

MEMO

Date: July 9, 2018

To: Midcoast Community Council

From: Lisa Ketcham and Barbra Mathewson

Subject: **Agenda Item 4c, 7/11/18:**

County grant applications for Gray Whale Cove pedestrian crossing

In anticipation of a vote to approve MCC letters in support of the Gray Whale Cove crossing grant applications, we propose an amended motion to approve the attached draft comments to Supervisor Horsley.

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

Dave Olson . **Claire Toutant** . **Lisa Ketcham** . **Dan Haggerty** . **Chris Johnson** . **Brandon Kwan** . **Barbra Mathewson**
Chair Vice-Chair Secretary Treasurer

Date: July 11, 2018

To: Supervisor Don Horsley

From: Midcoast Community Council/ Dave Olson, Chair

Subject: **Gray Whale Cove pedestrian crossing design and grant applications**

As you know, since 2012, MCC has consistently advocated for median crossing refuges to enable 2-stage highway crossing, one direction of traffic at a time (an FHWA proven safety countermeasure). In the Midcoast, public acceptance is highest where safe crossing opportunities do not add to congestion by stopping highway traffic.

MCC April 2015 letter on crossing design alternatives pointed out that GWC will have a new 12-ft-wide median at the crossing location, increasing the crossing distance by 50%. Recognizing that raised medians are not an option at GWC, we asked for surface treatments to call attention to the median area as a crossing refuge, increase visibility of pedestrians, and calm traffic, such as tactile edging, colorized/ textured paving, and flexible reflective posts.

In July 2017, with GWC designs still at 10%, you suggested that there was still time for this design input, specifically truncated domes and channelizers (flexible posts) along the edge of the median area, and flashers to north and south of the crosswalk to alert drivers. On the basis of this offer, we supported a grant application to fund the crossing.

In the intervening year, none of our requested median treatments were added to the design. Instead the overhead Hybrid Beacon (HAWK signal) has replaced the flashing beacons on the roadside, and the crossing has been relocated southward next to the much more complicated parking lot entrance where 2-stage crossing is not possible. The new location is significantly out of the pedestrian line of travel from the upper lot and much of the lower lot. Rather than go out of their way, many pedestrians will choose the more direct route, and make use of the empty median area to the north of the left turn lane for 2-stage crossing when necessary.

Relocating the crosswalk to the much less desirable location due to ADA compliance and the cross-slope of the road makes no sense when the west side destination (and the upper lot) are not and never will be ADA accessible.

In 2012 at the lighthouse/16th St intersection, Caltrans widened the highway to add a center turn lane without installing a crossing. There was no public process for the project. This key crossing location was widened by 50% making the crossing more difficult, and there was no open median area provided to aid crossing. The Mobility

Study Action Plan notes that the crossing should be addressed when the Parallel Trail is established.

The project for Midcoast crossings, raised medians, and turn lanes was the short-term high-priority to come out of the 2012 Safety & Mobility Studies. We are eager to complete Phase 1 (Gray Whale Cove) and move on to a median-refuge crossing for Moss Beach and one for Montara. Can we get support for convincing Caltrans that ADA access is not feasible for Gray Whale Cove in order to keep the crossing at the northern open median area? Can we implement the surface treatments to call attention to the median as crossing refuge? Can we not move forward with the HAWK signal? If Caltrans won't allow a painted crossing at that location, can we leave out the painted crosswalk, as was done at the lighthouse?

We understand that the 2012 TA grant funding is from the Highway Fund, which covers the center turn lane and formalized parking access, and the new grant application is from the Active Transportation Fund for the crossing. We fully support moving forward with the turn lane to relieve congestion and improve safety as vehicles enter and exit the lot. However, it is clear to us that the community does not support the new crossing location and its reliance on the Hawk signal to stop traffic for all pedestrian crossings.

DRAFT