



Scenic Pacifica

February 7, 2002

Skip Sowko
Caltrans District 4
PO Box 23660
Oakland CA 94623-0660

Subject: Access to Devils Slide

Dear Skip:

I appreciate the effort that you have taken to include Pacific's input in the access design to the abandoned portion of the Right-of-Way associated with the tunnel final design. I recognize the difficult task that you have in making the tunnel project happen. I understand that you have a specific scope and environmental constraints that govern the amount of latitude that you have in the design process. It is our goal to work within those constraints to improve the access points to what will be a world-class scenic destination. This letter includes suggestions on how trail and vehicular access can be accommodated for the old Devils Slide right-of-way. City staff will be requesting that the City Council takes formal action on this issue.

Bicycle Access

As I mentioned in our meeting on January 22nd, the City of Pacifica is constructing a multi-use trail that will run along the coast of Pacifica. We have completed segments that extend from Rockaway Beach to Pacifica State Beach. We are currently designing sections of the trail that extend to San Pedro Terrace Road. The Devils Slide Project will be the starting point for a remarkable coastal trail.

It is my understanding that Caltrans needs to extend water, telephone and possibly power from San Pedro Terrace Road to the Tunnel. I understand that your current plans include running the utility trench up the traveled way to the bridge. There is no shoulder in the section of roadway and this trench will require nighttime construction, scheduling difficulties and a fairly expensive roadway repair. There is about 4500 feet of utility trench. This will cost Caltrans \$1 million.

As you know, bicycle access to that portion of Highway 1 is limited and extremely dangerous. The City has been on record for 30 years requesting improvements to the section of roadway between Linda Mar Blvd. and Devils Slide. The improvements were included in the 1984 project but were dropped from the Tunnel scope. It our feeling that you can provide a utility roadway west of the current Right-of-Way for about the same cost as the utility trench in the paved section. This utility road would be designed to multi-use trail specifications. Caltrans will also need vehicular access for maintenance. Even if the costs are higher, the benefits in safety and highway function are also considerably higher. We are open to discussion about limiting your cost participation.

The approximate alignment of the utility roadway / multi-purpose trail is shown in Attachment 1. The City will provide a detailed design for this utility roadway. We will record the easements necessary for the trail and complete the CEQA process. Let us know if NEPA is required because of the use of Fed Highway Funds. If required we will comply with NEPA. We will give Caltrans the necessary construction and maintenance easements for the installation of the required utilities. This project will be consistent with Caltrans Environmental Documents for the Tunnel because Caltrans will be given a utility easement on an approved trail. We have already begun the surveying and the final design. We hope to provide you with a detailed design and engineering cost estimate within about 3 months. We hope to complete the CEQA process by June 2002. The cost of the paved trail and utility ducts will be about \$1 million. The ease of construction and the political constraints will be considerable less. The City of Pacifica can handle all of this. This process will require an agreement and approval between Caltrans and the City Council. There are a number of options available for this agreement. For example, the agreement can grant Caltrans a utility easement if Caltrans participates in the construction of the trail. Caltrans can either award the construction contract or provide the City with funds for a project awarded by the City.

Parking Access to the Old Devils Slide Right-of-Way

The City is asking for a safe and easy access to the old right-of-way that provides parking and a turnaround. We are also asking that the multi-use trail connect to this access.

If a portion of the old right-of-way is to be used for public access, a turn-around is required. To maximize parking potential and trail access to the headlands, the turnaround should be located at the junction of the current traveled way and the old Colma Road (about a ¼ mile north of the transformer). This would allow 40 diagonal parking spaces between the turn-around and the bridge approach. The repaired slide area just north of the turn-around can accommodate about 20 spaces. The intersection at the Colma Road already is sized for the turn-around. Parking should not be allowed on the turn-around. It should only be used for drop off to the trailheads. We would like Caltrans to pave the areas for the diagonal parking to provide for their long-term use. We don't anticipate significant grading associated with the diagonal parking.

Safe access cannot be supplied with a "T" intersection from the access road to the new roadway. I do not think you can safely cross the new roadway on that curve for north bound vehicles turning left into the access and for cars turning left from the access heading north. Cars will be traveling between 45 to 70 mph leaving the tunnel. The morning commute speed on the current road exceeds 50 mph. I do not think you can safely merge by turning right from the access onto southbound Highway 1 before the bridge. A relatively easy solution is illustrated in attachment 2 through 4. The attachments show a deceleration lane to the south and an acceleration lane to the north. Traffic should not be allowed to cross Highway 1 or turn right from the access to Highway 1.

Elimination of the right turn from the access to Highway 1 should not be a problem. It is only a short distance back to Linda Mar. Vehicles heading south from the access can turn around at Linda Mar Blvd.. The deceleration lane into the Devils slide access point can be easily accomplished using the old right-of-way. The acceleration lane to the north must be graded under the bridge between the abutment and the first pier. This can be done because the existing cross slope is about a 3:1 and could be steepened to a 2:1 for the access road cut. The one-way road should be 20 feet wide to

accommodate bicycles. The City will volunteer to obtain the additional right-of-way from Shamrock Ranch. I haven't seen drawings on the bridge approach to the north, but with all of the grading associated with this type of project, the additional grading for the road under the bridge and the acceleration lane should be easily accommodated in the current design. I am assuming that access to the old Devils slide right of way is included under in the Environmental documents. If it is, a safe access point should be consistent with the tunnel EIR. This discussion can continue after the ROD and a minor amendment to the EIR should be considered.

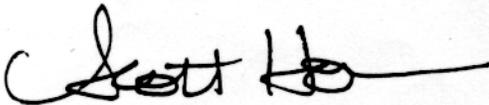
Other Issues

The City of Pacifica is extremely interested in the long-term use of the old Devils Slide Roadway as a recreational resource. We will work with Caltrans, the County and the GGNRA to help insure that the Caltrans property is maintained in public ownership and not transferred to the adjacent property owners.

The City is also interested that adequate parking be provided at the south tunnel portal. We view the Devils Slide roadway as a regional resource that will be the south anchor to the coastal trail running through Pacifica. The old roadway extending north of the tunnel is small and will not accommodate parking. It will barely accommodate a turnaround. Providing for adequate parking on the tunnel fill and access using the Old Colma Road trail will provide safer parking and not spoil a very scenic portion of the old right of way.

I would enjoy discussing these items with you in more detail. Looking forward to meeting with you on February 12th.

Sincerely,

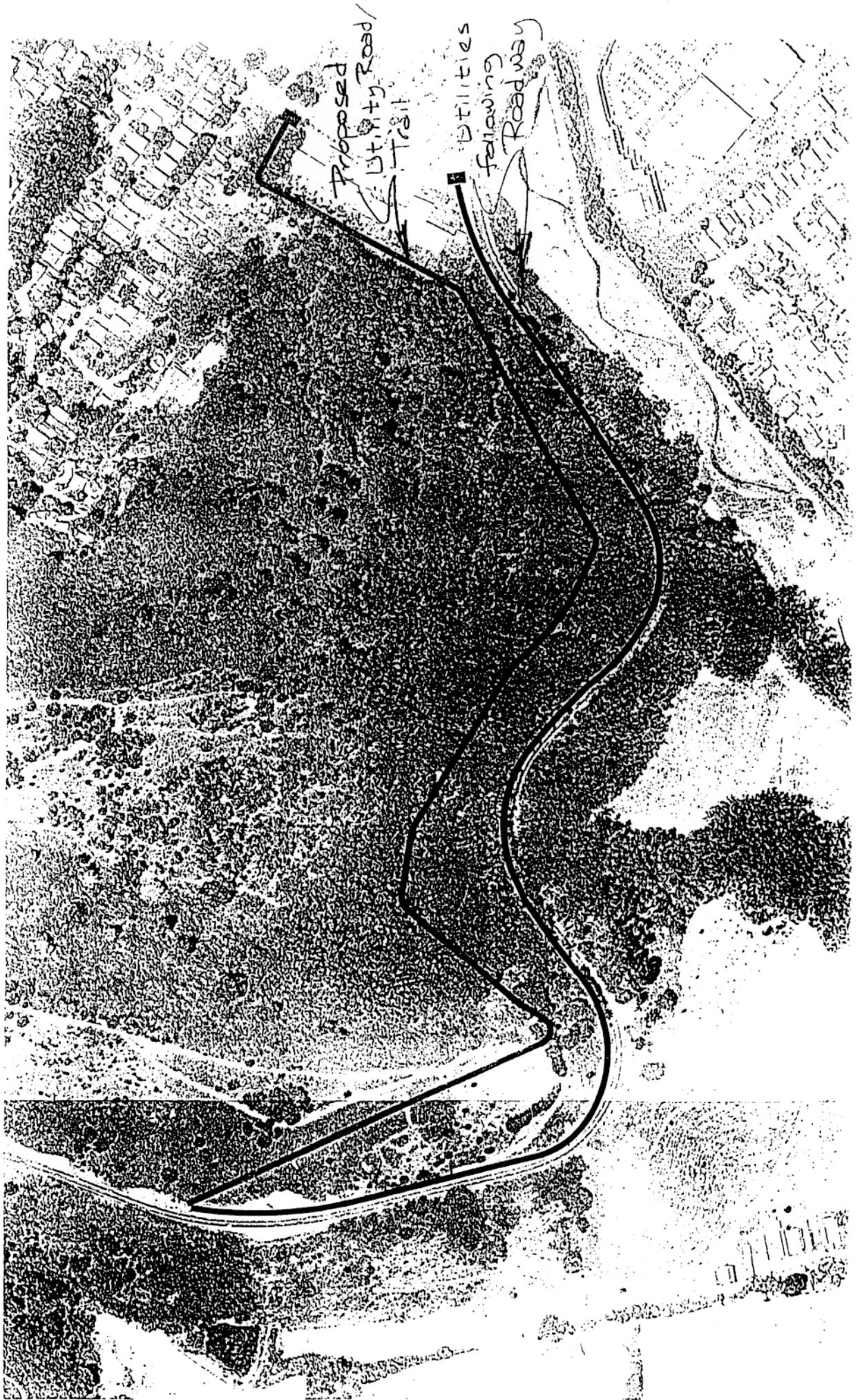


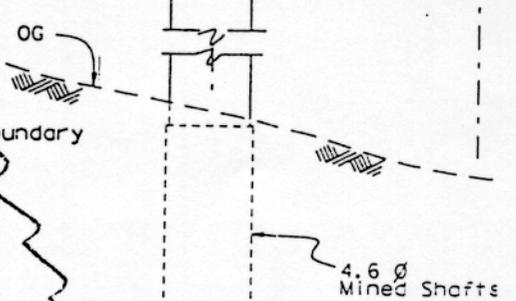
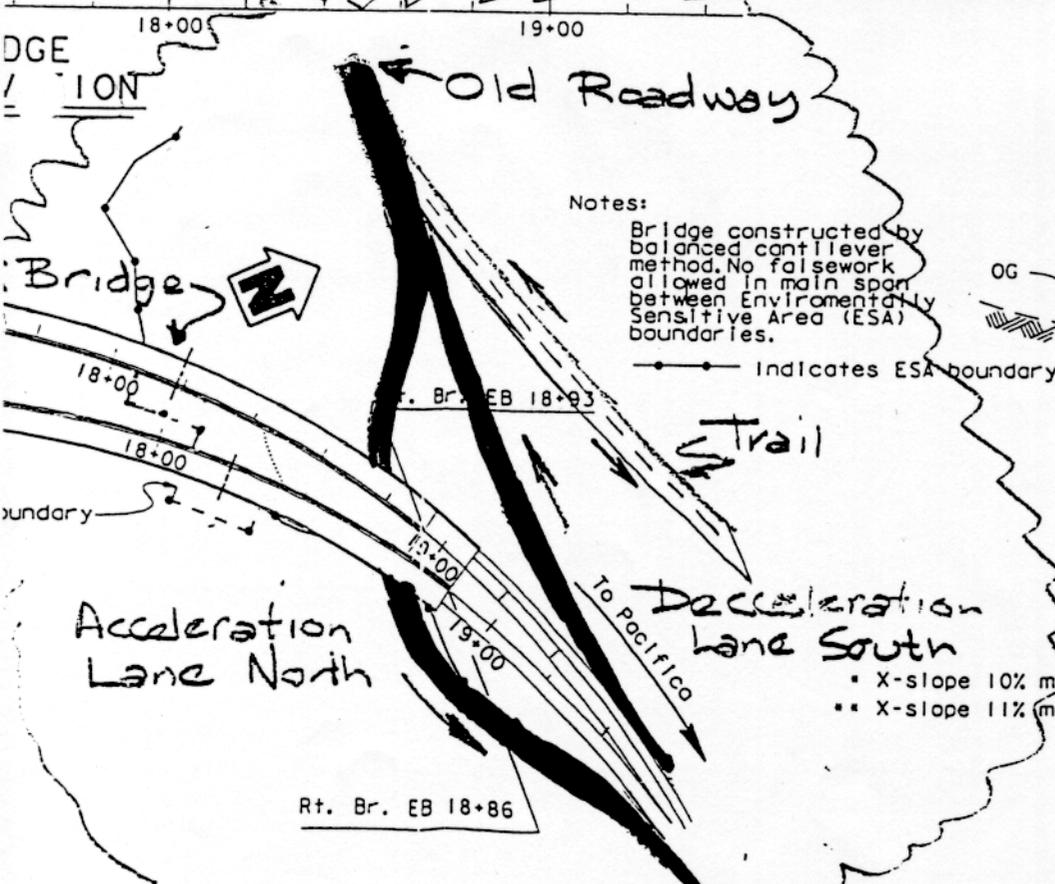
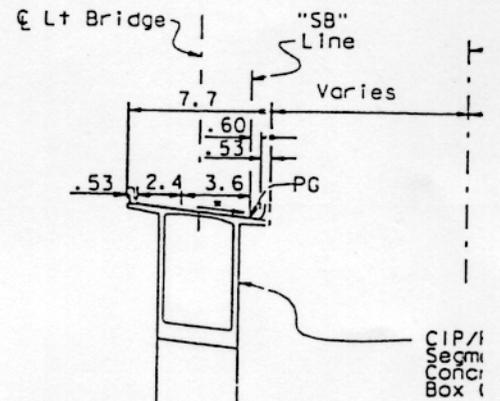
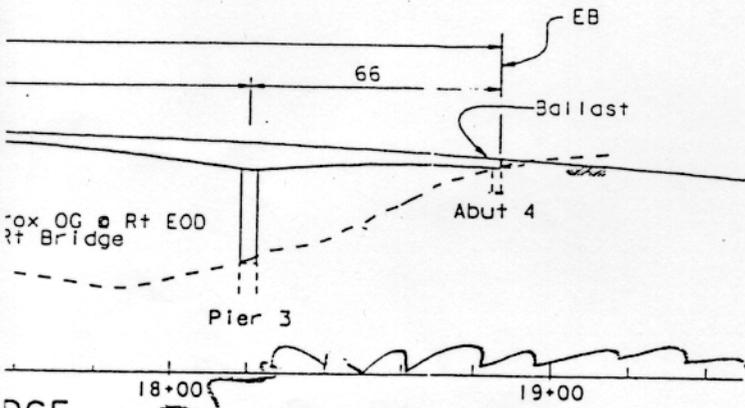
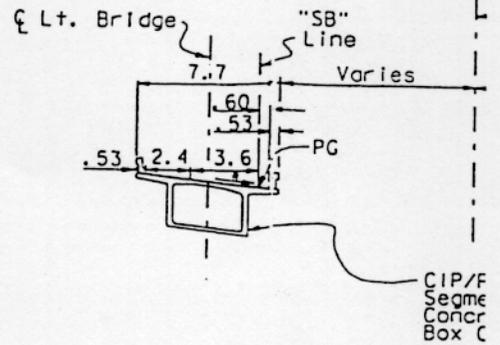
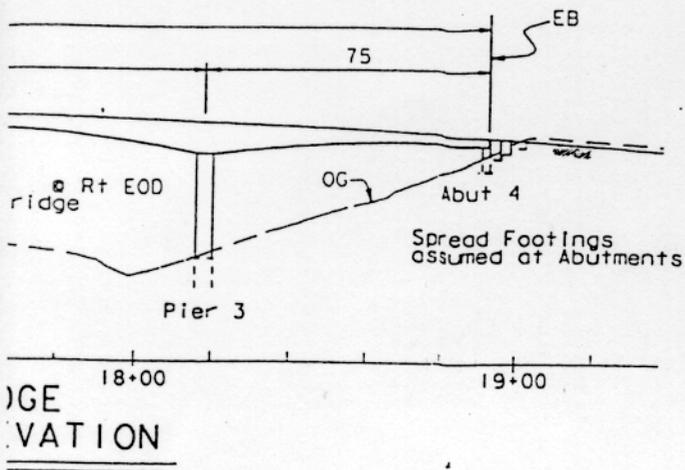
Scott Holmes
Director of Public Works

- c: David Carmany, City Manager
Pacifica City Council
Mary Burns, San Mateo County Parks & Recreation
Neil Cullen, San Mateo County Public Works
Chuck Kozak, Mid Coast Community Council
Golden Gate National Recreation Area, National Park Service

Attachment

Utilities Following Roadway or
Utilities Following Trail





NEAR PI

TYPICAL S

1:40

DESIGNED BY	Kevin Harper	DATE	8-98
DRAWN BY	Mike Herron	DATE	8-98
CHECKED BY		DATE	
APPROVED	<i>[Signature]</i>	DATE	8/98

STRUCTURE DESIGN SECTION	1	DEVI
		BRIDGE NO

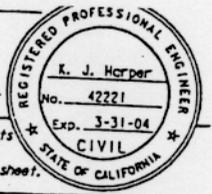
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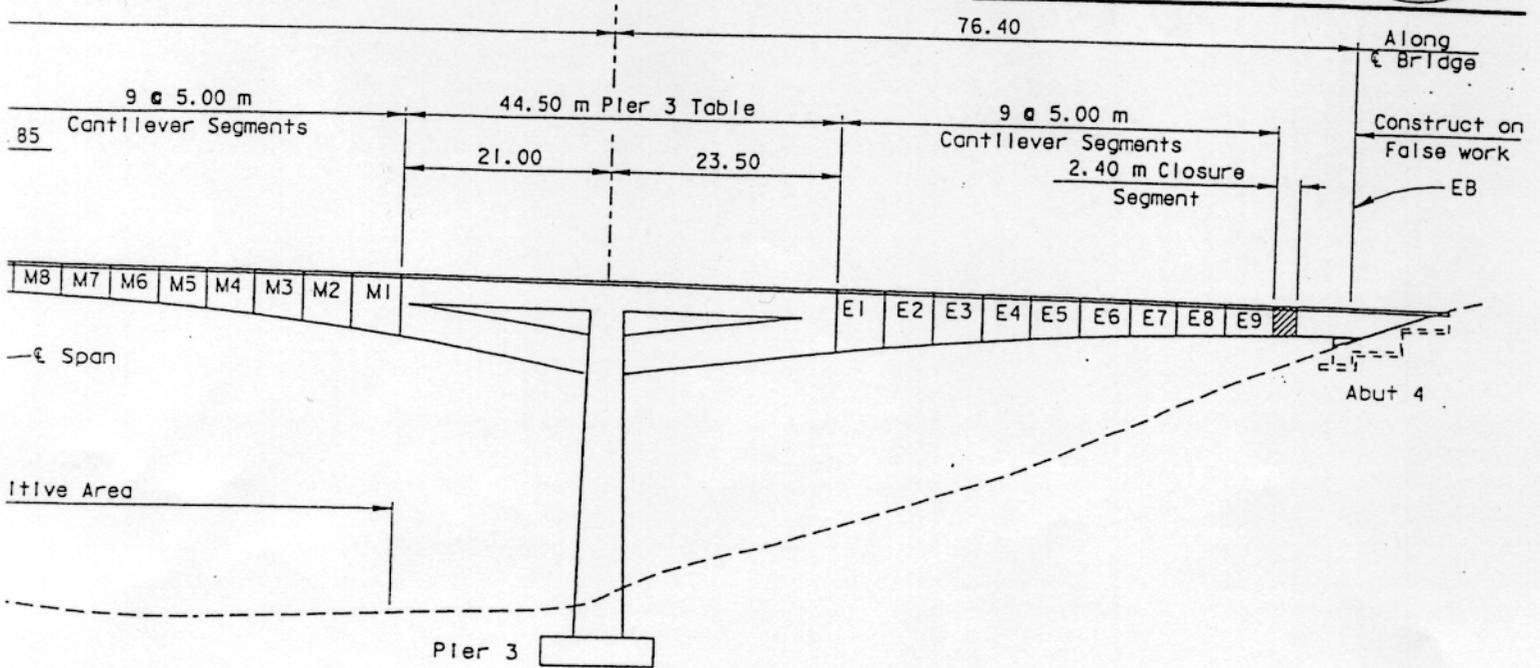
ATTACHMENT 3

REGISTERED CIVIL ENGINEER

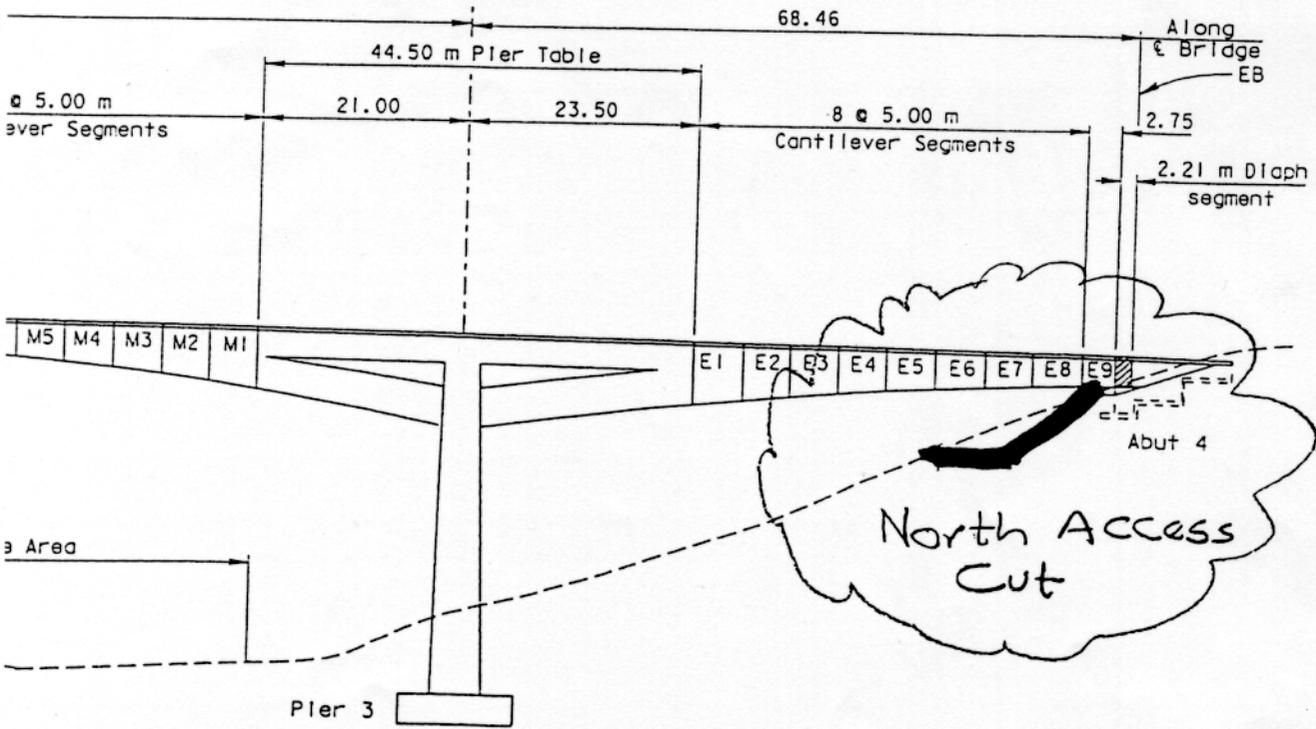


PLANS APPROVAL DATE

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LINE



LINE

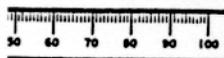
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF STRUCTURES
STRUCTURE DESIGN **1**

BRIDGE NO.
35-0331R/L
KILOMETER POST

DEVIL'S SLIDE BRIDGE SEGMENT LAYOUT



CU 04
EA 112371

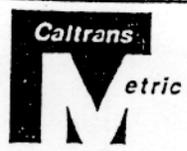
DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

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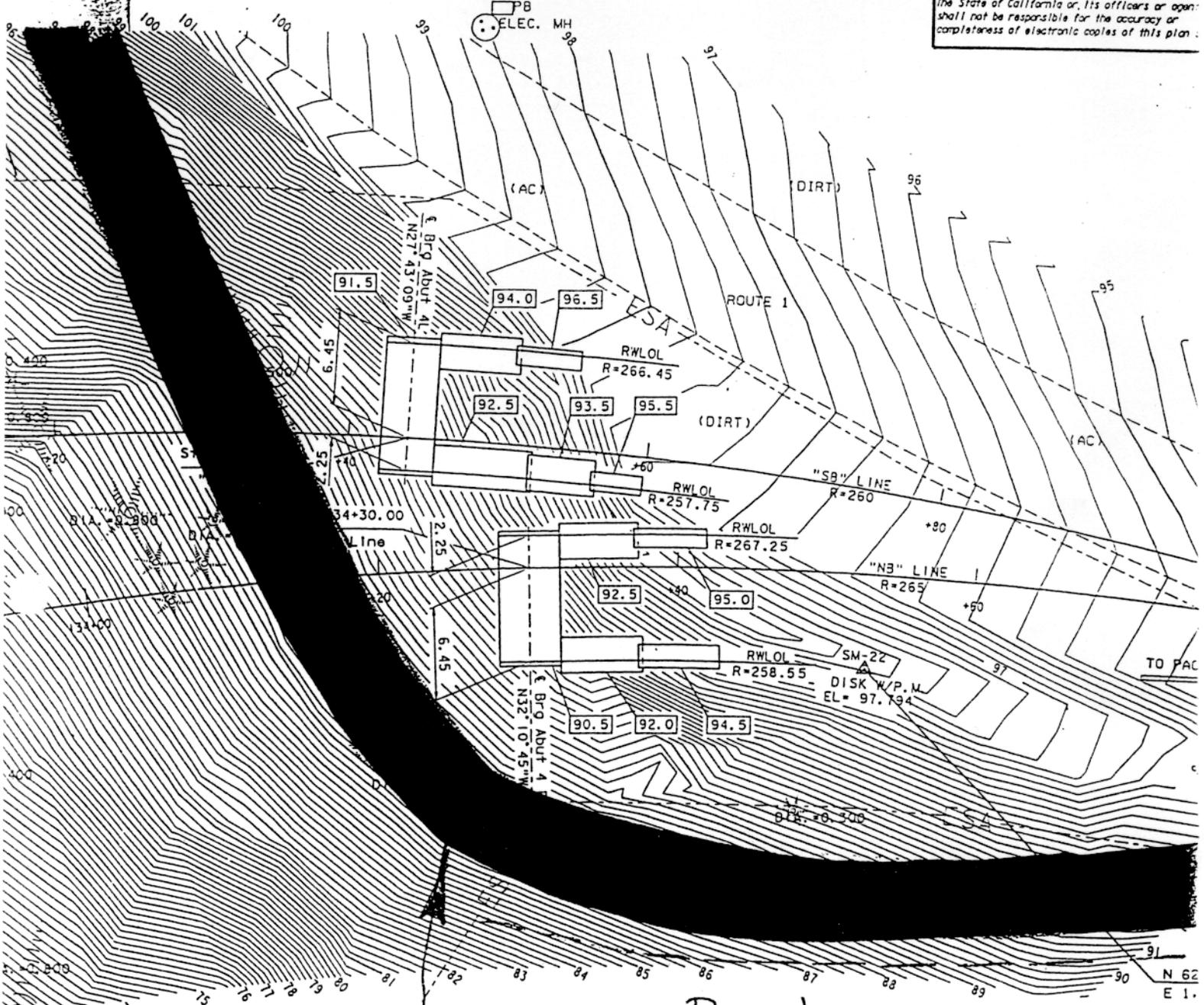
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REGISTERED CIVIL ENGINEER _____

PLANS APPROVAL DATE _____

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Access Road
Cut Below North Bridge
Abutment

Legend

99.5 - Indicates bottom of footing elevation

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF STRUCTURES STRUCTURE DESIGN 1	BRIDGE NO. 35-0331	DEVIL'S SLIDE BRIDGE FOUNDATION PLAN NO.
		KILOMETER POST	

REVISION DATES (PRELIMINARY STAGE ONLY)