

## **Purpose and Need: Safe Walkways at 4 Intersections (Weymouth St., Windsor Blvd., Burton Dr., Ardath Dr./Main St.) and Highway 1 in Cambria, CA.**

**Purpose and Need:** Hwy 1 (CA State Route 1) splits the un-incorporated community of Cambria in half. Cambria is a walking community with pedestrians from both sides crossing to the other side and back. Most of the population prefers to, or must, drive and both pedestrians and vehicles access Hwy 1 or cross Hwy 1 at the same point as the vehicles.

Part of the problem lies in the history and type of government in the community. The community was designed as a rural community with small lots of 25 ft frontages on a rolling coastal foothill with steep slopes dictating narrow curving roads originally intended to be under private jurisdiction. There were no sidewalks designated in residential neighborhoods, only sidewalks in the commercial zones, and so only on busy roads is that a problem. The county did take over maintenance of the formerly private roads with an agreement that limits upgrading the roads to the control of the county. The roads and citizens of the community have co-existed as they are now for over 100 years.

Cambria is popular tourist destination that is growing in popularity and with the advent of the Fiscalini Ranch, and coast access, has turned this area into a popular hiking /walking community. Also, the growth of the Air B&B rental system is allowing formerly seldom used second homes to be available rental thus increasing overnight stays. Hwy 1 is adding traffic through the community which does increase the through road usage as well as increasing traffic in the 5 intersections as they go to the coastline and hit the shops/restaurants in Cambria.

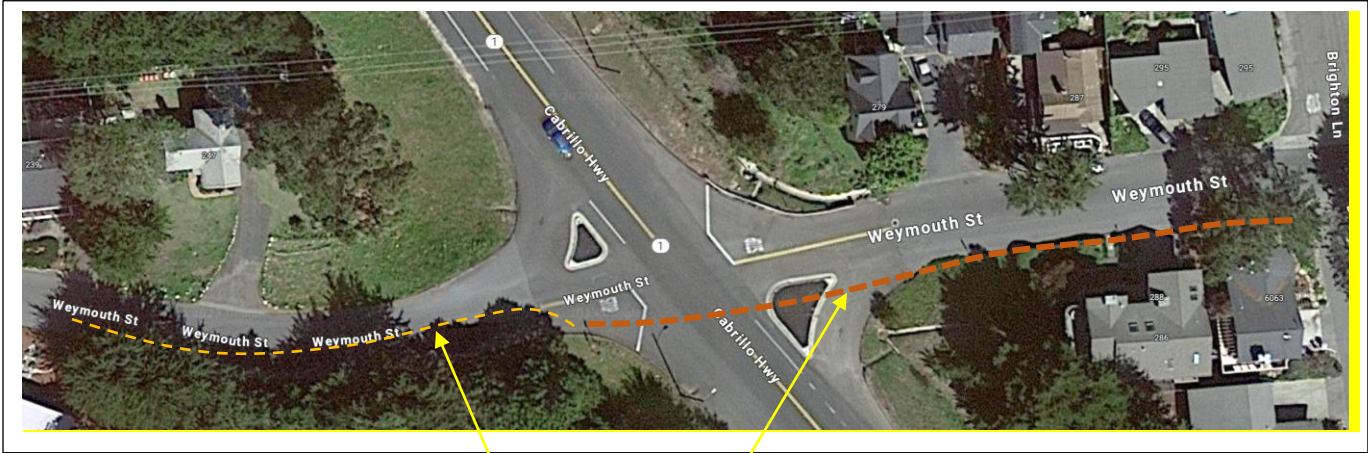
There are 5 intersections that the entire community uses. Of the 5, only Cambria Dr/Hwy 1 has a concrete sidewalks to be accessible and will not be further discussed here. Also, the downtown area has mostly contiguous concrete sidewalks for accessibility.

The other 4 intersections have walkways that do not accommodate the type of pedestrian traffic in a safe character. This is the fault of the Cal-Trans control of Hwy 1 ROW and SLO County Public Works control ROW's that take over the rest of the road. All traffic is primarily managed by the SLO County and the local CCSD is apparently not consulted if the project is maintenance, just given the schedule.

The speed of traffic seems to be increasing, curbs are controlling the edge of the pavement but not often off the pavement edge. There seems to be more squeeze on the pedestrian with the more numerous and faster vehicles and no maintenance of walking areas.

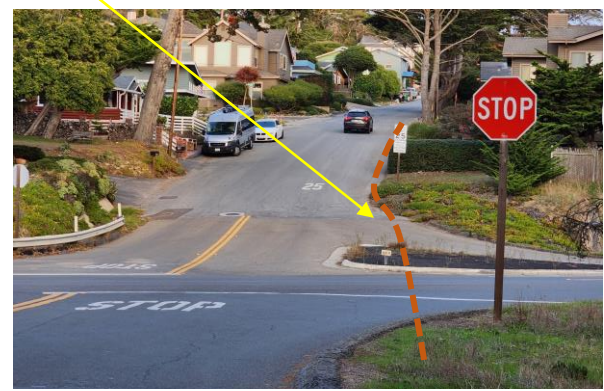
Therefore, this proposed action is meant to increase safety/protection for pedestrians for safe space between vehicles/pedestrians as well as create a consistent hard level surface of at least 5 ft with a zone of safety for a limited distance as appropriate from Hwy 1. The term walkways are used, not sidewalks. Cambria is delightful, rural, informal community and is not interested in becoming a modern city. Safety and function at least on one side of the street are the goals within the context of exceptions, limited space and inconsistency that is Cambria.

**Weymouth Street:** This was a complaint to me from an area resident who uses this street at busy recreation times. Evidently on busy days this street is used for parking since it is wide from Hwy 1 to the residential area. Because of the busy access at this intersection and speed of cars exiting onto Weymouth headed west, the pedestrians are forced to the curbside and up into the wooded edge for safe walking. Not good for wheeled carts. If there is room, what would be useful is striping for parking and a 5 ft pedestrian access path on the south side.



Walk Way out line.

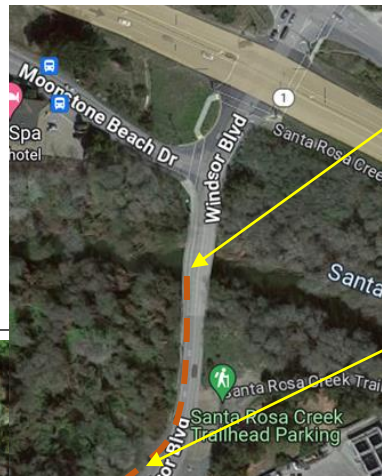
Highway crossing marking and pedestrian triggered light may be requested to Cal Trans later.



### Windsor Blvd:

The north side of Windsor is the developed sidewalk position based on the history of existing structure, Cal Trans striping at HWY 1 and lack of traffic pass though.

The current is uneven, holds water in potholes, and the curb is a trip barrier.

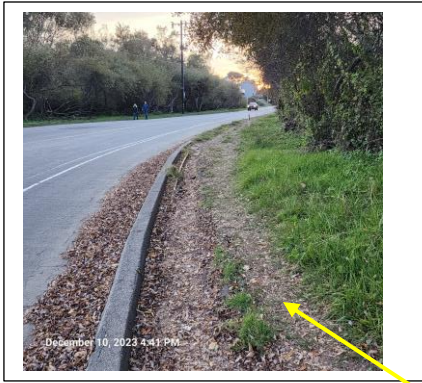


Striping and lighting by Cal-Trans takes pedestrian traffic safely and evenly to this point from West Village.

What is proposed is to level the existing pathway location with packed gravel to a distance of 6 ft from top edge of existing curb.







Photos of existing condition.

This is the desired condition on a section of the trail – would like to make it all like this for 6 ft width.

Looking south on Windsor from Hwy 1. Note generous 6-8 ft width at start.



**Burton Dr:** Areas of concern are shown in the photo below with the sections of improvement marked.

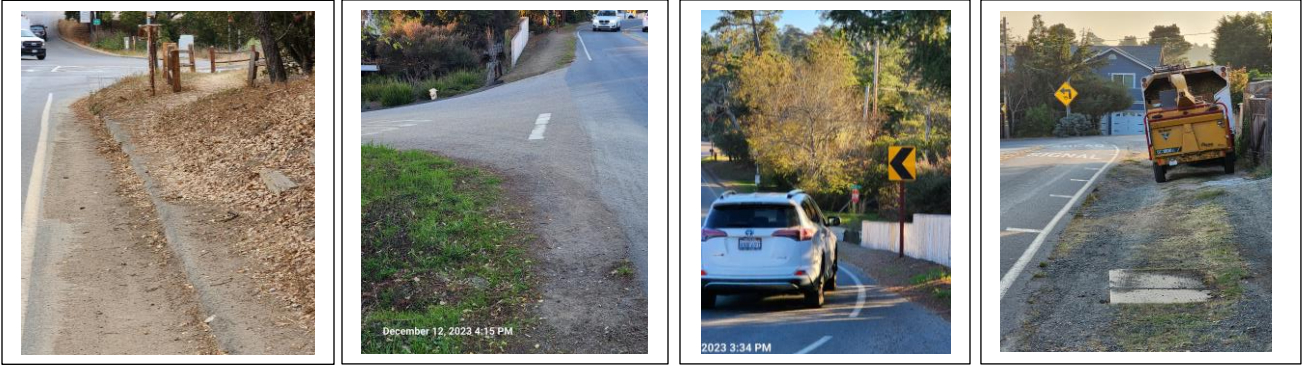




**Section A:** These sections are partly Cal-Trans ROW and County ROW. The proposal is to create a 5-6 ft walkway alongside the curb line. Currently, on the south side of Hwy1 the vegetation encloses what there is of the path every year for about 2-3 months every spring forcing people out into the street to stay out of the poison oak. Vegetation control might be best accomplished by making this a concrete walkway just to control vegetation growing through the medium. The north side is a short section that does drain into the existing grooved path during the rainy season forcing pedestrians out into the pavement with the traffic. A marked crosswalk is needed at the pedestrian crossing on Wilton Dr. The curbs are not useful for pedestrians although they do direct drainage and keep cars off the path.



**Section B:** This Section does have established paths and is not that impassible in all seasons for single pedestrians. It is not comfortable for mothers with children, does not handle anything with wheels. The goal in this section is to be able to have 2 people walk on the trail together or pass comfortably while safe from traffic. Parking of contractor vehicles is also a problem - they push pedestrian out to traffic lanes and further carve out the drainage in wet weather.



**Section C:** This is the section next to the Cambria Pines lodge. There is a request for a paved walkway about 6 – 7 ft wide from the white line of the pavement. There is interest by the management of The Lodge with sufficient desire to see it implemented that they may be willing to partially fund this walkway for the safety of all pedestrians. Many students do use this walkway from the Middle School to and back from home.





**Ardath Dr. & Main St.:** Students from Cambria Grammar school are transported by car and bus because there are no safe areas to walk for that age group. Safe areas to walk do not mean paved sidewalk, but a certain separation from vehicles. Although few kids from grades 1-5 are expected to use this enhanced special separation, there are adults in the Cambria Community who do walk should be given decent protection. Cal Trans has implemented crossing buttons on the crosswalk of the stop signs, but not significantly separated pedestrian by a curb on right hand turns going north onto main or from Ardath south.



The proposal is for a 4 ft width of flat graveled surface to be above the curb on Ardath side and 4 ft. space on Main St. to the Grammer School sidewalk.

