

**TENTATIVE AGENDA
WESTPORT MEETING
WMAC, CALTRANS & MCOG
Noon 5/5/2011**

Highway 1 Safety Concerns: Ten Mile Bridge to Rockport

- 1. Introductions**
- 2. Roles & Responsibilities**
- 3. Previously Identified Highway 1 Issues (Hogan letter 8/24/09)**
- 4. Investigation of Specific Roadway Conditions**
- 5. WMAC Concerns within Westport**
 - a. Speed Limit Signs**
 - b. Pedestrian Walkways/Crosswalks**
- 6. WMAC Concerns throughout Segment**
 - a. NB Passing Lanes**
 - b. Marked Pullouts**
 - c. Pullout Signage**
 - d. Lack of Warning Signs (Steep, Narrow)**
 - e. Lack of Guardrails**
 - f. Recreational Vehicles**
 - g. Daytime Headlight Advisory**
 - h. Bikes, RVs, and Commercial Vehicle Mix**
 - i. Lack of Pacific Coast Bicycle Route Improvements**
 - j. Increasing Volume of all Types of Traffic**
- 7. Follow-up on Concerns**
 - a. Responsibility**
 - b. General Time Frame for Response**
 - c. Contact Person**

Notes on Meeting Outcomes by Thad Van Bueren
May 5, 2011

Followup meeting planned in Fall 2011 after Caltrans has a chance to review Items 6a-6c and the Westport Trail Plan (WTP) is finalized with recommendations pertaining to 5a, 5b, 6i. The meeting will focus on those items, as others have been resolved through discussion at this meeting, per notes provided below.

5a. Speed through town of Westport to be reviewed in 2012. It is set at 85% of actual motorist speed (last measured 2005). Cannot be set lower than 85% of actual speed; however, there are methods of reducing speed such as constricting perceived width of roadway. Review further after WTP is final.

5b. One crosswalk exists in front of Store, but every intersection has implied crosswalk. Needs for crosswalks. This can be revisited after results of WTP are final.

6a. Terminology issue was resolved to indicate locals do not expect passing lanes, but instead would like to see "passing opportunities" restored at places like Jackson-Grube property (PM 72.6) and Ten Mile Bridge (PM 69.9).

6b & 6c. Caltrans will look into possibilities for pullouts at places like Bruhel Point (southbound) and Hilltop Road (northbound). Can't sign for pullout unless a paved pullout is present.

6d. Warning signs are ineffective if placed too frequently because motorists ignore them. They are normally installed where accidents have taken place.

6e. Guard rails are a last resort because they limit motorist recovery area. No new sections are planned.

6f, 6h, & 6j. No active planning is taking place for Rehab projects and they generally must overlay AC only to existing width. However, some discretion may be possible to add a slight extra margin to edge of roadway to make it safer for the mix of large vehicles and bikes frequenting Route 1.

6g. Caltrans studied potential Daylight headlight advisory and only 2 of 6 criteria were met in the WMAC region. Five out of 6 are needed to deploy.

6i. Bikeway improvements will be reconsidered after WTP is finalized.