

Details about the photos by Paola Berthoin shown in @bikemonterey's Feb 20, 2021 tweet about Highway 1, Carmel. Photos and text below shared with permission of transportation safety advocate Paola Berthoin.

February 19, 2021:

Road edge near Handley Drive with new curb



Road edge north of Flanders Drive with new curb
Feb 19, 2021



January 8 2021:

Road edge showing red line on old pavement.



On Nov 2, 2021, Paola began advocating for a remedy about this stretch of highway, beginning with communication to the Transportation Agency for Monterey County. Her communications (*sans* responses from TAMC or Caltrans) are provided below.

On Nov 2, 2021, Paola wrote:

Cal Trans has recently resurfaced and re-striped Hwy 1 from CV Road to Carpenter. Unfortunately, there are pinch points of the bicycle riding space from Ocean to Carpenter that were already very slim for bicyclists that are now non-existent or just a mere foot in width at the most. In addition, with the new layer of tar and no curb for the last third or so of the roadway, the drop off is a good eight to ten inches into the soft dirt. With little to no room to ride on the inside of the white line in some sections, combined with the steep drop off and cars/trucks going 45 mph or more, it makes for a very dangerous riding environment.

Additionally, the storm grates that span the width of the bike lane in three places between Morse Drive and Ocean Ave. Now, with the higher layer of roadway, the deeper dip for bicyclists to traverse is also a hazard. Going around the grate requires bicyclists to ride well outside of the fog line into the roadway where cars are going 45 mph or more.

Why were bicyclists' safety concerns not taken into consideration with this resurfacing/re-striping?...What can TAMC/Bike and Ped Committee do to have Caltrans rectify these safety hazards? Forcing bicyclists to ride in the car lane is also a safety hazard for car and truck drivers.

On Nov 8, 2021, she clarified:

From a bicyclist's point of view, it is questionable that bicycle safety was fully considered.

I am not claiming that the pavement was reduced. Where the white line was painted, while certainly visible, leaves no room for bicyclists to claim some semblance of their own space on the right side of the line in these pinch points. Today, while riding from Ocean to Carpenter, a person yelled from their car for me to get out of the roadway....and I was only about a foot on the other side of the white line as that is only about a foot and half away from the edge of the roadway surface. The areas where there are pinch points could have some additional road surface put down and then there would be the 2' minimum space (as noted below) for bicyclists to travel in their own bit of road. What makes it highly unsafe is that these pinch points occur after a good width section, so car drivers think bicyclists have room to travel...and then another pinch point comes up forcing bicycle riders to go into the car lane.

As this is the Pacific Coast Bike Route, then it would seem the least that could be done is to fix these pinch points that are worse now than before the project was done.

On Dec 4, 2021, she wrote:

I rode up Highway One today and was elated to see that Cal Trans has fixed the two grates on the first part. Will the grate at Ocean Ave. at Carmel High School also be treated in the same way?

When will the very narrow shoulder areas be widened to be consistent with the wider shoulder sections between Ocean Ave and Carpenter?

And on Dec 8, she added:

As a regular bicycle rider of that road section for 46 years, I know my own experience to be true that the sections are narrower. I know how it feels to not have the same road space as before (already scant space) when cars are bearing down on you at 45-50 or even 55 mph.

On Feb 20, 2021, she wrote:

Now the problem is even worse. When riding the road today, I encountered even ***less road space for bicyclists now confined by a curb...*** (more tar road edge was added to make this curb possible). With the new curb, the pinch points of barely any road space for bicyclists outside of the white line is now even greater.

*I have attached photos of the roadside in question...two photos from January 8 when rain had exposed the previous road surface. There is a red line that shows the **road was wider before the new layer was added.***

And three photos from today showing the new curb and further reduced space for bicyclists. Why was this done?

Paola is among the many who look forward to a remedy to this Highway 1, Carmel situation. The Monterey County bike community thanks her—and staff at the related agencies—for working toward improved transportation safety.