

Highway 1 Flooding and Coastal Erosion



Highway 1 North Coast
Corridor Plan Community
Survey



Scan here to access the survey!

Please place a **blue** dot on the map next to locations most impacted by flooding (coastal and upstream) and add a **green** dot next to locations most impacted by coastal erosion



Mobility Trends & Travel Patterns

Short Trips

- Trips frequently occur between beaches, trailheads, and campgrounds, reflecting the mix of nearby recreational destinations along Highway 1
- As trip distances drop below 0.25 miles, travel is largely concentrated around nearby local destinations

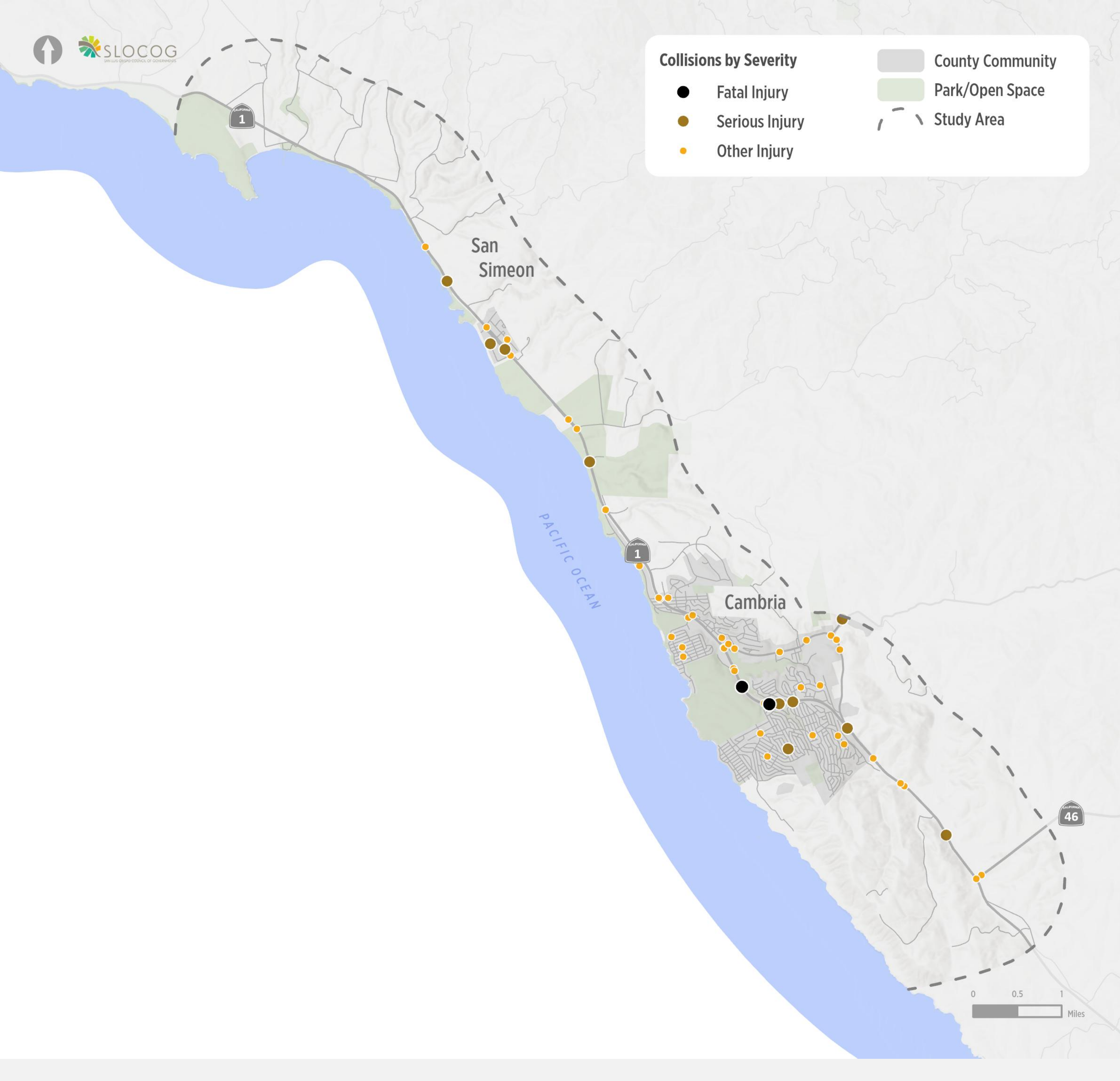
Study Area Travel Patterns

- 90% of work trips (both weekday and weekend) are made by driving
- 18% of weekday daily needs trips involve walking – the highest share of any trip purpose

Visitor Profile

- 75-76% of visits to the study area are made by driving, while walking accounts for 18-20% of visitor trips
- Shopping is the top reason people visit, drawing 23% of weekday and 28% of weekend visitors

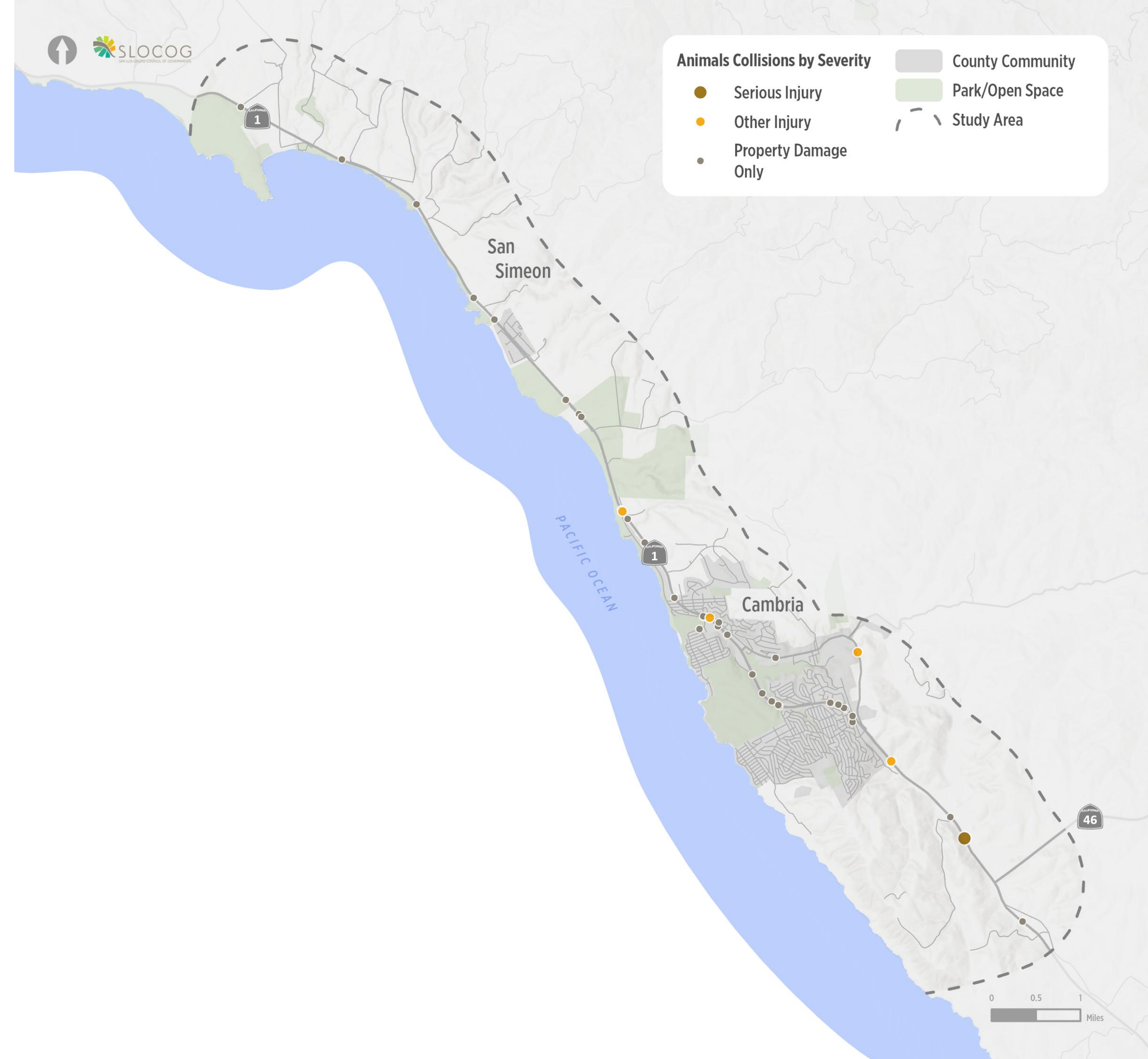




Collision History (2021-2025)

66 total injury crashes | 2 fatalities | 10 serious injuries

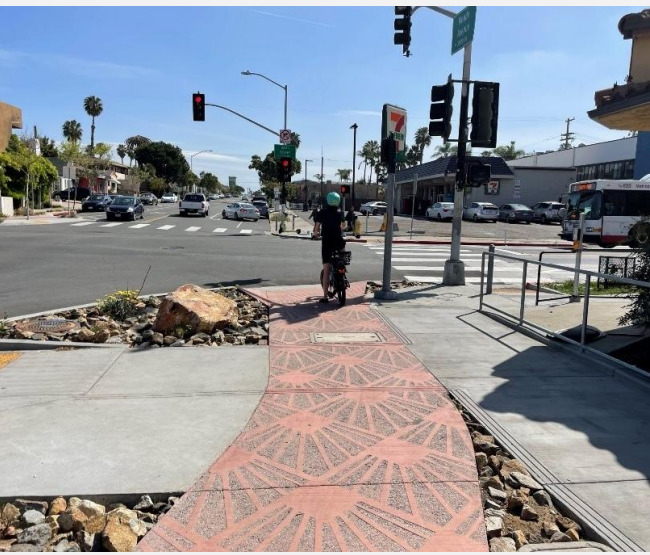
- 32% were broadside
- 33% occurred at intersections
- 2 involved pedestrians
- 10 involved bicyclists



Animal Collisions

38 animal-involved collisions, often occurring in late afternoon and early evening

- Road curves, vegetation, topography, and limited fencing increase collision risk
- Fiscalini Ranch Preserve provides key habitat that draws wildlife across Highway 1



Bend Outs

Bike lanes shifted away from the vehicle lane and into the curb area at intersections, creating space between people biking and turning vehicles.



Bike Box / Two Stage Left Turn Queue Box

Designated space for people biking to wait to travel through the intersection ahead of the vehicle stop bar, improving visibility and allowing people biking to get a head start.



Bike Lane

Pavement markings used to create exclusive space for people biking.



Buffered Bike Lane

Painted bike lanes with an additional painted buffer to provide additional horizontal separation between the bike and travel or parking lanes, increasing comfort and separation for people biking.



Centerline Hardening

Elevated features, such as a curb, plastic bollards, or other delineators that are installed in the centerline of the roadway at an intersection and aims to reduce vehicle turning speeds.



Chicane

Segments of offset curb, landscaping, or other form of horizontal deflection that can help reduce speeding along streets.



Choker / Pinch Point

Curb extension provided mid-block or at intersections to narrow the travel lanes and slow vehicle speeds.



Curb Extension

An extension of the curb that provides additional pedestrian space in the roadway beyond the existing curb and visually and physically narrows the roadway for people driving.



Crossing Enhancements

Treatments that increase the visibility of pedestrian and bicycle crossings, manage conflicts at intersections, and minimize delay for people walking and biking. These tools support safety and accessibility goals on both signalized and unsignalized streets.



Diagonal Diverter

Vehicle traffic is channeled to take either a right or left turn but people walking and biking can proceed through.



Lane Narrowing

Narrowing lanes to 10' or less and reducing the total amount of space for vehicles can provide visual cues for drivers to slow down. This effect may be achieved via striping, adding vertical elements, or moving curb.



Median Refuge

Protected spaces to facilitate bicycle and pedestrian crossings on streets with two or more lanes, allowing users to cross one direction of travel at a time.



Neighborhood Traffic Circle

Unsignalized, circular intersections where incoming traffic yields to traffic in the intersection. Traffic circles require less space than roundabouts and may be stop controlled but do not include horizontal deflection at the entrance.



Protected / Dedicated Intersection

Physical separation at intersections between people walking, biking, and driving using corner islands to tighten vehicular turning radii and provide space for bike circulation and queuing set back from traffic.



Raised Crosswalk / Speed Table

Elevated crosswalks that act as vertical deflection to slow vehicles and increase visibility of people crossing midblock or at an intersection. Speed tables are designed similarly without the crosswalk and are intended to slow vehicles.



Raised Intersection

An intersection that is elevated to sidewalk level to slow vehicles and increase driver awareness at intersections. Raised intersections can be used as a gateway treatment to signify entry into a lower speed environment.



Raised Median

Raised features in the middle of the road which separate traffic in opposing directions, restrict mid-block turning movements, and can provide formal or informal refuge for pedestrians.



Rectangular Rapid Flashing Beacon (RRFB)

Flashing signage that enhances the visibility of a pedestrian crossing. RRFBs flash with alternating frequency to increase visibility of people walking and rolling to drivers.



Roundabout

Unsignalized, circular intersections where incoming traffic yields to traffic in the intersection.



Separated Bikeway

Physically separated and designated space for people biking separated from vehicular lanes via raised features.



Slow Turn Wedge

Elevated features, such as curbs or vertical delineators installed at corners to slow turning vehicles and prevent drivers from cutting corners.



Speed Lumps

Elevated mounds in the roadway intended to slow vehicles.



Traffic Diverter

Full or partial street closure to vehicular traffic while still allowing access for people walking and biking.

Visual Treatment Glossary

FHWA Safety Countermeasures

Pedestrian/Bicyclist



Bicycle Lanes



Road Diets



Visibility Enhancements



Walkways



Leading Pedestrian Interval



Medians and Refuge Islands



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB)

Roadway Departure



Delineation for Horizontal Curves



Rumble Strips and Stripes on Two-Lane Roads



Median Barriers



Roadside Design Improvements at Curves



SafetyEdge



Wider Edge Lines

Intersections



Retroreflective Border Backplates



Corridor Access Management



Dedicated Turn Lanes



Reduced Left-Turn Conflict



Roundabouts



Multiple Low-Cost Countermeasures



Yellow Change Intervals

Speed Management



Appropriate Speed Limits



Variable Speed Limits

Crosscutting



Local Road Safety Plans



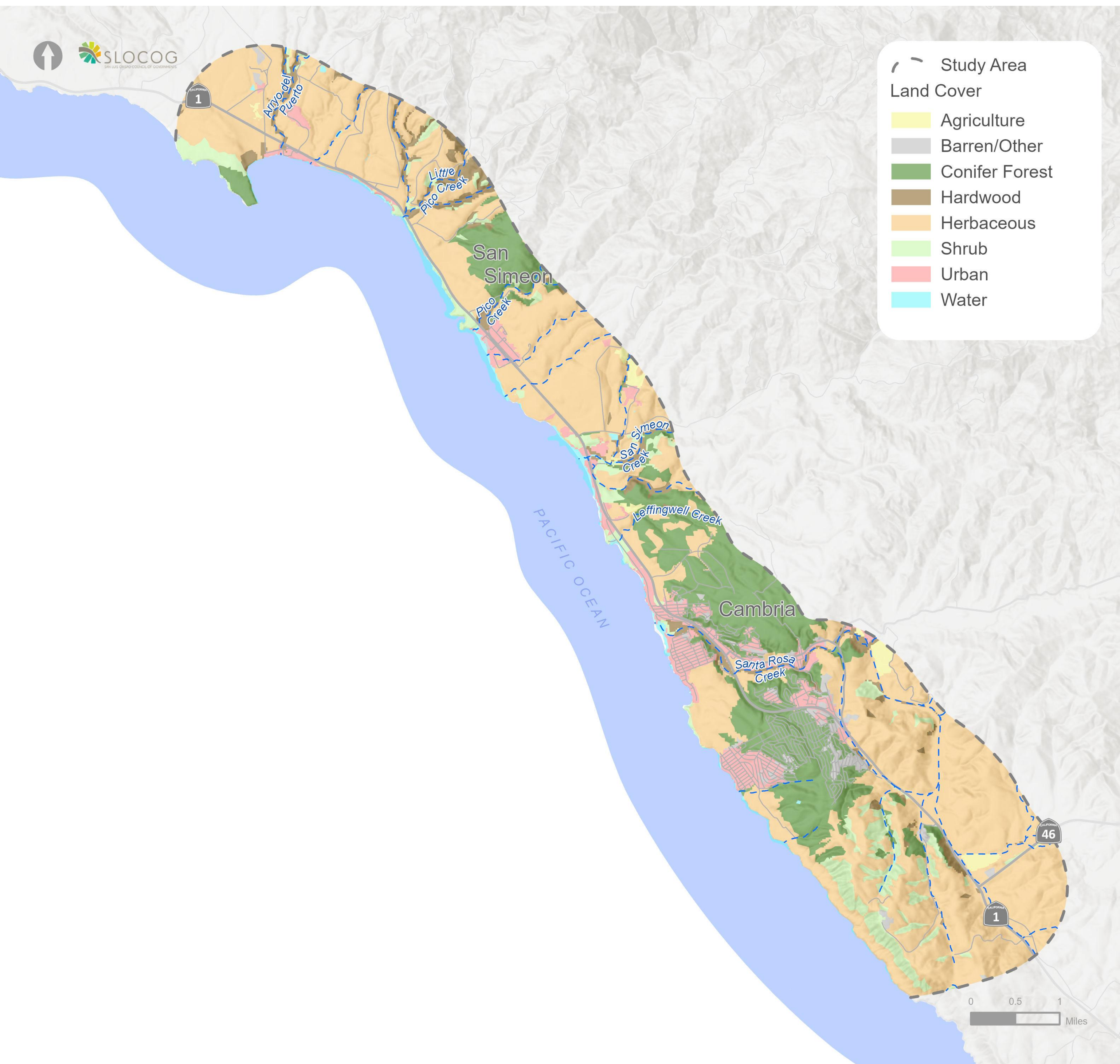
Pavement Friction Management



Road Safety Audit

Wildlife: Existing Conditions

Roadside Habitat



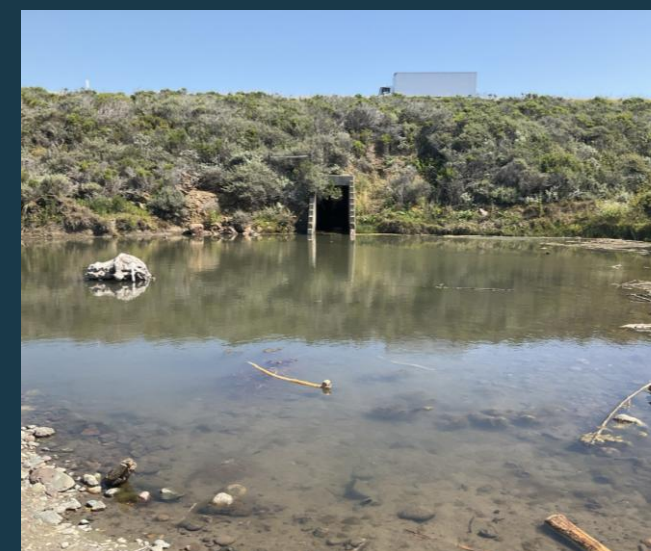
Roadside Habitat

In the northern section of the project area the roadway runs close to the shoreline through grassland habitat. The southern section of the project is a mix of forested, urban, and grassland habitats.



Roadside Fencing

Barbed wire fencing is the primary roadside fencing within much of the project area. Within Cambria chain link fencing occurs where the roadway abuts downtown and residential areas and may be a barrier to wildlife movement.



Existing Culverts

Culverts within the project area are typically more narrow than the creek channel, with no banks or upland areas for terrestrial wildlife to use for crossing under the roadway.



Existing Bridges

Most bridges are large spans with some bank or upland areas on one or both sides of the creek channel that could be used by terrestrial wildlife to cross under the roadway.

Animal Vehicle Collisions

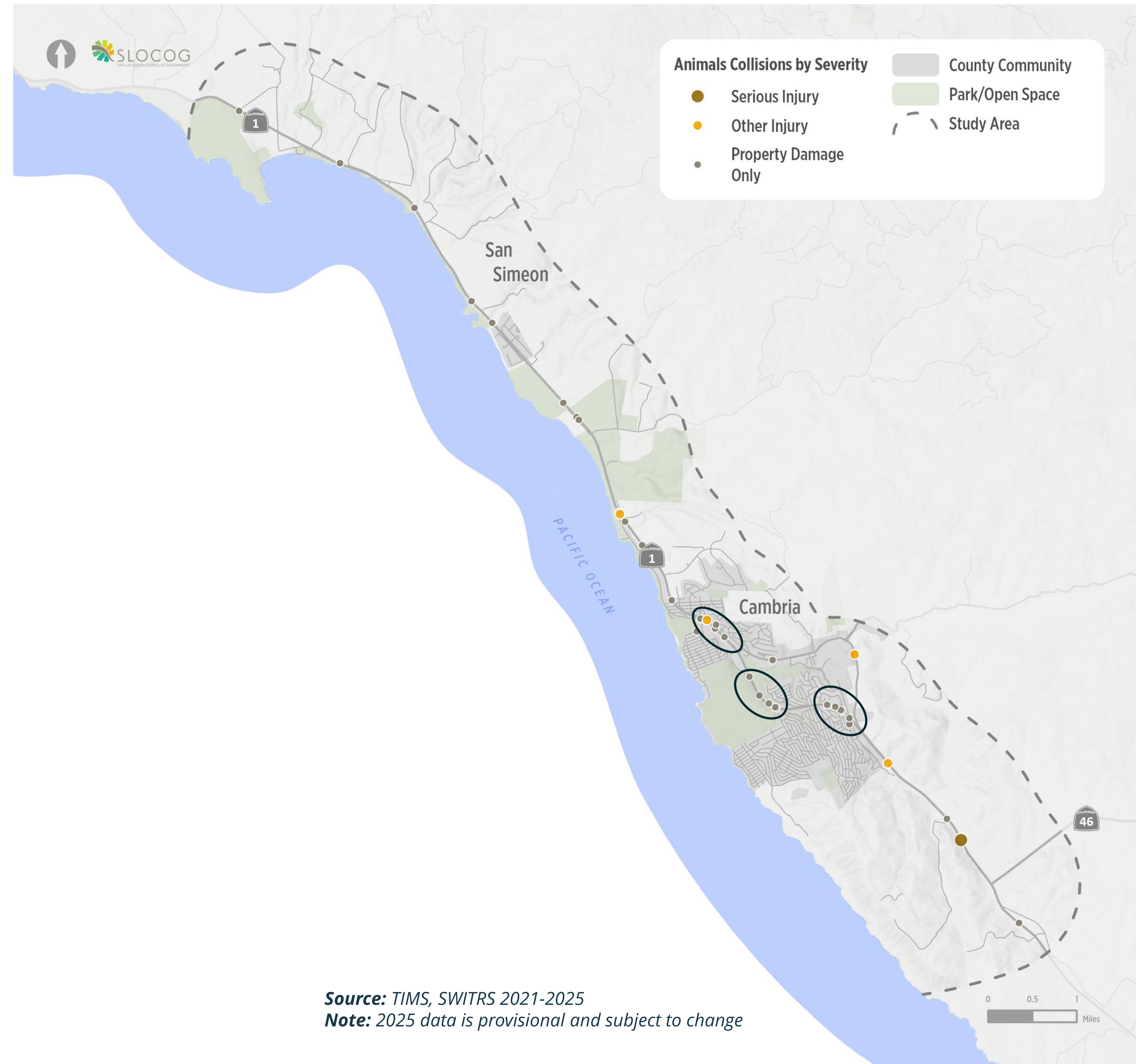
Animal collisions were identified using SWITRS crash data and involved-party data by evaluating reported crash factors and the type of party involved in the collision.

Project Area Collision Summary

- 38 total animal collisions
- 87% occurred along Highway 1
- 61% occurred within Cambria

Collisions in Cambria

- Three main clusters
- Located along curves
- Near or in close proximity to gaps in roadside fencing



Source: TIMS, SWITRS 2021-2025

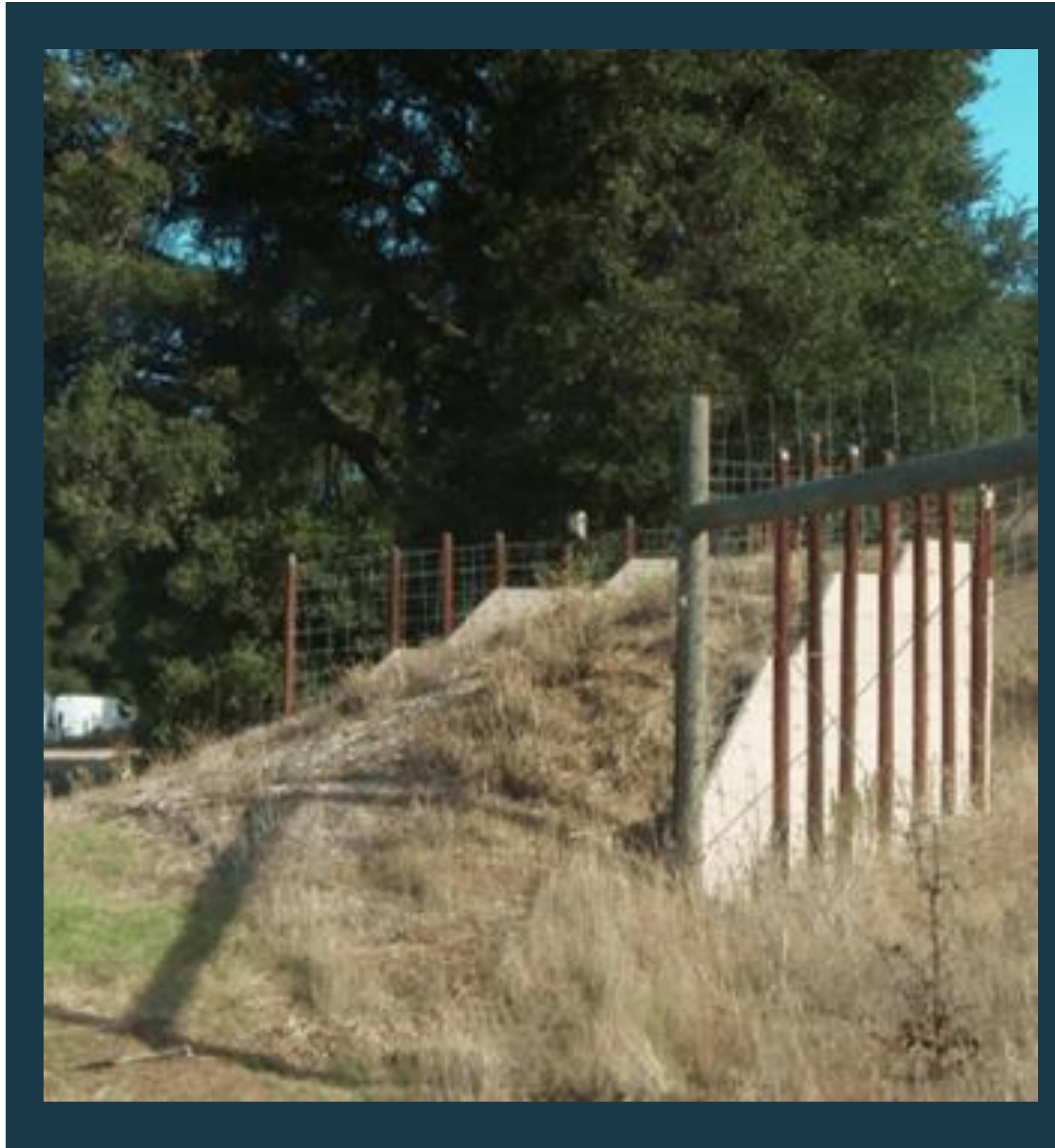
Note: 2025 data is provisional and subject to change

Reducing Animal Collisions



Wildlife Exclusion Fencing

Use fencing to direct wildlife towards existing bridges where animals can cross safely under the roadway and close gaps in existing roadside fencing.



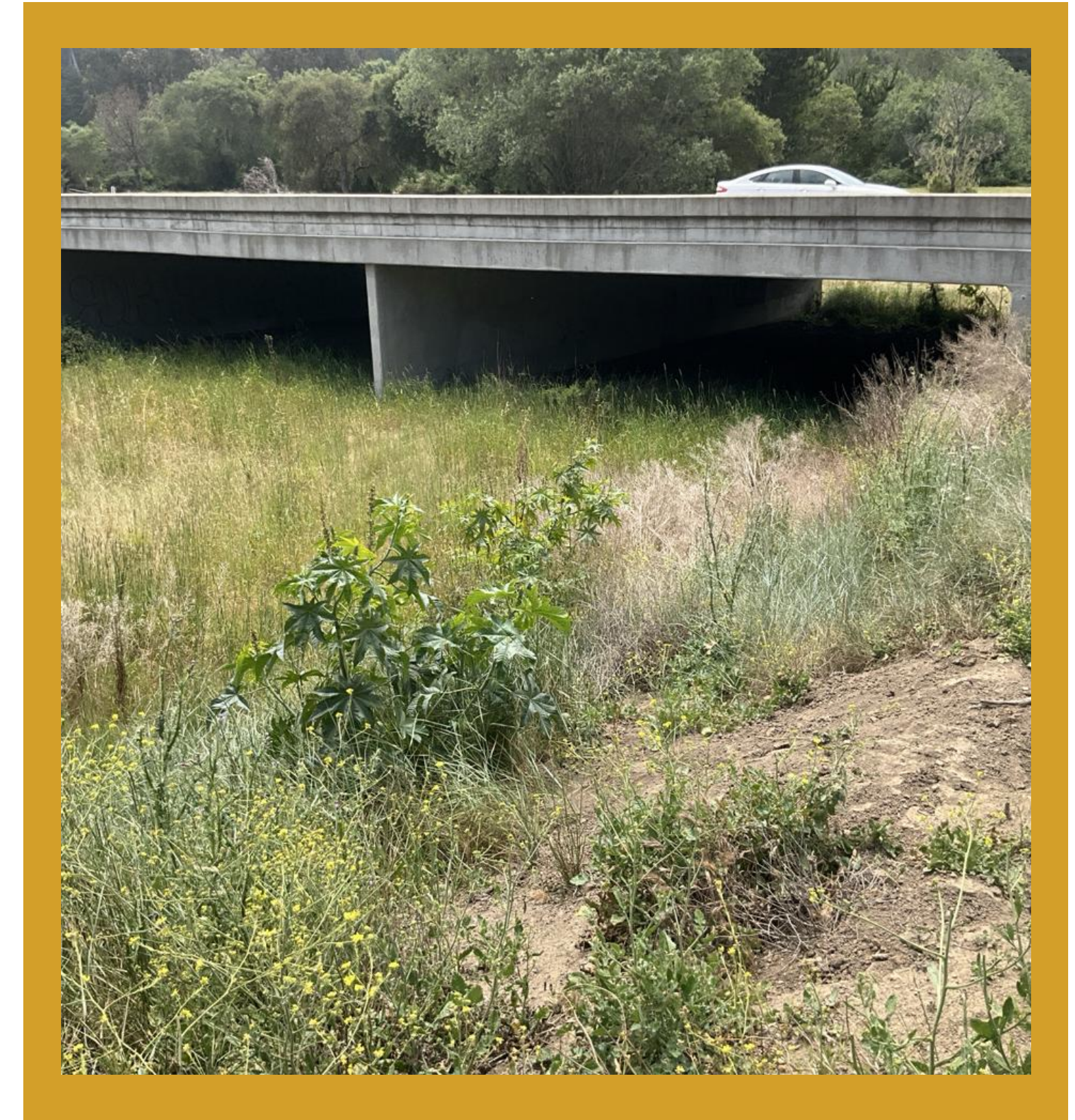
Jump Outs

Build wildlife jump outs along impassible sections of roadside fencing to allow animals trapped in the roadway a way to cross over the fence from the road corridor.



Modify Existing Structures

When existing structures are replaced, include elements in the design that improve wildlife movement under the roadway such as larger spans that incorporate more bank and upland habitat for wildlife movement.



Construct New Structures

Construct new structures specifically for wildlife movement. Construct underpasses along raised sections of the roadway or overpasses along incised sections of roadway where suitable habitat is available on both sides of the roadway.