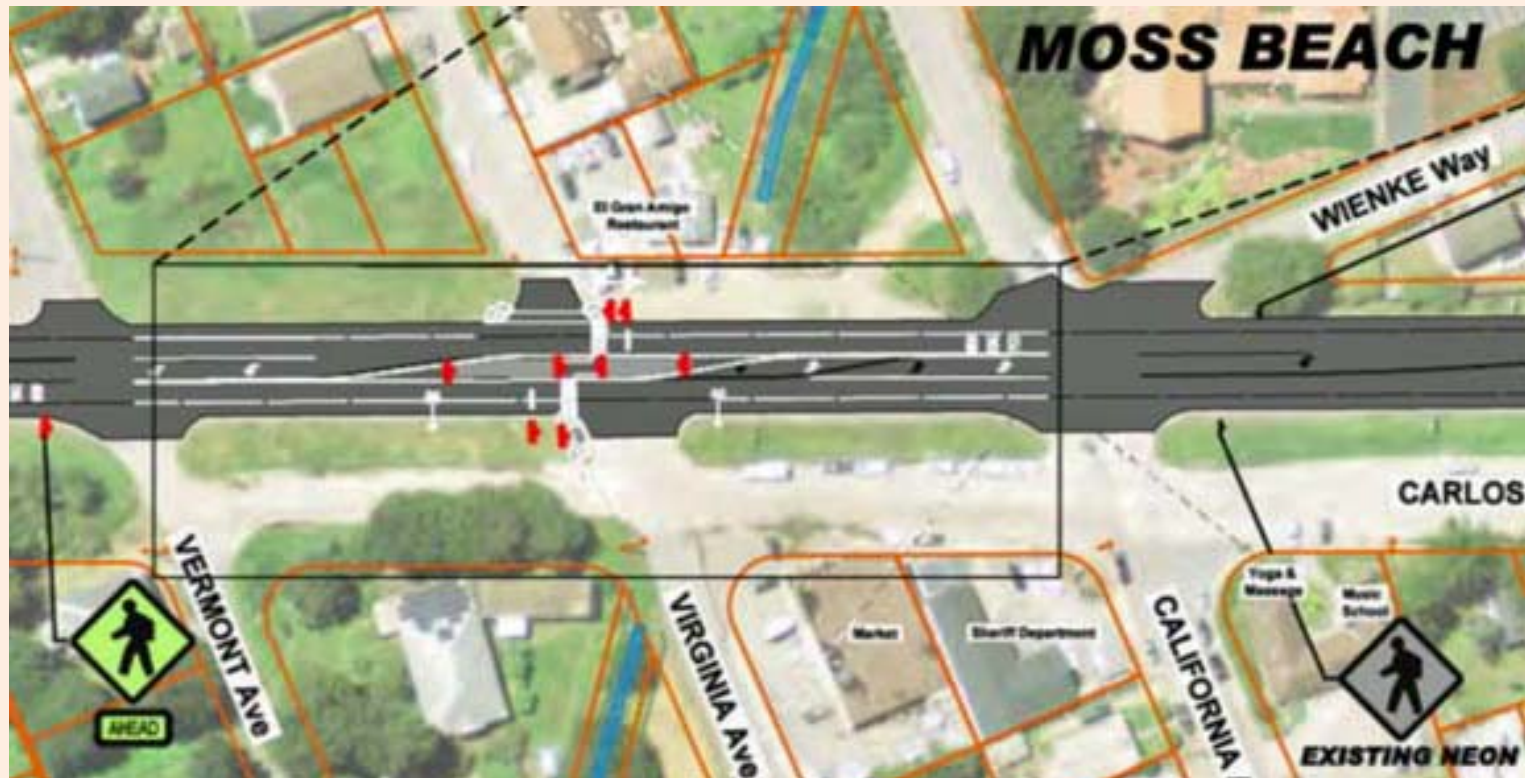


Virginia

Pedestrian crossing with raised median refuge island at Virginia

Hwy 1 Congestion & Safety Improvement Project
(aka crossings, raised medians, turn lanes)

2015 Preliminary Planning Study (PPS) Phase 2: 2020-21 (after Gray Whale Cove)



No pavement widening required for this project.
Cross-highway traffic closed at Virginia – right turns OK.

Pedestrian Facilities

Highway 1 Safety & Mobility Improvement Study suggests adding sidewalks to serve pedestrians on the west side of the highway between Cypress and California.

- Provides pedestrian connectivity between west Moss Beach neighborhoods and businesses and to future safe highway crossing locations between east & west Moss Beach.

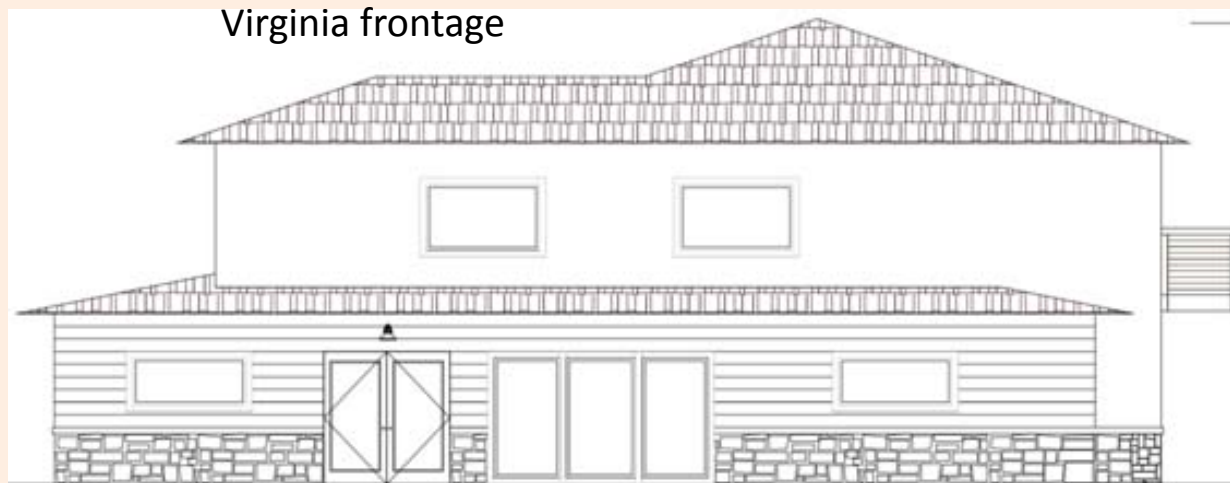


Would a formal trail or sidewalk with a few trees to separate pedestrians from the highway be a desirable treatment for the west highway frontage between Virginia & Vermont?
(There are no power lines there.)



Highway frontage

Proposed mixed-use 2-story building on SW corner Virginia/Hwy 1 (PLN2018-00097)
Building height = 26 ft above existing grade
Parking: 19 spaces in rear with access on Virginia
1st floor setback 5 ft on Virginia & none on Hwy 1 – 2256 s/f commercial
2nd floor setback 10 ft side & front -- 3 residential units, from 534 s/f to 854 s/f



Virginia frontage