



Parallel Trail Crossings

Concept A

- **Visibility**

- Lighting at crossings to improve visibility at night.
- Buffer area with low landscaping to ensure adequate sight distances.
- Trimmed landscape maintained within sight triangles for westbound traffic

- **Vehicle Control**

- Advanced yield lines to highlight the trail and provide advanced warning of the crossing
- *Note:* RRFB's could be used for locations that meet volume thresholds or for locations where nighttime visibility may be a concern

- **Vehicle Speeds**

- Mountable chokers to define the entrance to the trail, reduce trail crossing distance, and protect people waiting.
- *Note:* Chokers are not necessary at low volume driveways or may not be feasible at narrow roadways such as Furtado Lane.

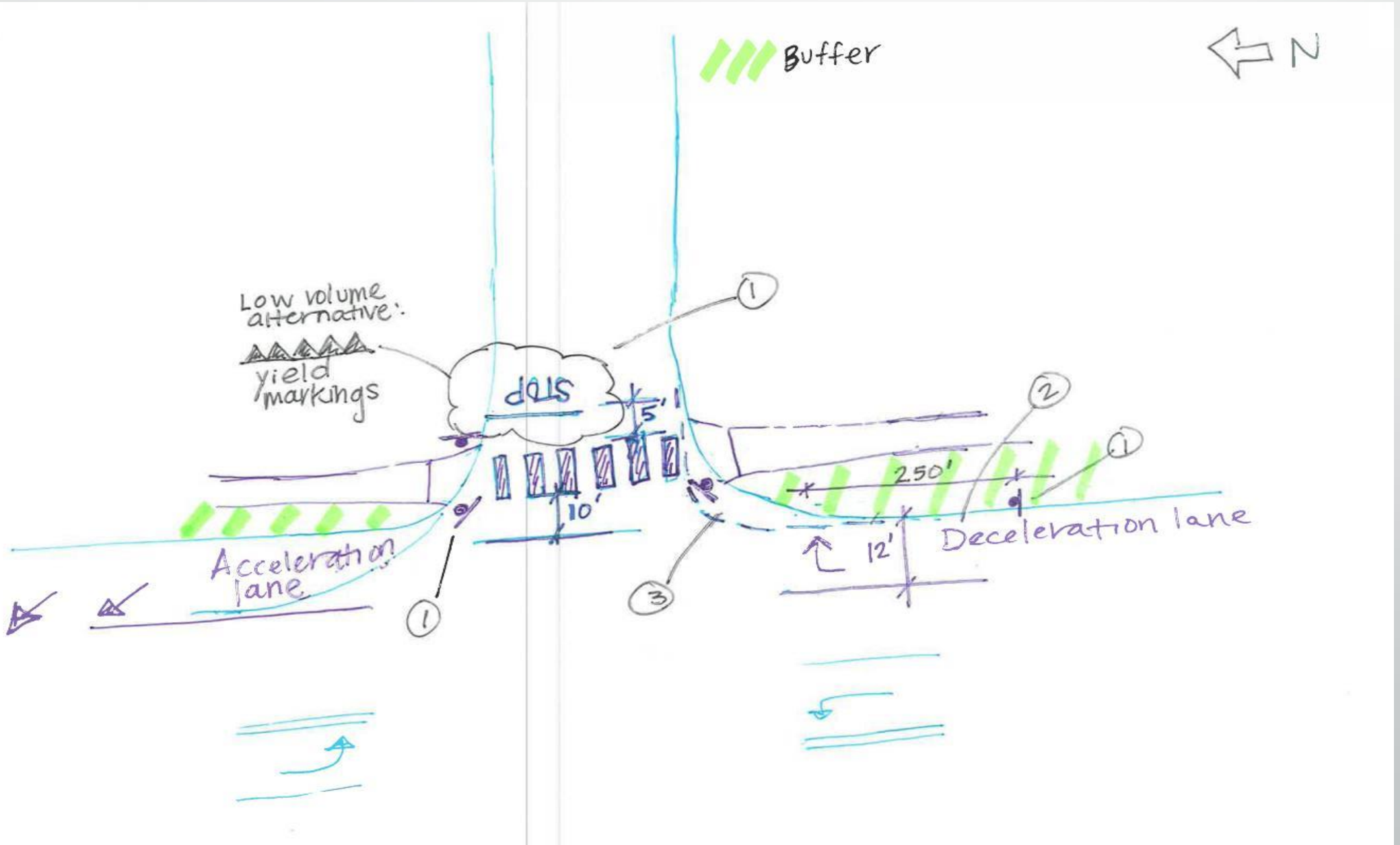
- **Pros**

- High comfort level for trail users being further removed from highway.
- Space for vehicles to slow down and yield after exiting the highway.
- Reduces potential conflict with southbound left turn (removes simultaneous yield to vehicles on highway and trail users).
- Vehicles entering highway and waiting for gap in traffic can do so separately from trail crossing.

- **Cons**

- Higher potential for ROW impacts or cost increases as trail shifts away from highway.

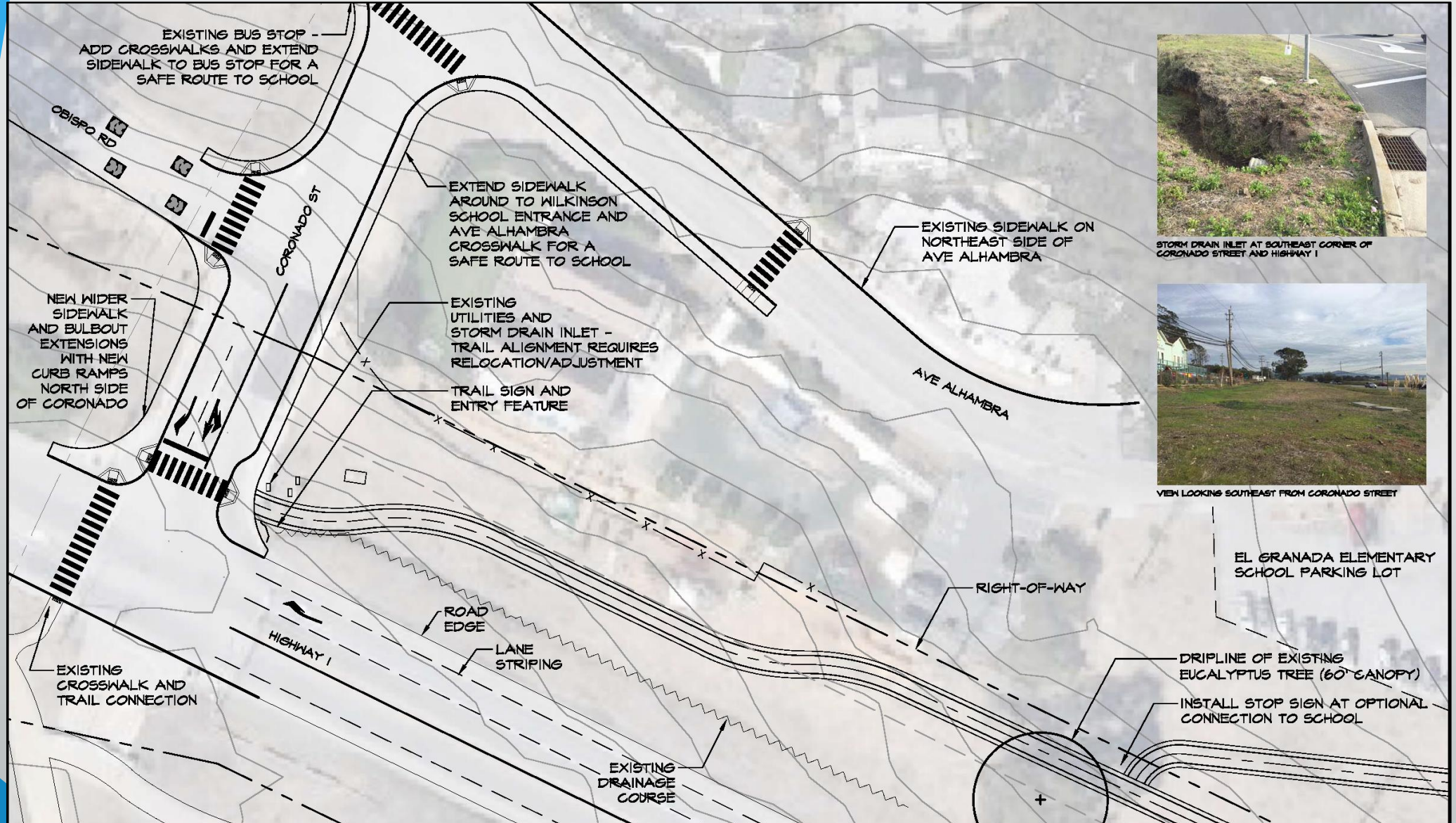
Concept B



Concept B

- **Visibility**
 - Lighting at crossings to improve visibility at night.
 - Buffer area with low landscaping to ensure adequate sight distances.
 - Trimmed landscape maintained within sight triangles for westbound traffic
- **Vehicle Control**
 - *Medium volume locations:* Advanced stop bar
 - *Low volume locations:* Yield markings
 - *All locations:* Standard signage at crosswalk and advanced signage on highway (see sketch)
 - *Note:* RRFB's could be used for locations that meet volume thresholds or for locations where nighttime visibility may be a concern
- **Vehicle Speeds**
 - *Optional:* Reduced curb radii at highway to reduce speeds of turning vehicles
- **Pros**
 - Minimal potential for ROW impact and cost increases due to trail alignment.
- **Cons**
 - Visibility constraints of southbound trail users by vehicles waiting to make southbound left turn.
 - Vehicles making southbound left turn will pay less attention to trail users while waiting for gap in highway cross traffic.
 - Vehicles traveling westbound may block crossing while waiting for gap in traffic to enter highway.

Preferred Route and Crossings



STORM DRAIN INLET AT SOUTHEAST CORNER OF CORONADO STREET AND HIGHWAY 1

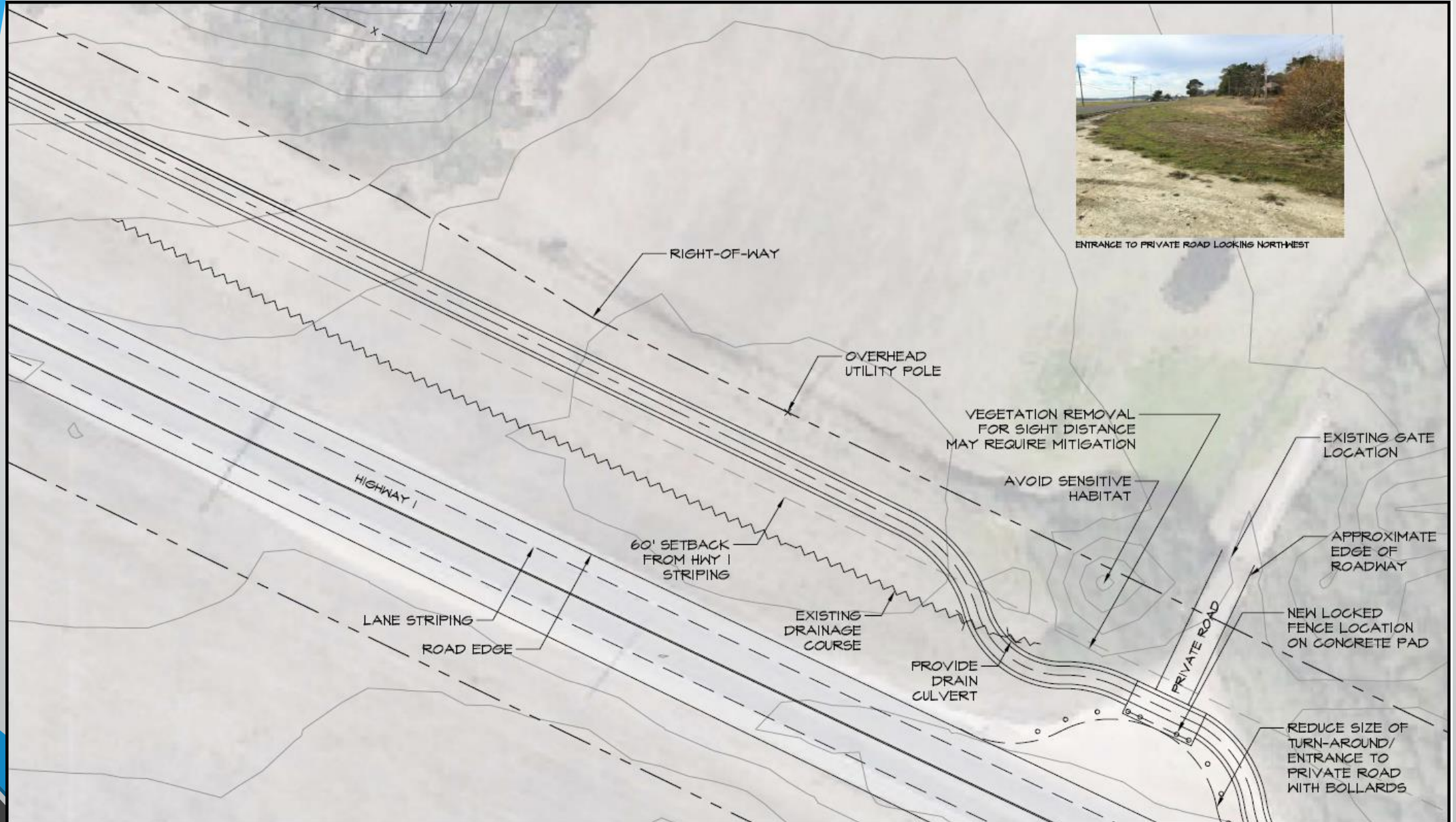


VIEW LOOKING SOUTHEAST FROM CORONADO STREET

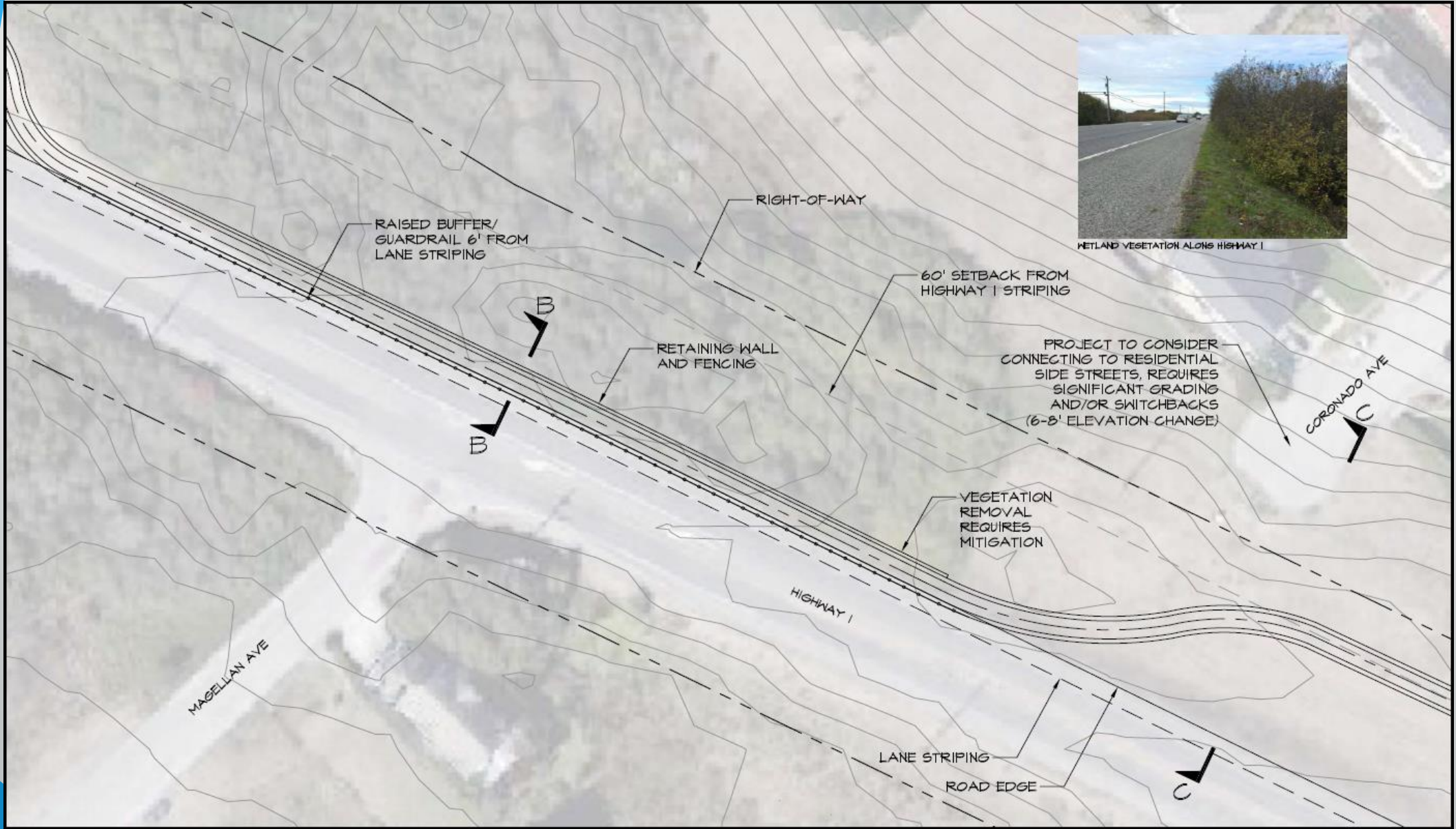
Preferred Route and Crossings Cont.



Preferred Route and Crossings Cont.

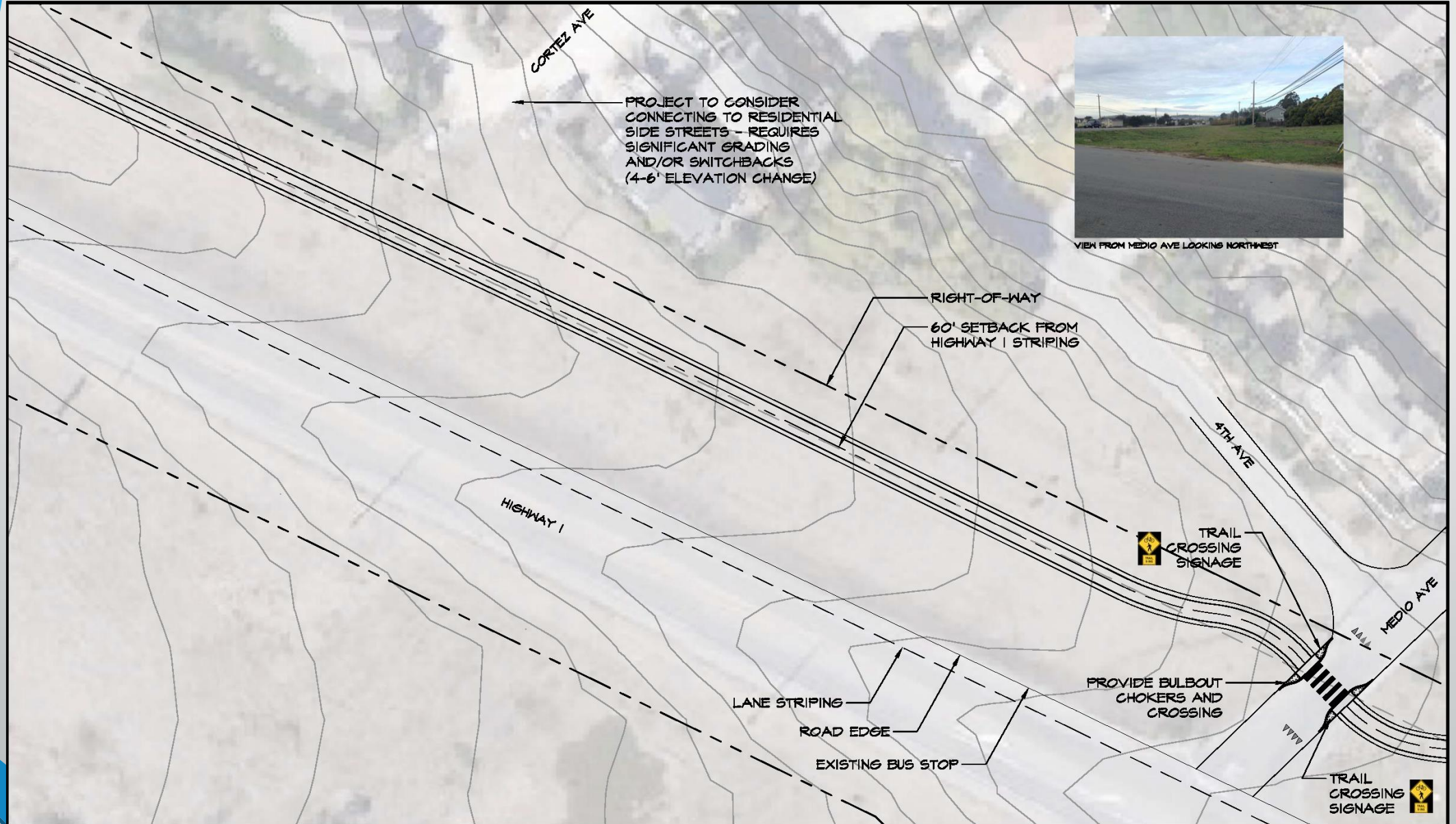


Preferred Route and Crossings Cont.

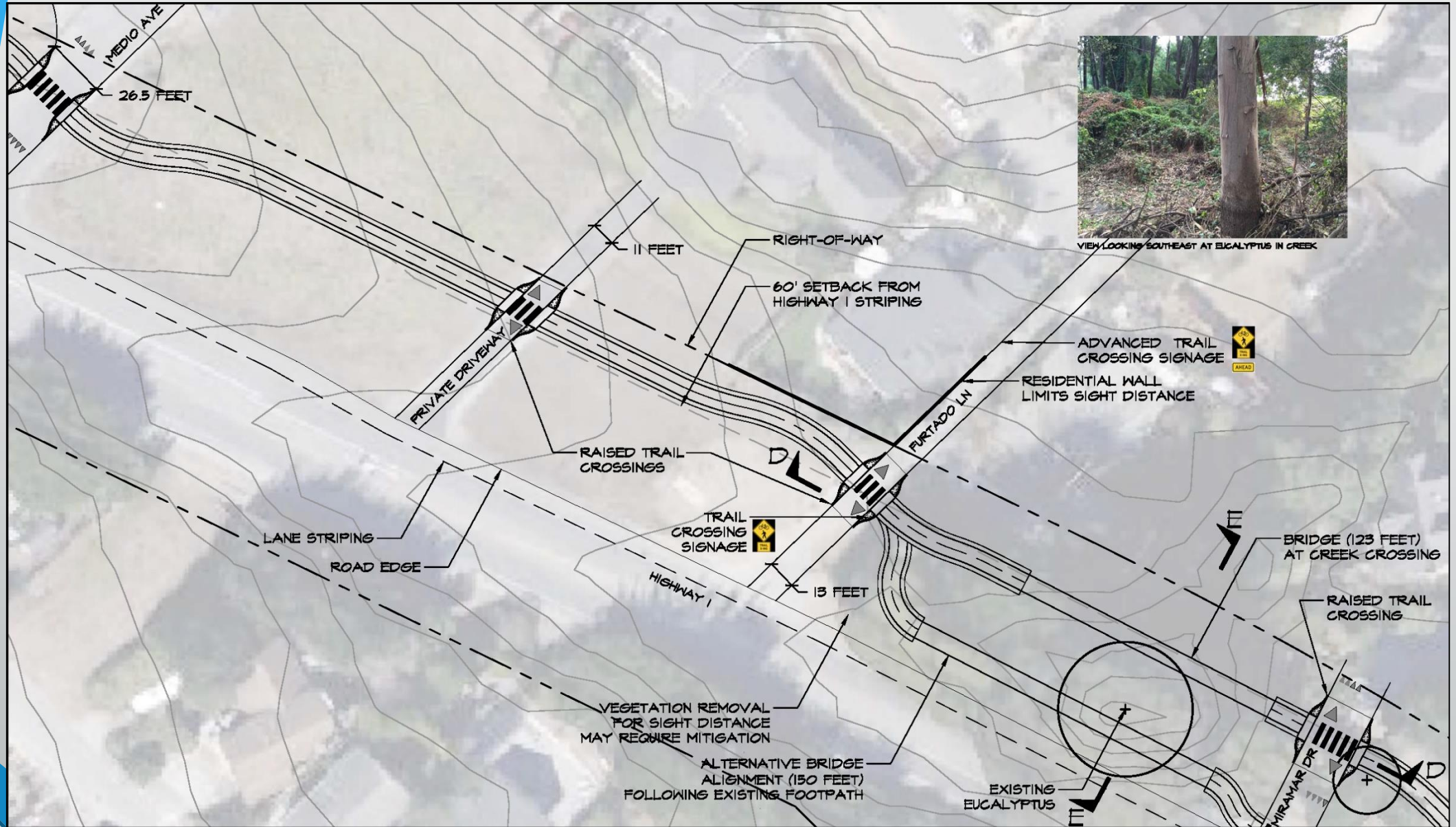


WETLAND VEGETATION ALONG HIGHWAY 1

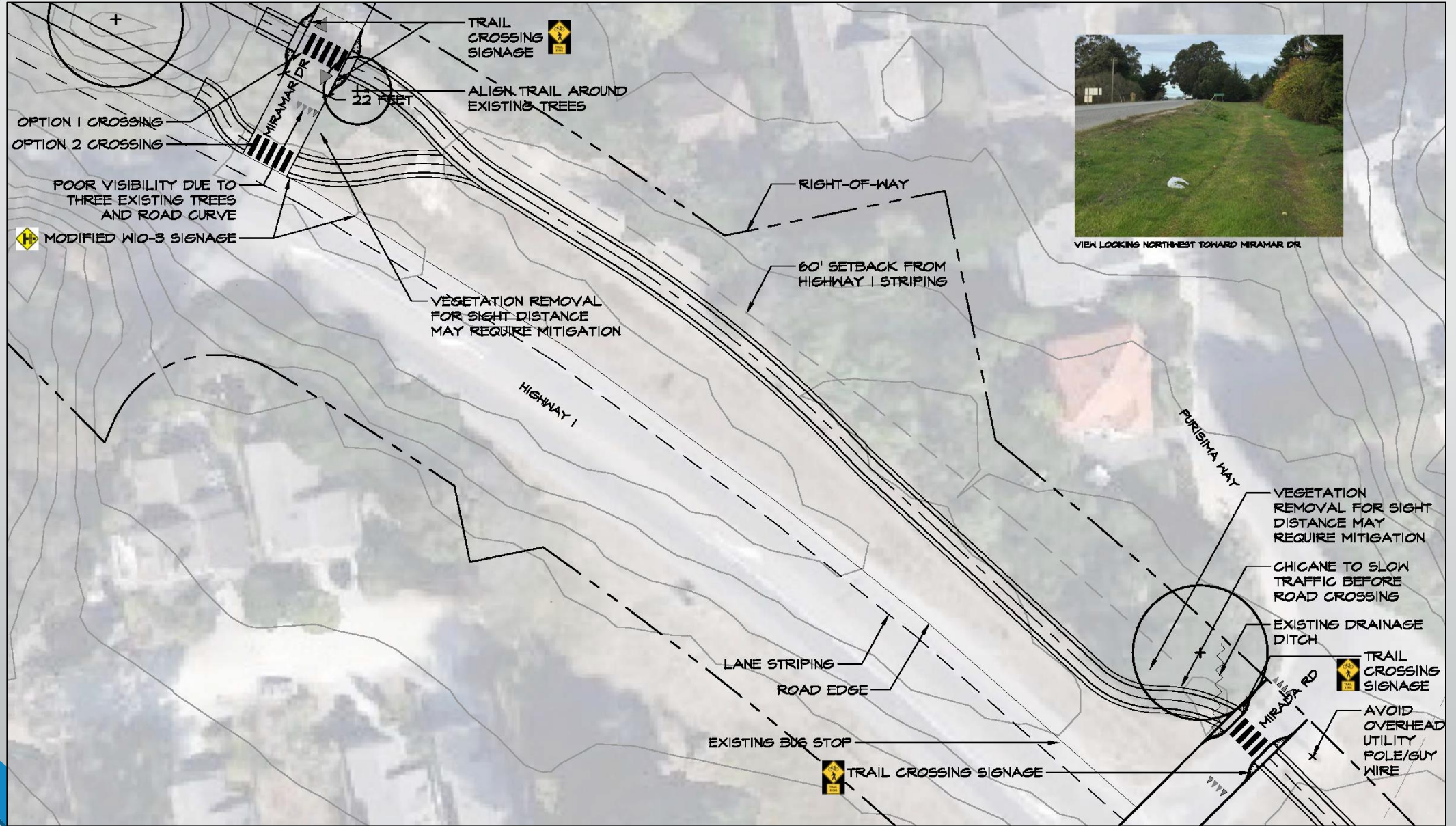
Preferred Route and Crossings Cont.



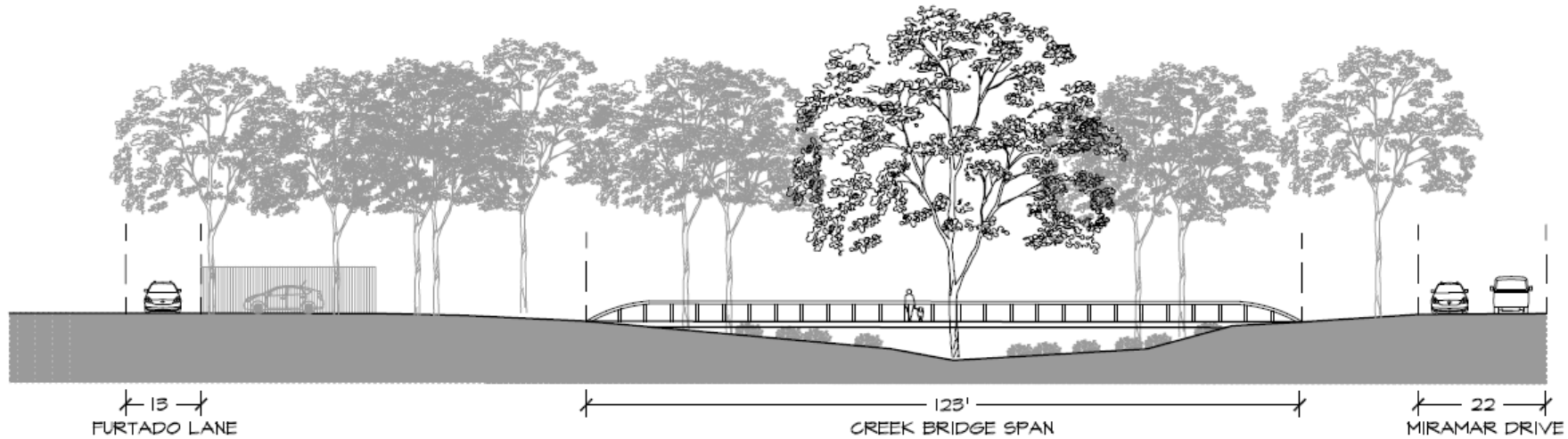
Preferred Route and Crossings Cont.



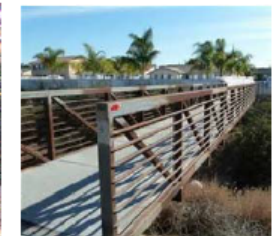
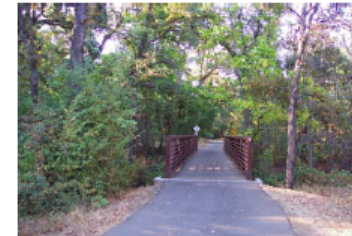
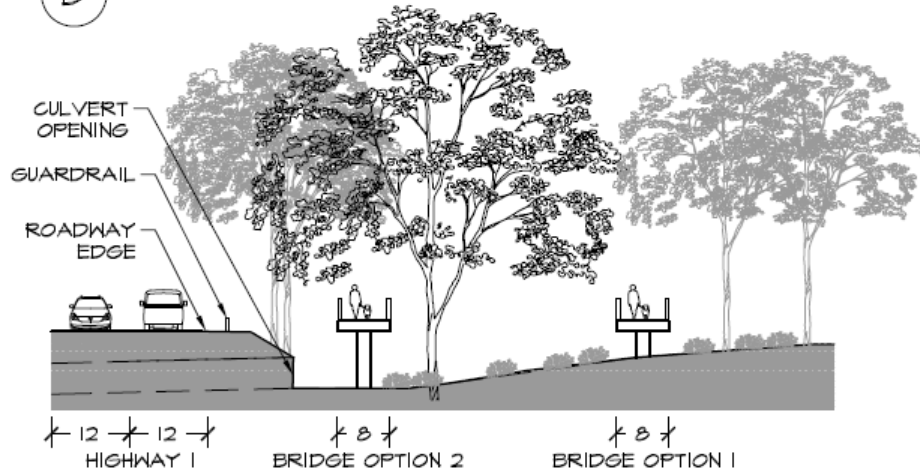
Preferred Route and Crossings Cont.



Mirada Creek



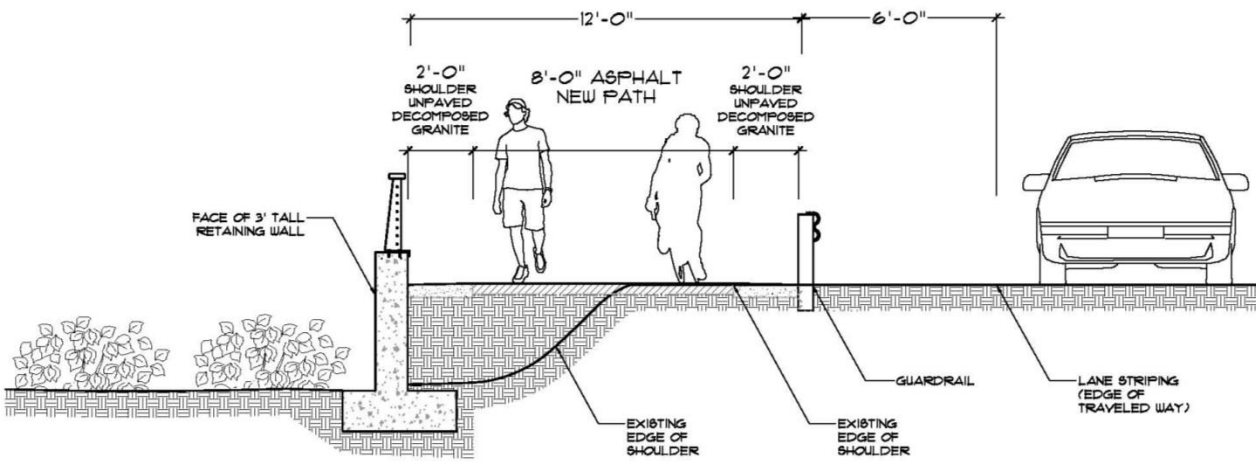
D TRAIL ACROSS CREEK



CREEK BRIDGES

E TRAIL ACROSS CREEK (2 OPTIONS)

Guardrail or Fencing



1 BIKE PATH AT WETLAND
SCALE: 1/4" = 1'-0"



Bridge Concepts



Painted Metal at Coastal Trail

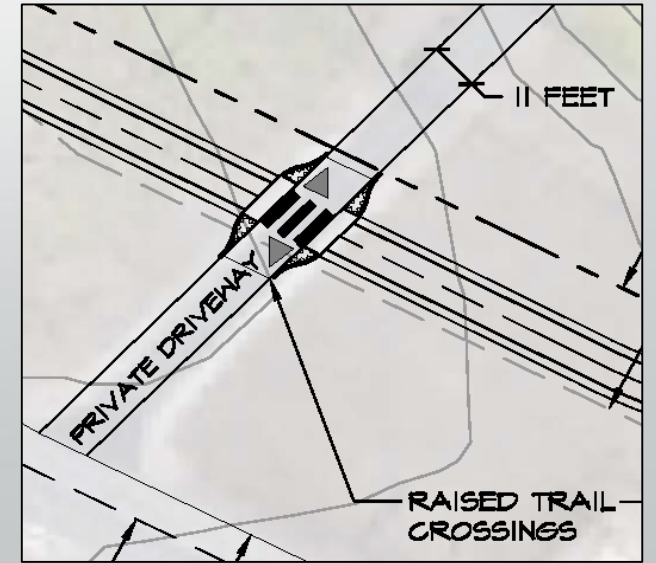
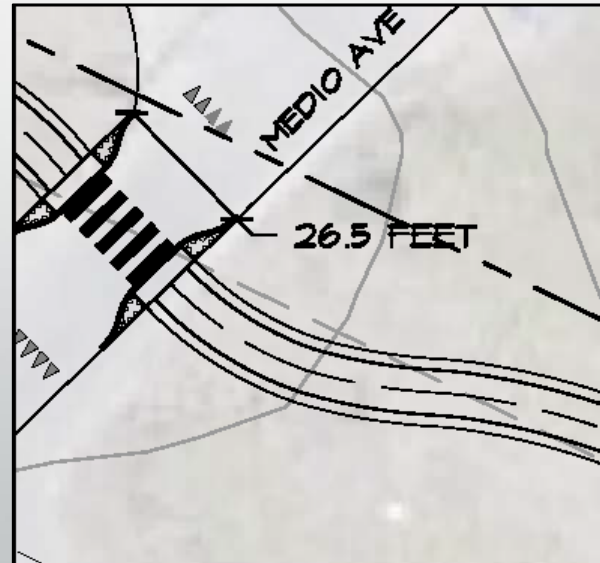


Roadway Crossings



Traffic Calming Features

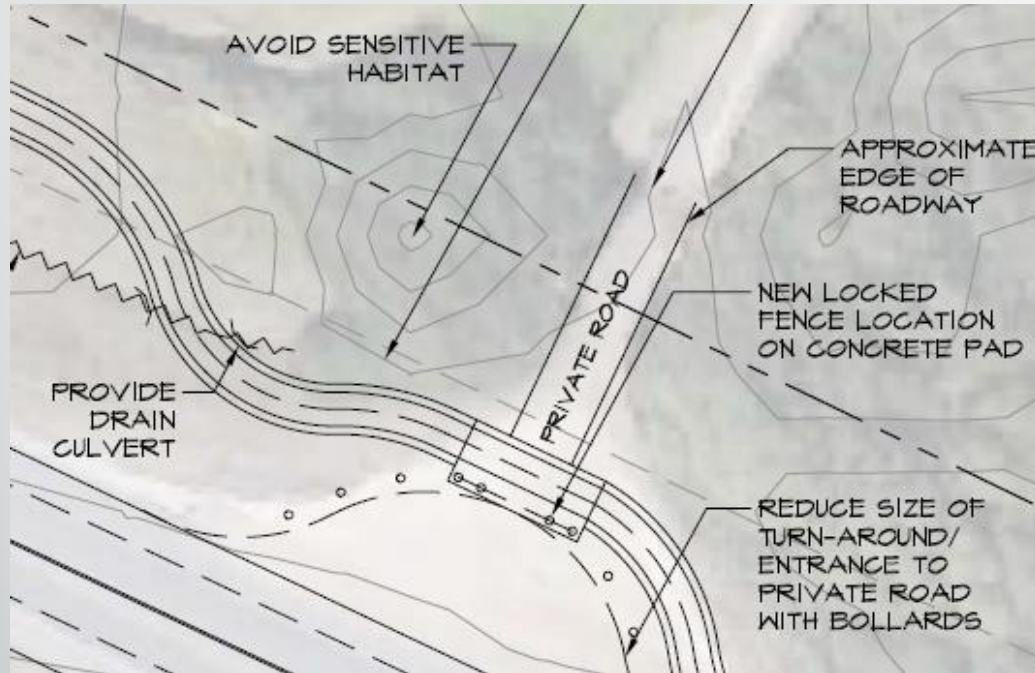
- Bulbout Chokers
- Raised Crosswalks



Entry Features



Entry Features



Wooden Bollards
-Turn Around



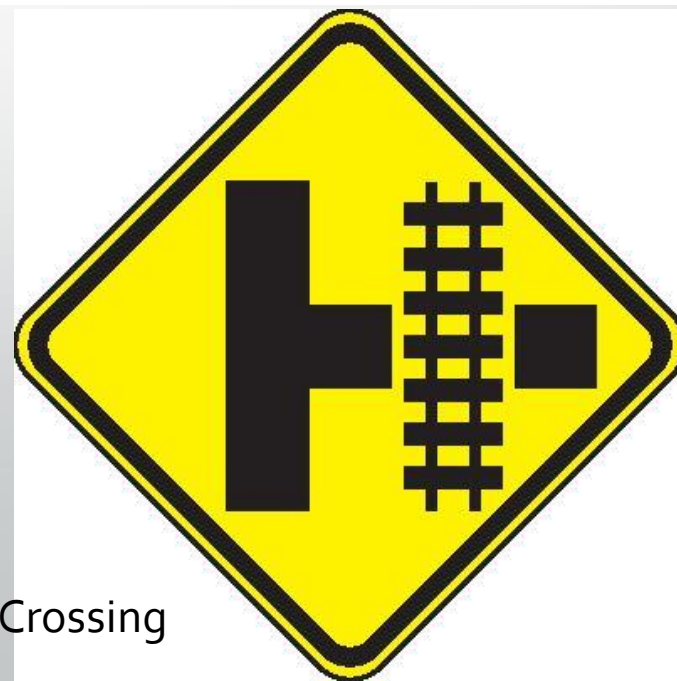
Split Rail Fencing
-Trail Entries
-Drainage Crossings

Other Optional Elements

- Trail Head Signage
- Wayfinding Signage
- Trail Solar Lighting



Signage



Modified for Trail Crossing



Parallel Trail Crossings

- Discussion
- Next Steps