

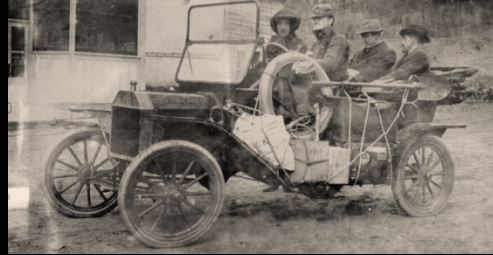
Highway 1 Safety and Mobility Improvement Study

With Funding from a Caltrans Community-Based Transportation Planning Grant



Paul Zykofsky, Josh Meyer — Local Government Commission
Stefan Pellegrini, John Miki, Cailin Shannon — Opticos Design, Inc.
Michael Moule, PE, PTOE, Kevin Shively, Mike Alba — Nelson Nygaard Consulting Assocs.
Dan Burden — Walkable and Livable Communities Institute
Steve Price — Urban Advantage

Complete Streets

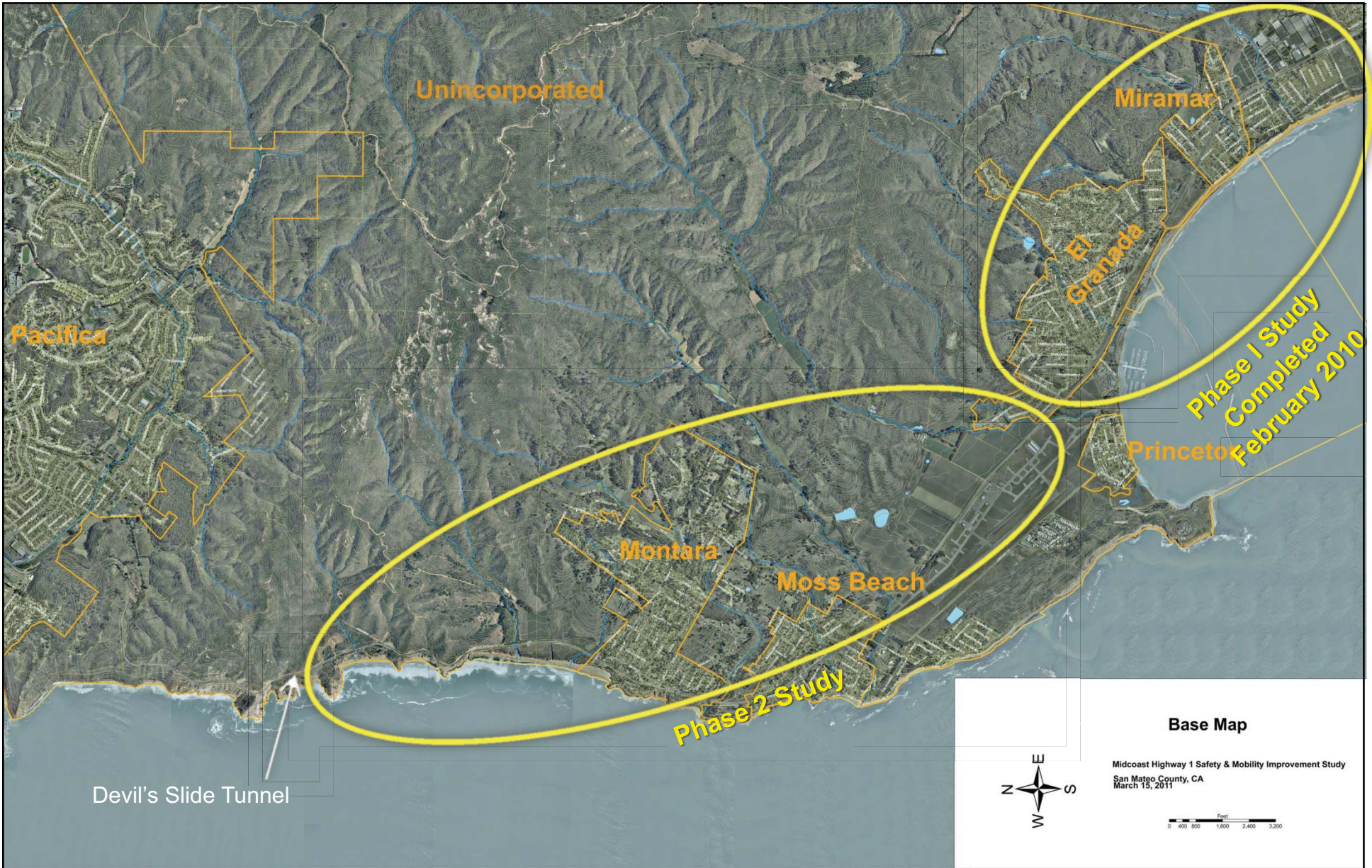


If you plan towns and cities for cars and traffic, you get cars and traffic.



If you plan for people and places, you get people and places.







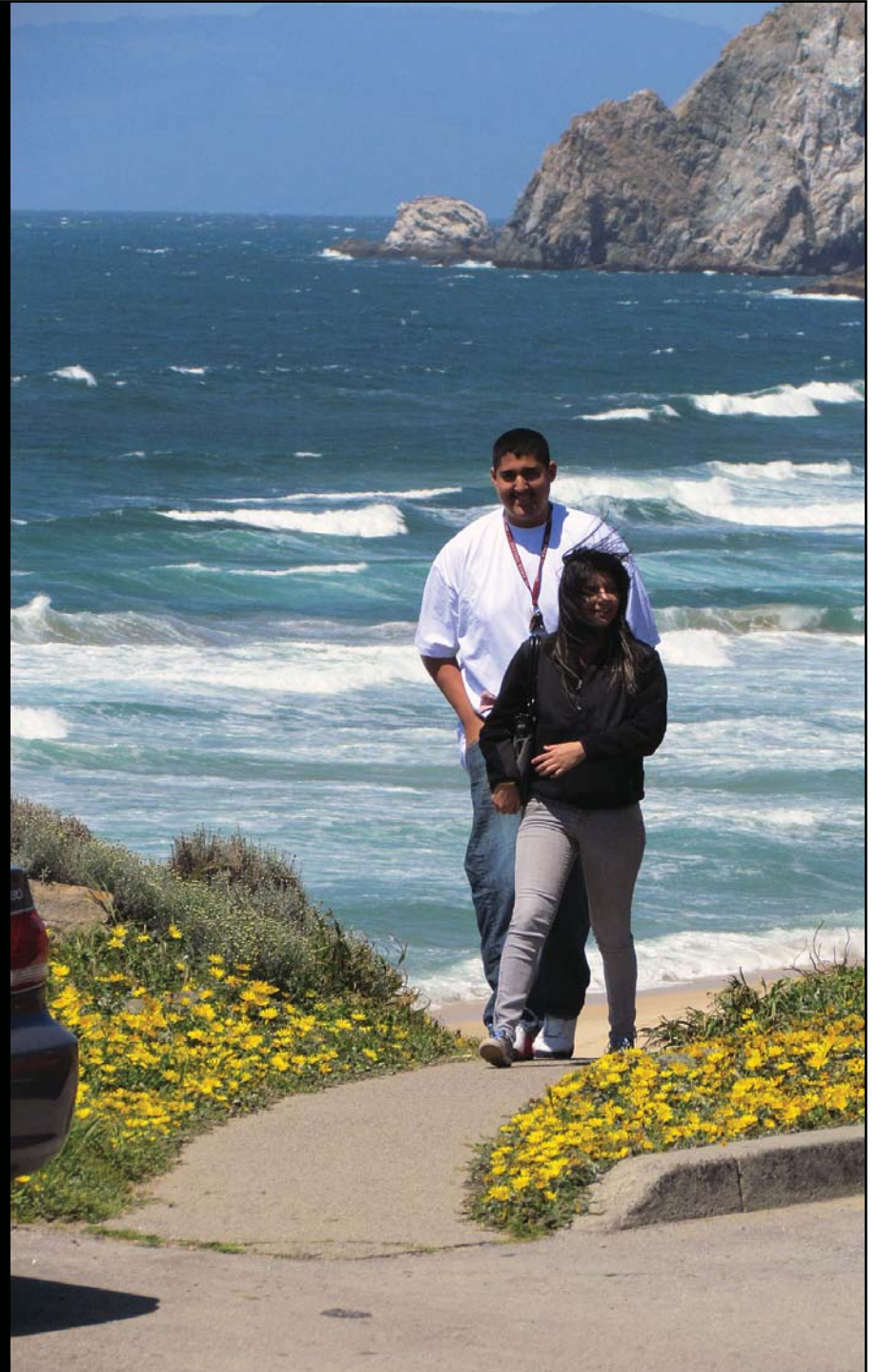
Devil's Slide Tunnel

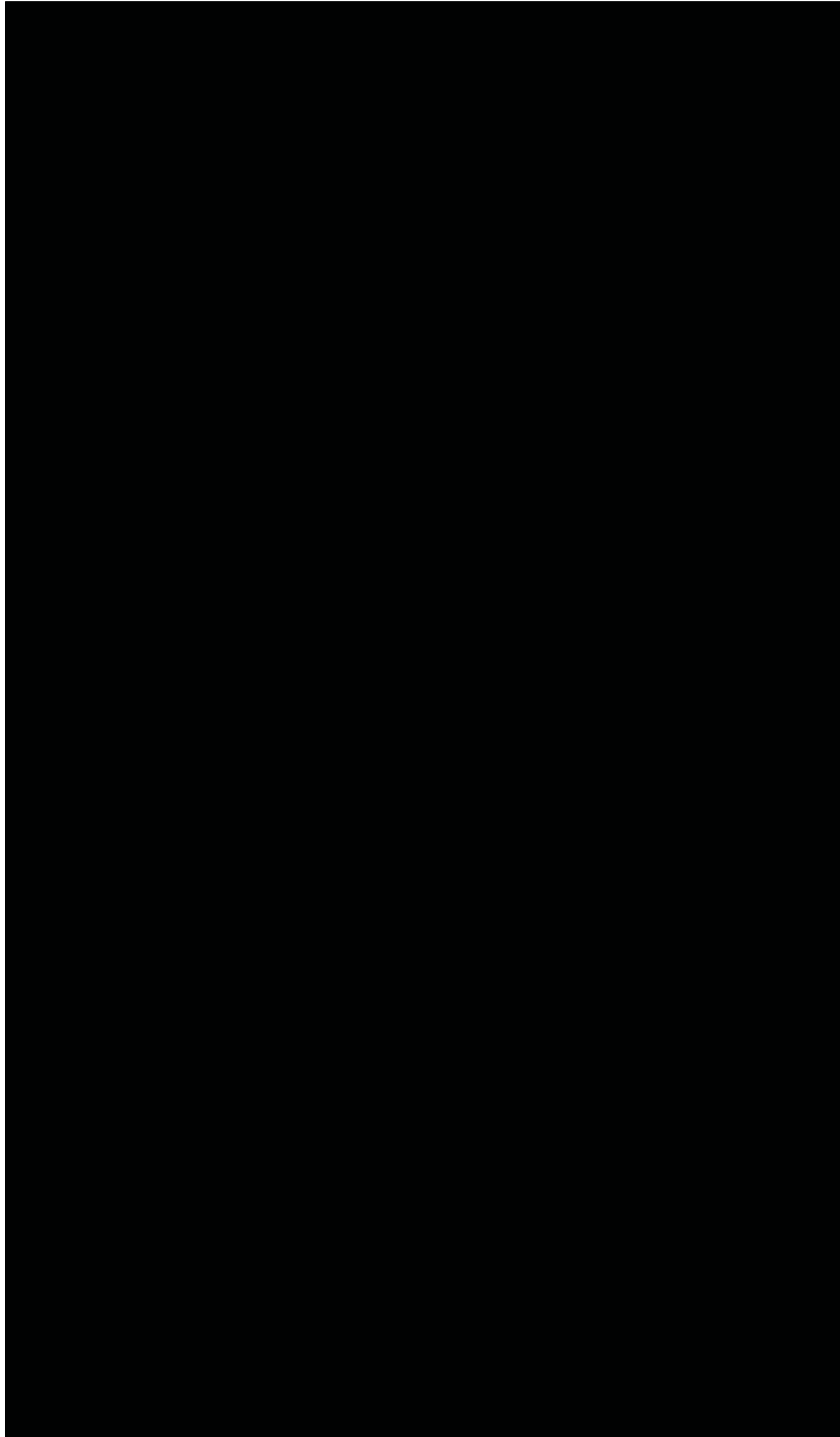


Midcoas
San Mat
March 1

Project Area — From Capistrano Road to Devil's Slide Tunnel

Our Conditions





A large, dark brown dinosaur sculpture is shown from a low angle, looking up. The dinosaur's head is the central focus, with its mouth open and holding a dark wooden sign. The sign has white text written on it. The dinosaur's eye is visible, and its skin has a textured, scaly appearance. The background is a clear blue sky. Below the dinosaur, a white building with a red banner is partially visible. The sign is mounted on a wooden frame that looks like a fence or a walkway barrier.

Friend, Neighbor & Passerby alike
please use our new & safe walkway
ODYSSEY











Our Process

Focus Group Meetings



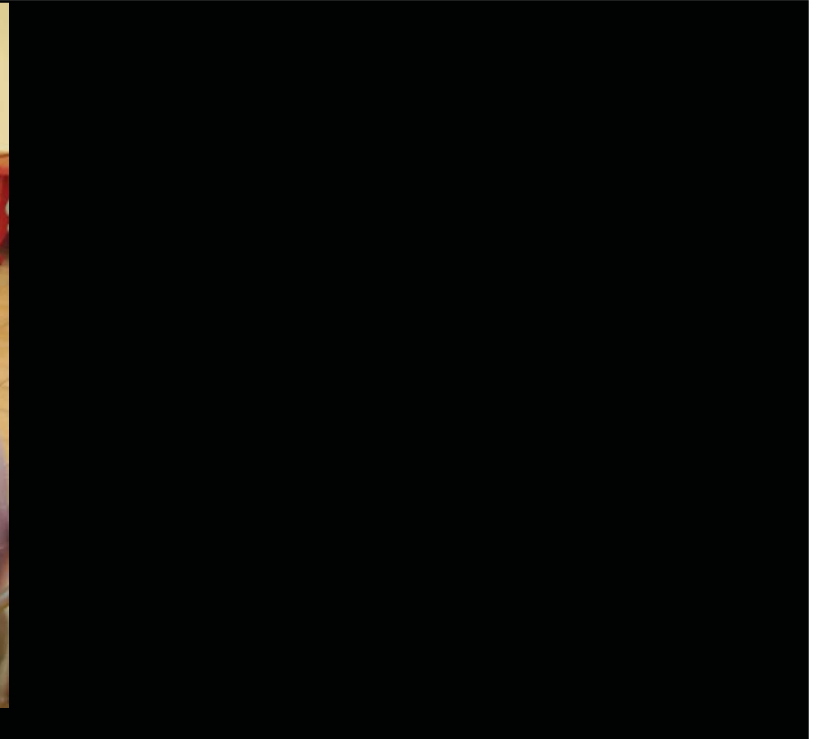
Agencies and Districts



Emergency Responders



Parks, Trails and Open Space

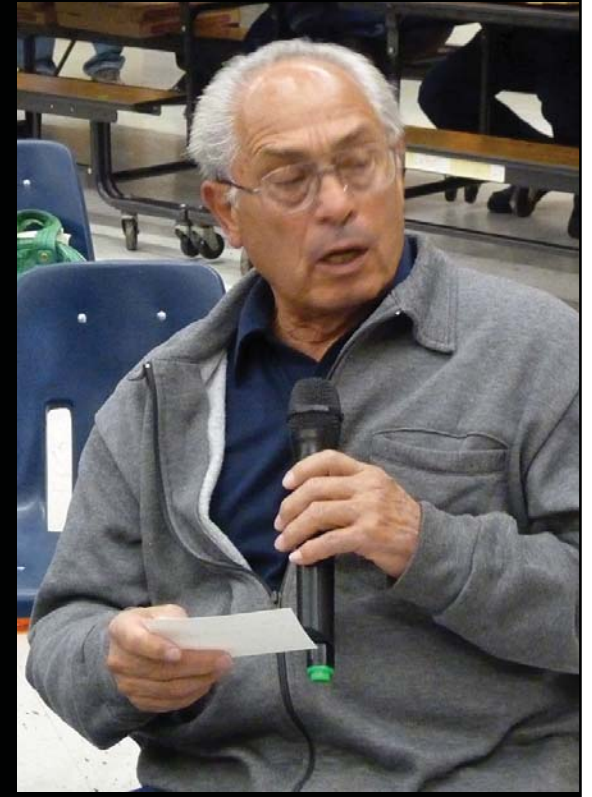


Residents of
Moonridge Housing

Our Process

Opening Workshop

Vision



Vision Cards

Flow well. Good views of ocean. Alternate access neighborhood to neighborhood.

Flow well
 Good views of ocean
 ALternate Access from neighborhood to neighborhood

- 1) A trail from Half Moon Bay to Pacifica.
- 2) Safe crossing for Highway 1.

① A trail from Half Moon Bay to Pacifica
 ② Safe crossing for Hwy 1

I want to see Hwy 1 marked with flashing pedestrian signs and lower speed limits at points where pedestrians cross.

I want to see Hwy 1 marked with flashing pedestrian signs and lower speed limits at points where pedestrians cross (unsafely at this time)

The Hwy 1 corridor will be a place where all individuals will be able to enjoy the coastline in a safe manner, with easy access to the shoreline, and it will be a place where everyone can enjoy spectacular views, walk and ride bikes, and appreciate a healthy native environment. Transit and small scale commercial uses will support

VISION:
 what will our community look like Hwy 1 in the future?

- 40 mph speed limit / 1 lane each way
- bike/pedestrian trail w/ median turn lanes
- natural treatment for storm runoff
- safe access to bordering neighborhoods
- safe crosswalks

- 40 mph speed limit, 1 lane each way
- Bike/ped trail
- Natural treatment for storm runoff
- Safe access to neighborhoods
- Safe crosswalks

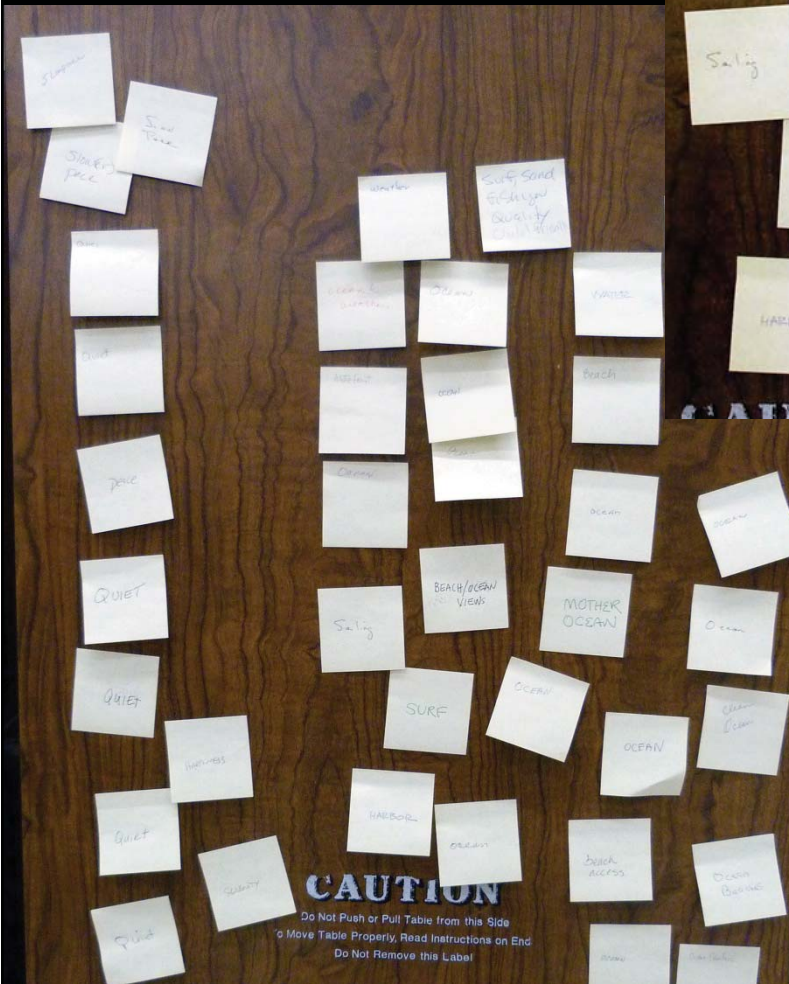
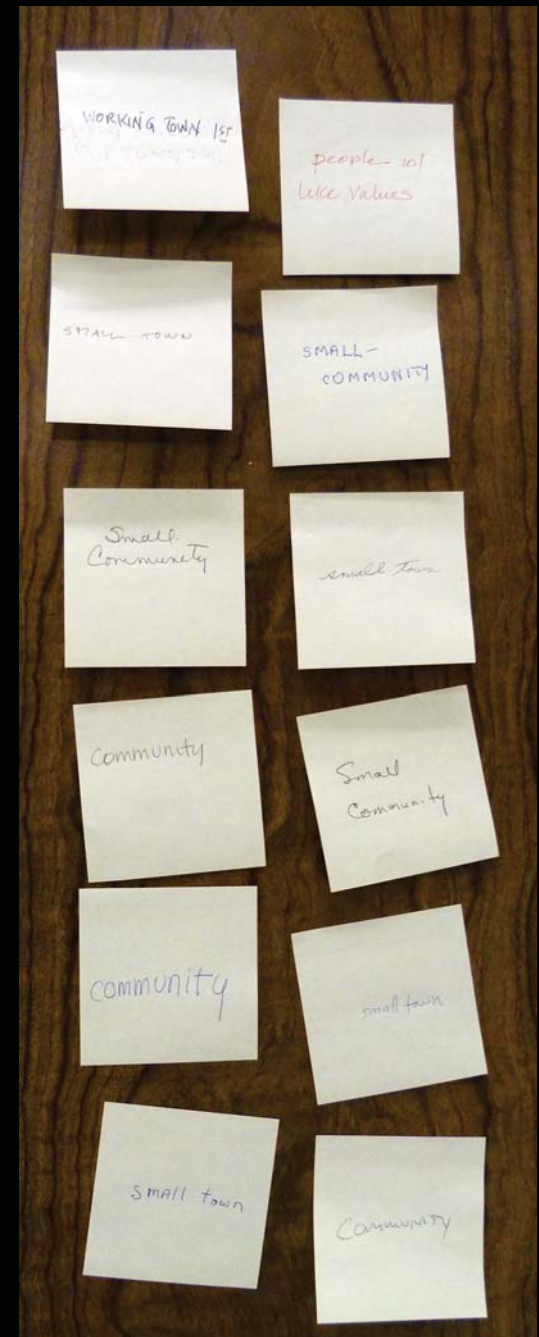
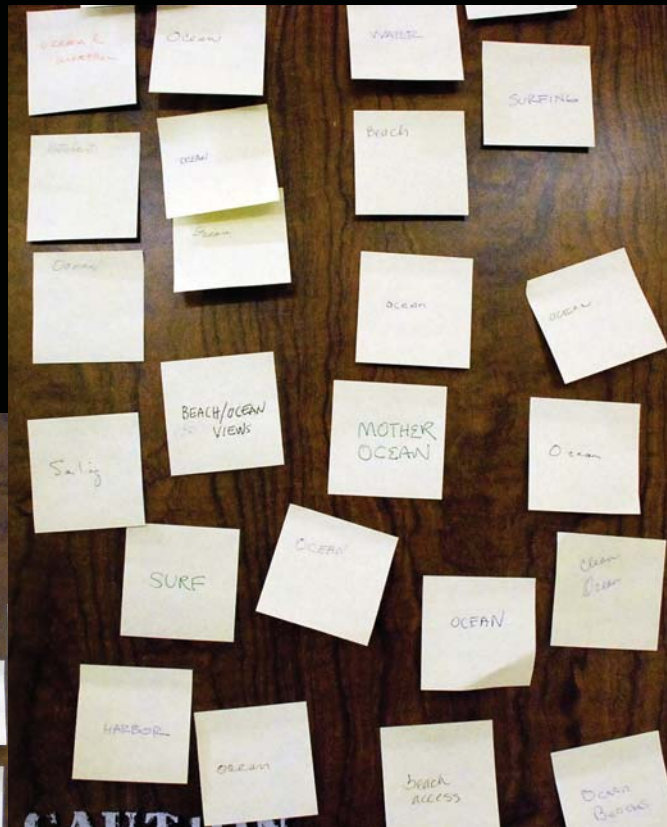
in El Granada
 I want the coast to look just like it does today, with a Park on the Burnham Strip & trails & all communities should have frontage roads in each town to connect the towns. No big developments - keep small town / semi-rural character.

I want the coast to look just like it does today with a Park on the Burnham Strip and trails...

A place where all individuals will be able to enjoy the coastline in a safe manner, with easy access to the shoreline.



Values



Values

- Ocean
- Open Space
- Small Community
- Quiet/Slow Pace
- Trails
- Rural Character

Priorities



BIKE LANES ALONG HIGHWAY



HOSTEL ENTRY CROSSING



CROSSING TO POST OFFICE IN MOSS BEACH



COMPLETE COASTAL TRAIL THRU PRINCETON



REDESIGN/IMPROVE DITCHES ACROSS FROM MOSS BEACH

2

CONNECT FRONTAGE ROADS IN MONTARA & MOSS BEACH

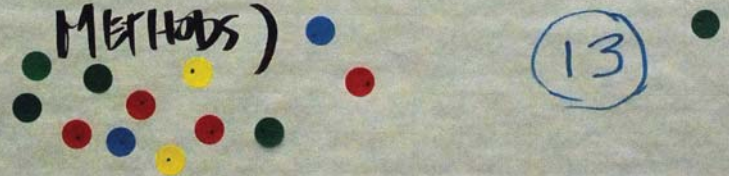


EMERGENCY VEHICLE ACCESS (REDUNDANT SYSTEMS)



3

REDUCED LIGHT POLLUTION (REMOVE SIGNALS → ALTERNATIVE METHODS)



Priorities

- Bike lanes along highway – 21
- South Portal (Devil's Slide) Tunnel Crossing – 20
- Complete coastal trail thru Princeton – 20
- Connect frontage roads in Montara/Moss Beach – 18
- Safe Crossing at Surfer's Beach – 14
- Trails with Bioswales – 14
- Hostel entry crossing – 14
- Reduced light pollution – 13
- Crossing to post office in Moss Beach – 13

Priorities (Continued)

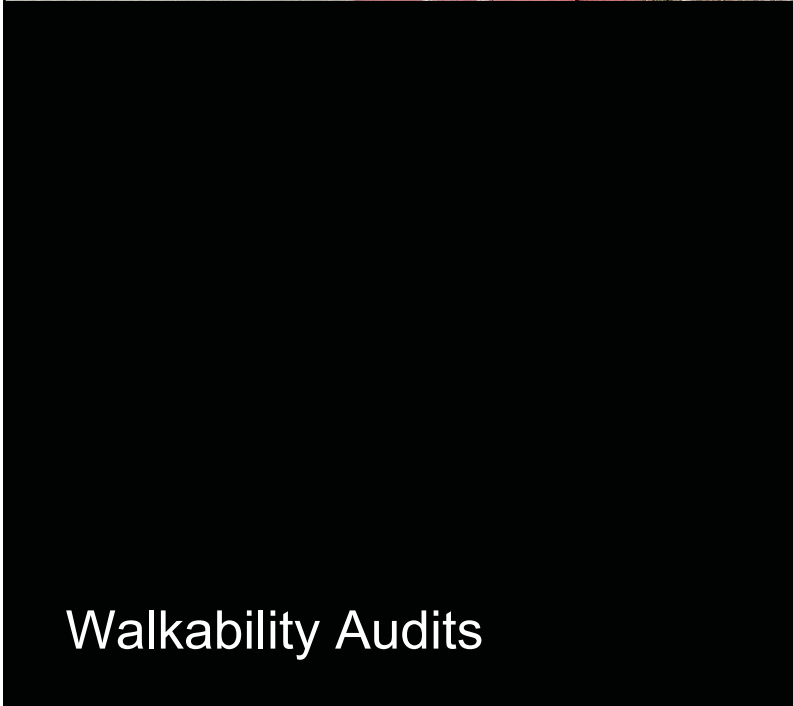
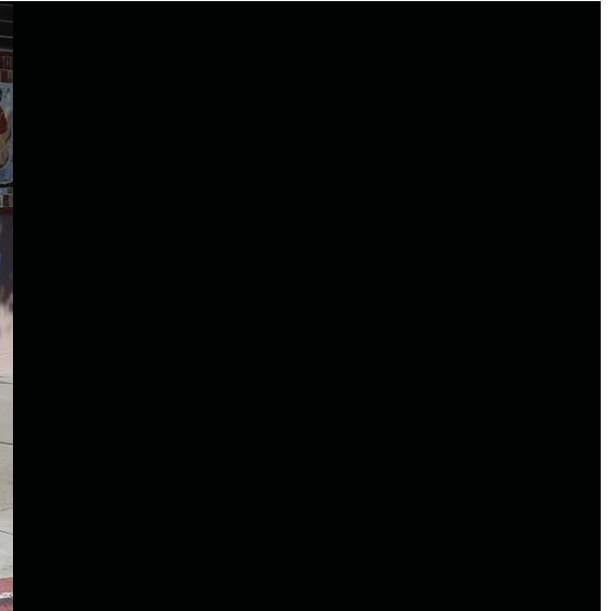
- Montara Main St. Beach Crossing – 12
- Safe crossing new sheriff's office in Moss Beach - 12
- Address Montara Beach parking – 12
- Trail access to parking – 12
- Less/Lower speeds – 11
- Same speed – 9
- Mobility solutions/options for all users (improve public transit) – 10
- Continuity/uniformity in appearance between southern segment (Phase I) and Northern (midcoast Phase 2) – 9

Our Process

**Saturday Design
Workshop**



Montara



Walkability Audits



Moss Beach



Design Tables



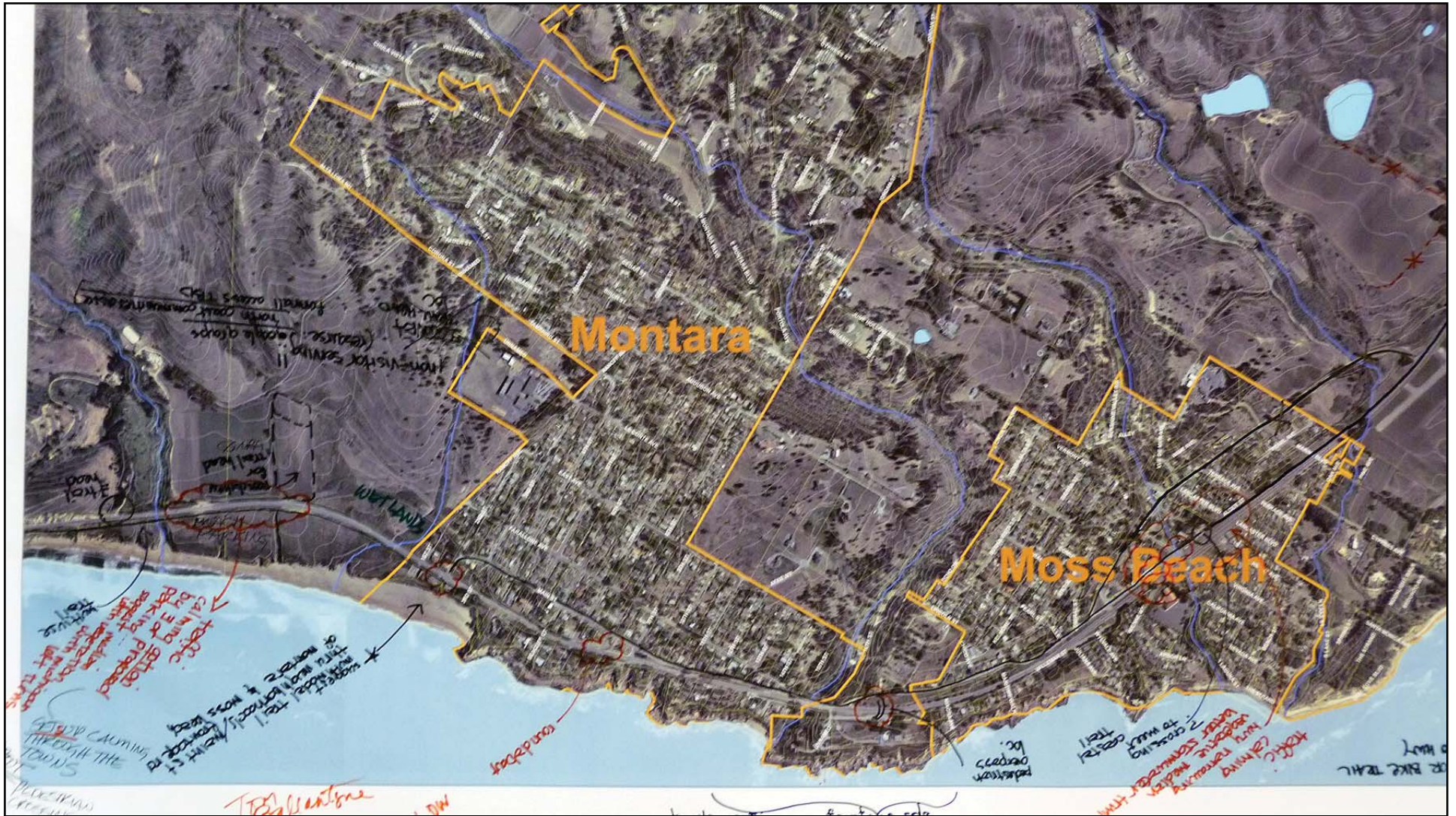
Design Table
Presentations



Group A



Group B



Group C



GETTING CALMING THROUGH THE TOWNS
 TRAFFIC CALMING #1
 TRAFFIC CALMING #2
 TRAFFIC CALMING #3
 TRAFFIC CALMING #4
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 TRAFFIC CALMING #99
 TRAFFIC CALMING #100

Group C

notes from saturday 4/30/2011

- south portal parking for trail usage & safe pedestrian crossing east ← → west trails. (adequate parking needed on west side.)
- BIKE LANE FROM SOUTH PORTAL TO HMB
- MULTI USE TRAIL WEST SIDE OF HWY FROM SOUTH PORTAL, CROSS HWY TO MAIN ST, MONTERE, FRONTAGE RD, MONTERE TO FRONTAGE RD, MASS BEACH and to connect with northern termination of COASTAL TRAIL FROM HMB

ped crossing needed here

- GGNRA TRAIL HEAD ACCESS ... see map, MONTERE WETLAND, coordinate with MANTARA BEACH parking as location for first TRAFFIC CALMING option to slow traffic coming from SOUTH PORTAL of TUNNEL
- TRAFFIC CALMING #2 by costanera restaurant, onto main st. not to encourage visitors to enter montere here (see 8th st) purpose: to announce entrance to montere area suggest vegetative median & michigan turn, with angled pedestrian crossings
- TRAFFIC CALMING #3 ≠ main access to montere 8th ST HWY 1 purpose: keep the flow of traffic at lower speeds this is the main public/non-residential access to montere

MANTARA & MOSS BEACH

ped crossing needed here

relationship ... connect frontage rds for ee neighborhood to establish a connect/multiuse trail betw montere & mass beach. to Pidgeon Pt Light House Youth Hostel via sanitary district land ... above grade

- TRAFFIC CALMING #4 : issues for WENKE HWY CALIFORNIA ST VIRGINIA AVE

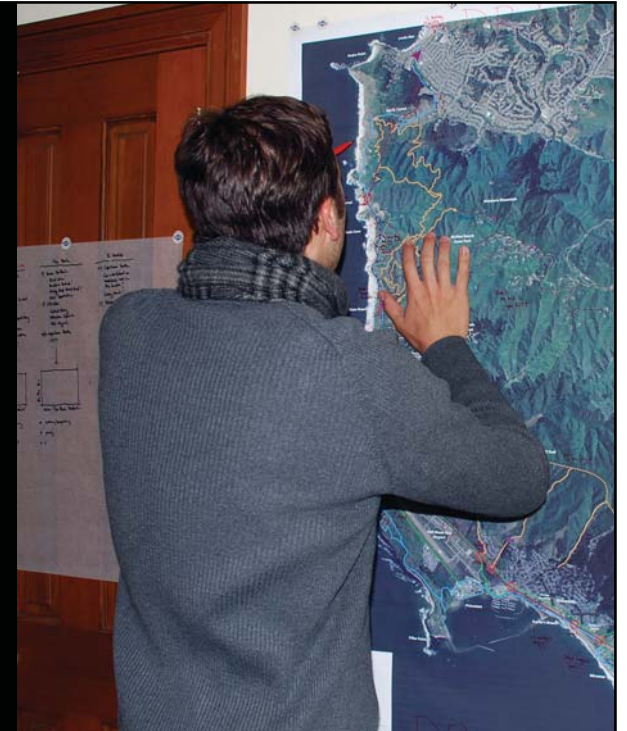
ped crossing needed here

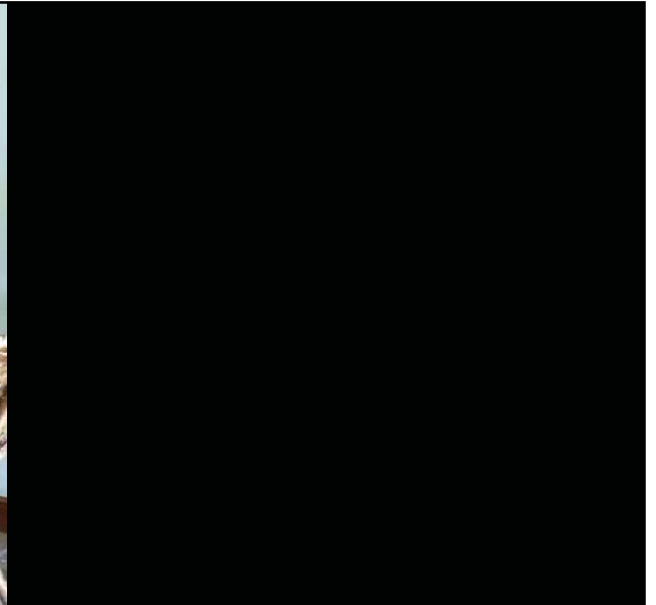
- HWY SAFETY FOR ALL IS A BIG CONCERN IN MOSS BEACH, lots of accidents w/cars, pedestrians, bikers
- DITCH TO EAST OF HWY can be modified for > safety (e.g., bioswale and mixed use trail)

Our Process

After the workshops...







Open Studio Discussions

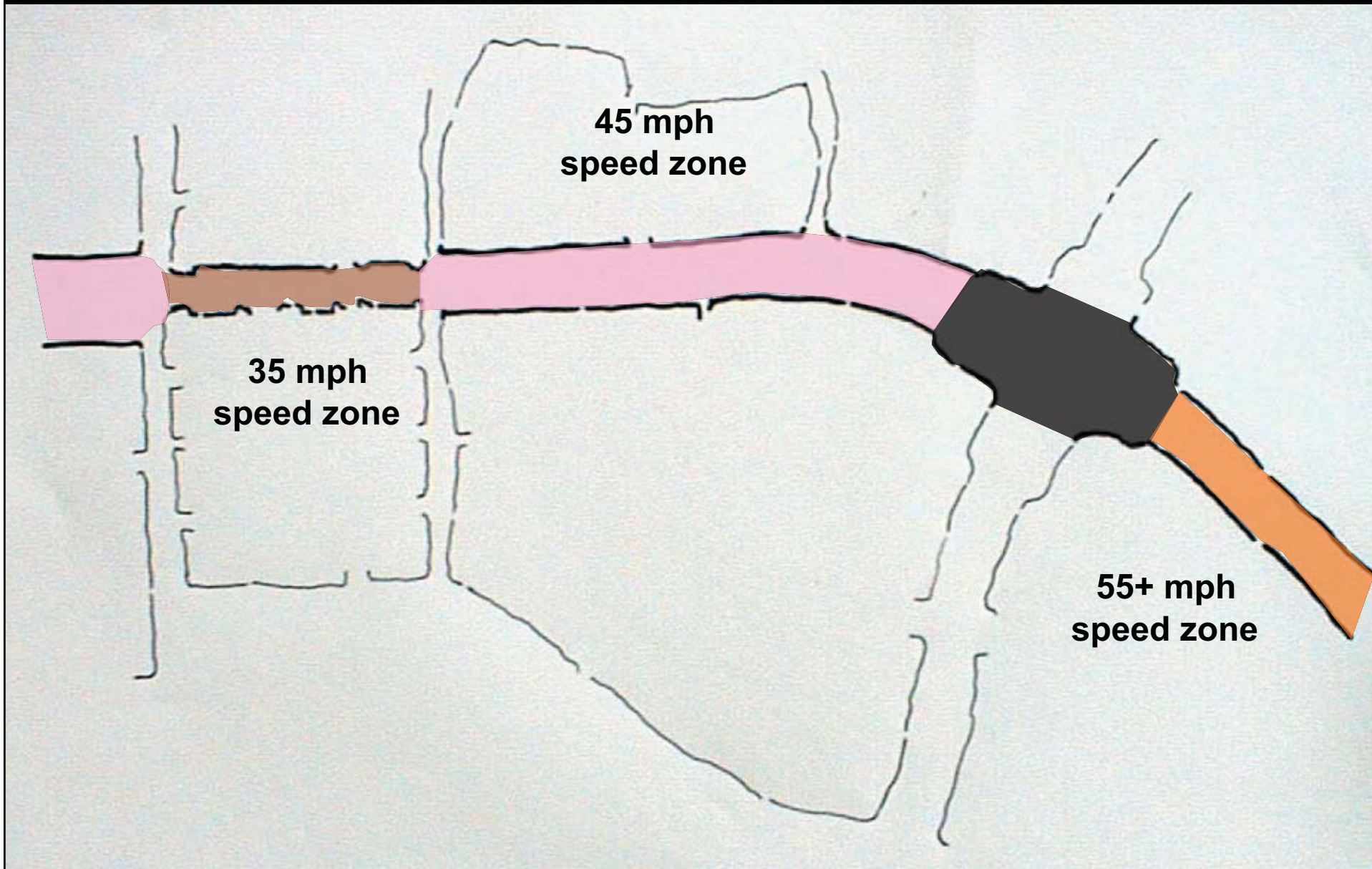
Our Process

Design Tools

Speed Management

Speed Management

Road Design Needs to Respond to Context



Typical Town

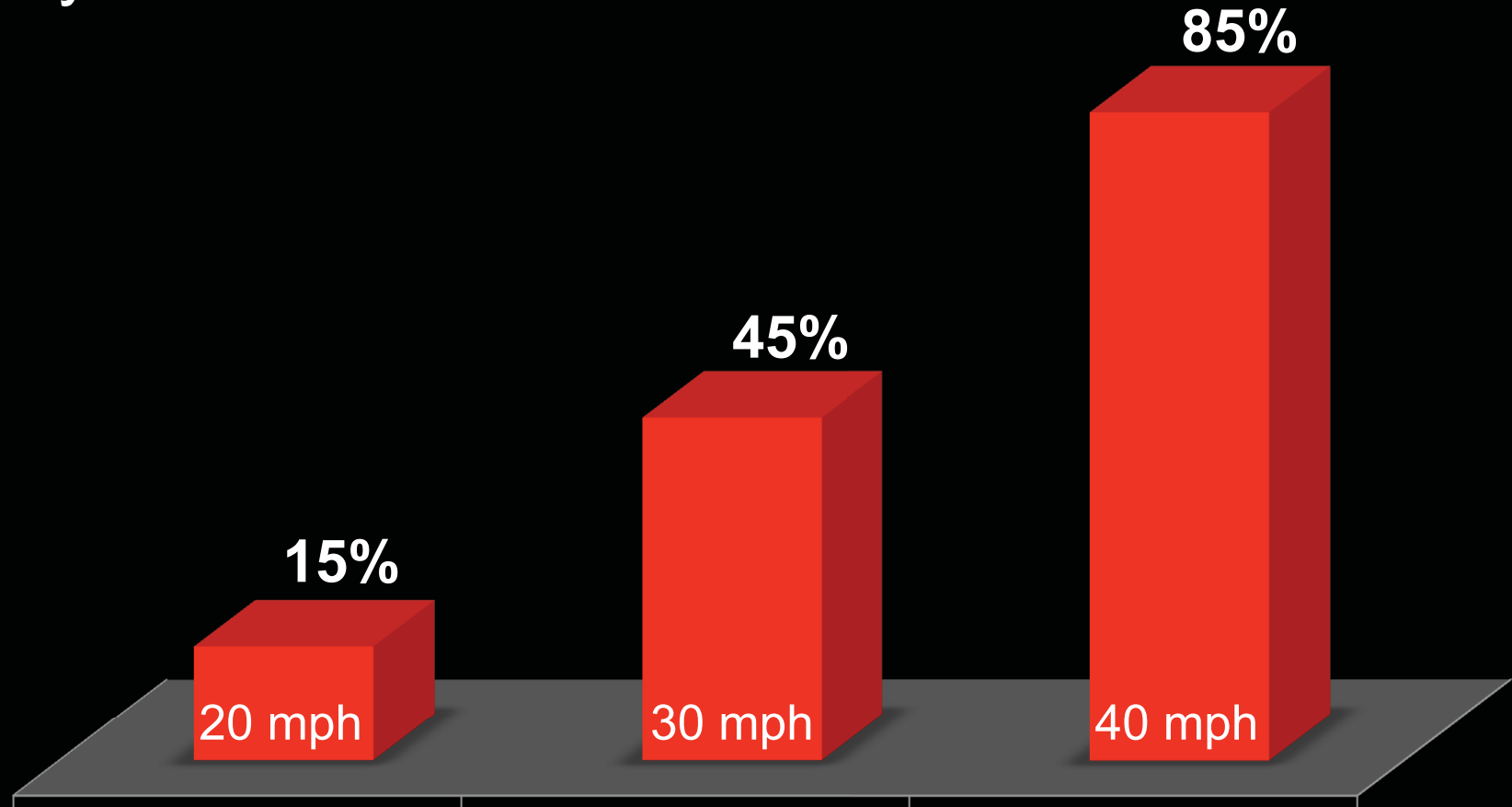
Speed Affects Crash Avoidance



High speeds require greater reaction and stopping distance

Speed Affects Crash Severity

High speeds lead to greater chance of serious injury and death



Pedestrians' chance of death if hit by a motor vehicle

Source: Killing Speed and Saving Lives, UK Department of Transportation