



**Mirada Road, Alternative 1**

- Pedestrian crossing at Mirada Road with flashing beacons
- No raised median
- Two street lights at the pedestrian crossing to enhance pedestrian safety
- No highway width expansion required
- All existing left turn lanes are maintained
- Estimated capital cost: \$380,000
- Earliest estimated completion of construction: 2018

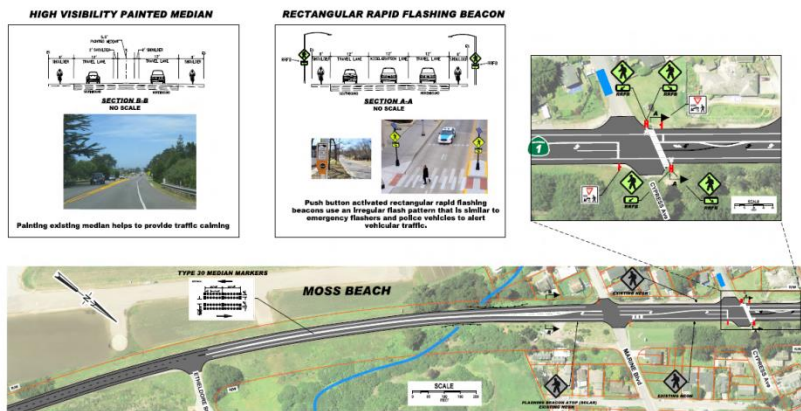


**Mirada Road, Alternative 2**

- Pedestrian crossing at Mirada Road with pedestrian refuge at the raised median
- Raised medians south of Mirada Road, between Mirada Road and Medio Drive and north of Medio Drive
- Eight street lights the length of the raised median and at the pedestrian crossing to enhance pedestrian and vehicular safety
- Highway width expansion required to accommodate the raised median, including reconstructing the drainage headwall at Medio Creek
- All existing left turn lanes are maintained
- No flashing beacons
- Estimated capital cost: \$4,130,000
- Earliest estimated completion of construction: 2020

<b>Mirada Road</b>	<b>Alt 1</b>	<b>Alt 2</b>
Pedestrian Crossing	X	X
Raised Median		X
Flashing Beacons	X	
Pedestrian Refuge		X
Street Lights	X	X
Roadway Width Expansion		X

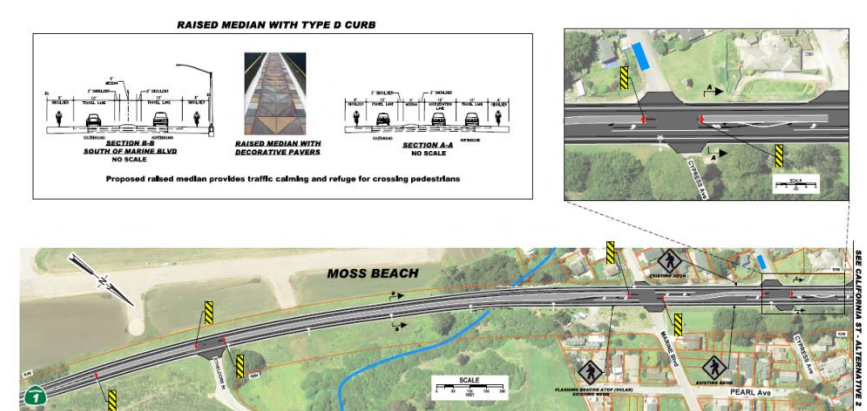
**DESIGNATED PEDESTRIAN CROSSING / RAISED MEDIAN  
CYPRESS AVE - ALTERNATIVE 1**



**Cypress Avenue, Alternative 1**

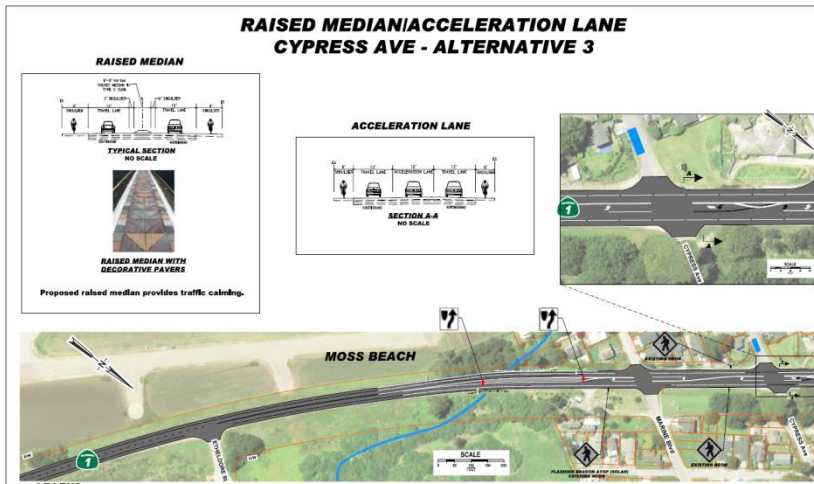
- Pedestrian crossing at Cypress Avenue with flashing beacons
- No raised medians
- Two street lights at the pedestrian crossing to enhance pedestrian safety
- No highway width expansion required
- Eastbound left turn lane at Highway 1 and Cypress Avenue converted to an acceleration lane for traffic turning from Cypress Avenue onto northbound Highway 1
- Estimated capital cost: \* See Moss Beach Alternatives
- Earliest estimated completion of construction: \* See Moss Beach Alternatives

**DESIGNATED PEDESTRIAN CROSSING / RAISED MEDIAN  
CYPRESS AVE - ALTERNATIVE 2**



**Cypress Avenue, Alternative 2**

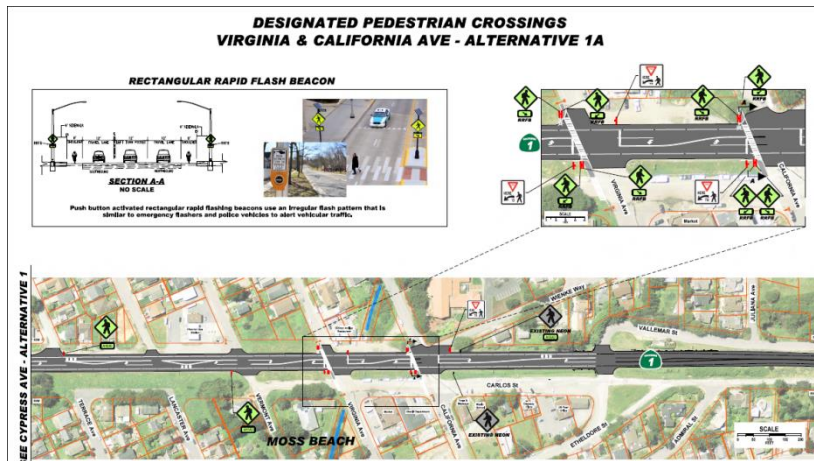
- No pedestrian crossing
- Raised medians south of Etheldore Street, between Etheldore Street and Marine Boulevard, between Marine Boulevard and Cypress Avenue and between Cypress Avenue and Terrace Avenue
- Eight street lights the length of the raised median to enhance vehicular safety
- Highway width expansion required to accommodate the raised median
- Eastbound left turn lane at Highway 1 and Cypress Avenue converted to an acceleration lane for traffic turning from Cypress Avenue onto northbound Highway 1
- No flashing beacons
- Estimated capital cost: \* See Moss Beach Alternatives
- Earliest estimated completion of construction: \* See Moss Beach Alternatives



Cypress Avenue	Alt 1	Alt 2	Alt 3
Pedestrian Crossing	X		
Raised Median		X	X
Pedestrian Refuge			
Flashing Beacons	X		
Street Lights	X	X	X
Roadway Width Expansion		X	X

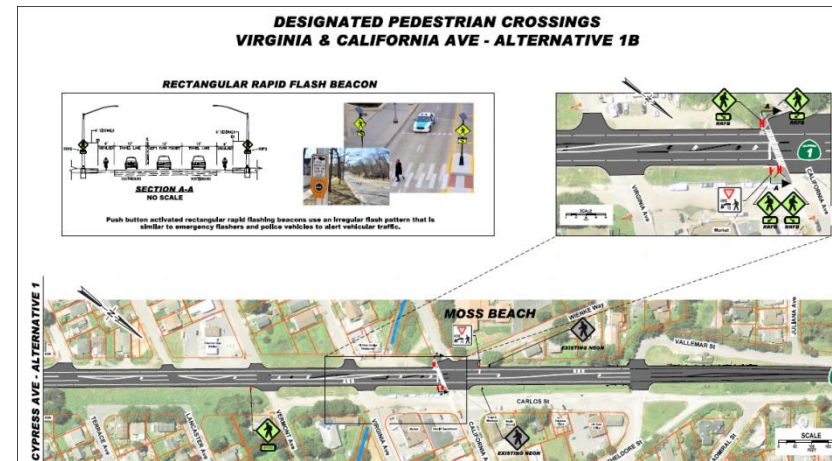
### Cypress Avenue, Alternative 3

- No pedestrian crossing
- Raised median south of Marine Boulevard
- Two street lights the length of the raised median to enhance vehicular safety
- Highway width expansion required to accommodate the raised medians
- Eastbound left turn lane at Highway 1 and Cypress Avenue converted to an acceleration lane for traffic turning from Cypress Avenue onto northbound Highway 1
- No flashing beacons
- Estimated capital cost: \* See Moss Beach Alternatives
- Earliest estimated completion of construction: \* See Moss Beach Alternatives



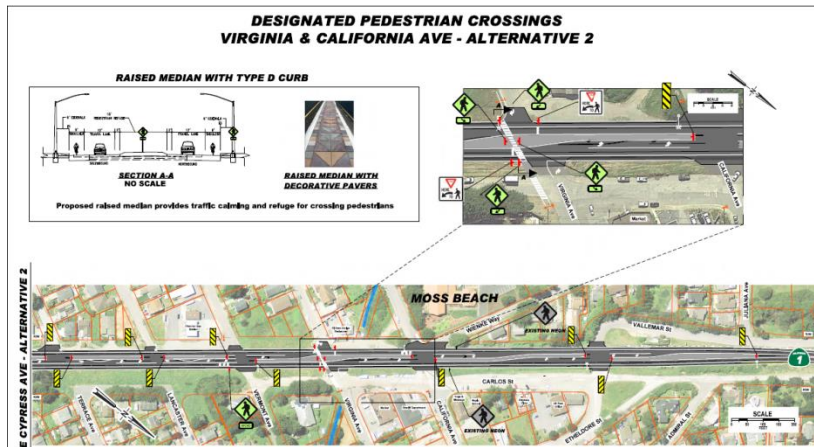
#### Moss Beach, Alternative 1A

- One pedestrian crossing at California Avenue with flashing beacons
- One pedestrian crossing at Virginia Avenue with flashing beacons
- No raised median
- Two street lights at each pedestrian crossing to enhance pedestrian safety
- No highway width expansion required
- All existing left turn lanes maintained
- Estimated capital cost: \$680,000 (includes Cypress Avenue improvements)
- Earliest estimated completion of construction: 2018 (includes Cypress Avenue improvements)



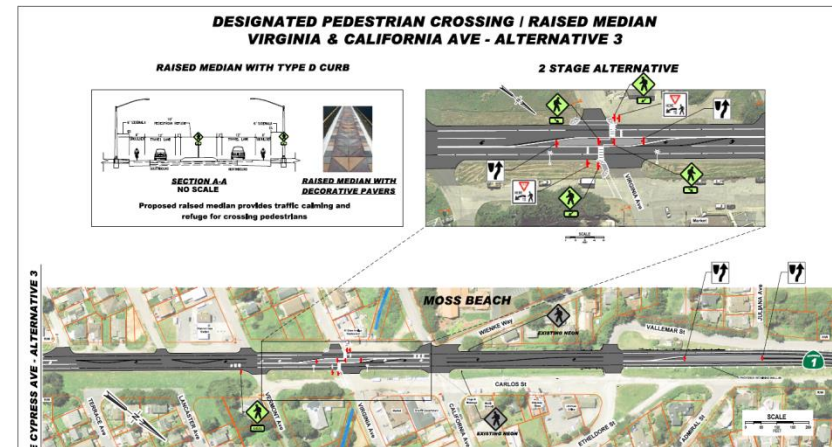
#### Moss Beach, Alternative 1B

- One pedestrian crossing at California Avenue with flashing beacons
- Painted median physically restricts turning movements and cross-highway traffic at Virginia Avenue and Highway 1
- No raised median
- Two street lights at the pedestrian crossing to enhance pedestrian safety
- No highway width expansion required
- All remaining left turn lanes are maintained
- Estimated capital cost: \$580,000 (includes Cypress Avenue improvements)
- Earliest estimated completion of construction: 2018 (includes Cypress Avenue improvements)



### Moss Beach, Alternative 2

- Pedestrian crossing at Virginia Avenue with pedestrian refuge in the raised median
- Raised median from Terrace Avenue north past Vallemar Street with gaps for turning vehicles except at Virginia Avenue
- Raised median physically restricts turning movements and cross-highway traffic at Virginia Avenue and Highway 1
- Nine street lights the length of the raised median and at the pedestrian crossing to enhance pedestrian and vehicular safety
- Highway width expansion required to accommodate the raised median
- No flashing beacons
- Estimated capital cost: \$7,410,000 (includes Cypress Avenue improvements)
- Earliest estimated completion of construction: 2020

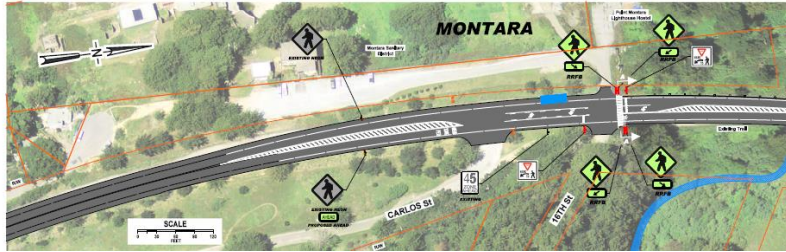


### Moss Beach, Alternative 3

- Pedestrian crossing at Virginia Avenue with pedestrian refuge in the raised median
- Raised median at Virginia Avenue and north of Vallemar Street
- Raised median physically restricts turning movements and cross-highway traffic at Virginia Avenue and Highway 1
- Three street lights at the raised medians and pedestrian crossing to enhance pedestrian and vehicular safety
- Highway width expansion required only for the raised median north of Vallemar Street
- No flashing beacons
- Estimated capital cost: \$2,950,000 (includes Cypress Avenue improvements)
- Earliest estimated completion of construction: 2019

Moss Beach	Alt 1A	Alt 1B	Alt 2	Alt 3
Pedestrian Crossing	X	X	X	X
Raised Median			X	X
Pedestrian Refuge			X	X
Flashing Beacons	X	X		
Street Lights	X	X	X	X
Roadway Width Expansion			X	X

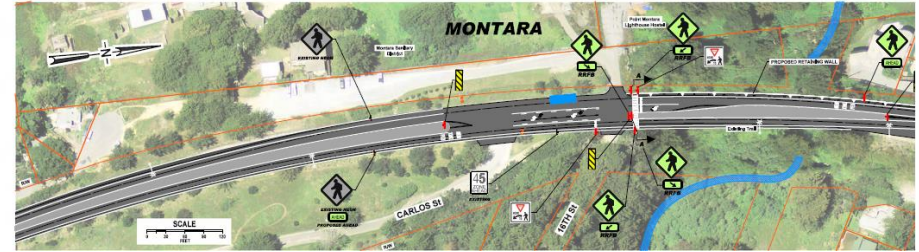
**DESIGNATED PEDESTRIAN CROSSING  
16TH STREET - ALTERNATIVE 1**



**16<sup>th</sup> Street, Alternative 1**

- Pedestrian crossing at 16<sup>th</sup> Street with flashing beacons
- No raised median
- Two street lights at the pedestrian crossing to enhance pedestrian safety
- No highway width expansion required
- Informal trail on the east side of Highway 1 is maintained
- All existing left turn lanes are maintained
- Estimated capital cost: \$380,000
- Earliest estimated completion of construction: 2018

**DESIGNATED PEDESTRIAN CROSSING  
16TH STREET - ALTERNATIVE 2**



**16<sup>th</sup> Street, Alternative 2**

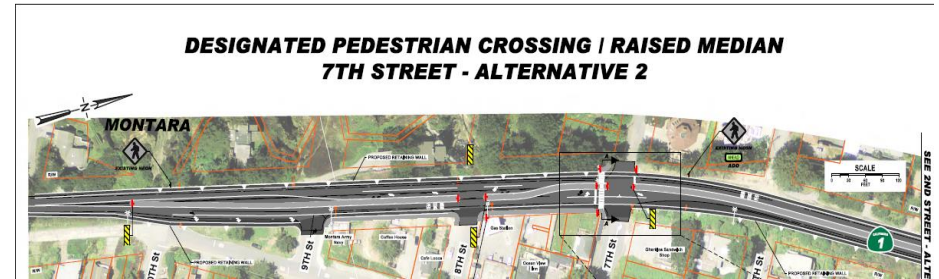
- Pedestrian Crossing at 16<sup>th</sup> Street with flashing beacons
- Raised median south of Carlos Street and between 16<sup>th</sup> Street and 14<sup>th</sup> Street
- Four street lights the length of the raised medians and at the pedestrian crossing to enhance pedestrian and vehicular safety
- Highway width expansion and new retaining wall across the ravine required to accommodate the raised median
- Highway width expansion may eliminate the informal trail on the eastside of the highway
- All existing left turn lanes maintained
- Estimated capital cost: \$3,300,000
- Earliest estimated completion of construction: 2020

<b>16<sup>th</sup> Street</b>	<b>Alt 1</b>	<b>Alt 2</b>
Pedestrian Crossing	X	X
Raised Median		X
Pedestrian Refuge		X
Flashing Beacons	X	X
Street Lights	X	X
Roadway Width Expansion		X



### 7<sup>th</sup> Street and 9<sup>th</sup> Street, Alternative 1

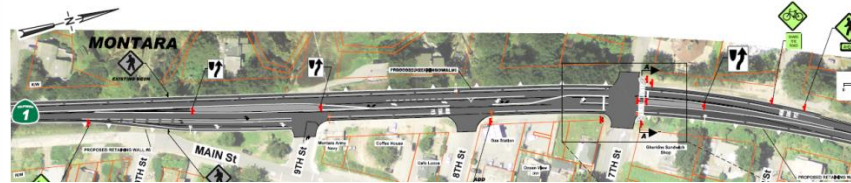
- Pedestrian crossing at 7<sup>th</sup> Street with flashing beacons
- High visibility painted medians south of 9<sup>th</sup> Street and north of 7<sup>th</sup> Street
- One additional street light south of 9<sup>th</sup> Street to enhance vehicular safety
- No highway width expansion required
- All left turn lanes and acceleration lanes are maintained
- Estimated capital cost: \* See 2<sup>nd</sup> Street Alternative
- Earliest estimated completion of construction: \* See 2<sup>nd</sup> Street Alternative



### 7<sup>th</sup> Street and 9<sup>th</sup> Street, Alternative 2

- Pedestrian crossing at 7<sup>th</sup> Street
- Raised median between 9<sup>th</sup> Street and 8<sup>th</sup> Street, 8<sup>th</sup> Street and 7<sup>th</sup> Street and 7<sup>th</sup> Street north of 5<sup>th</sup> Street
- Five street lights the length of the raised medians and at the pedestrian crossing to enhance pedestrian and vehicular safety
- Roadway width expansion and 3 retaining walls required to accommodate the raised median
- Addition of an acceleration lane for eastbound 7<sup>th</sup> Street traffic turning northbound onto Highway 1
- Raised median physically restricts turning movements at 9<sup>th</sup> Street
- No flashing beacons
- Estimated capital cost: \* See 2<sup>nd</sup> Street Alternative
- Earliest estimated completion of construction: \* See 2<sup>nd</sup> Street Alternative

**DESIGNATED PEDESTRIAN CROSSING | RAISED MEDIAN  
7TH STREET - ALTERNATIVE 3**

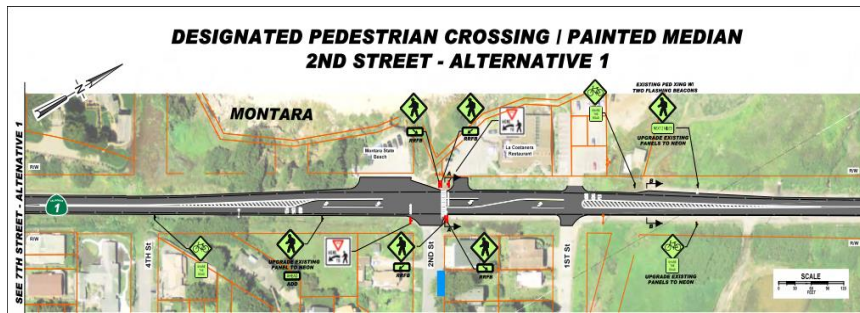


**7<sup>th</sup> Street and 9<sup>th</sup> Street, Alternative 3**

- Pedestrian crossings at 7<sup>th</sup> Street with pedestrian refuge in the raised median
- Raised median south of 9<sup>th</sup> Street and north of 7<sup>th</sup> Street
- Raised median physically restricts turning movements at 9<sup>th</sup> Street
- Six street lights the length of the raised median and at the pedestrian crossing to enhance pedestrian and vehicular safety
- Roadway width expansion and retaining walls required to accommodate the raised median
- Two way left turn lane converted to a “left in, left out” only lane
- No flashing beacons
- Estimated capital cost: \* See 2<sup>nd</sup> Street Alternative
- Earliest estimated completion of construction: \* See 2<sup>nd</sup> Street Alternatives

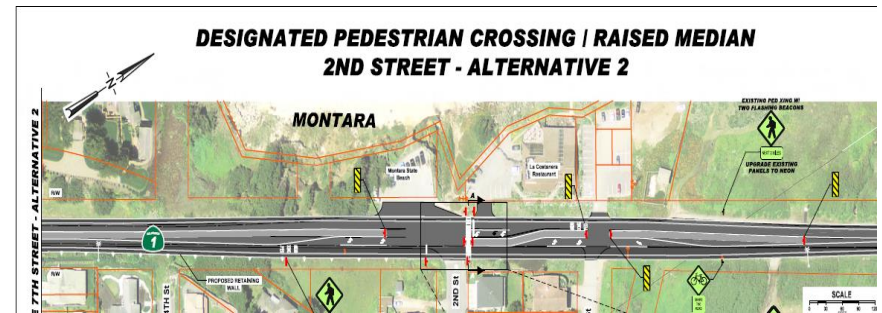
<b>7<sup>th</sup> Street, Montara</b>	<b>Alt 1</b>	<b>Alt 2</b>	<b>Alt 3</b>
Pedestrian Crossing	X	X	X
Raised Median		X	X
Pedestrian Refuge		X	X
Flashing Beacons	X		
Street Lights	X	X	X
Roadway Width Expansion		X	X





### 2<sup>nd</sup> Street, Alternative 1

- Pedestrian crossing at 2<sup>nd</sup> Street with flashing beacons
- High visibility painted medians north of 1<sup>st</sup> Street and south of 2<sup>nd</sup> Street
- One street light at the painted median south of 2<sup>nd</sup> Street and at the pedestrian crossing to enhance pedestrian and vehicular safety
- No highway width expansion required
- All existing left turn lanes are maintained
- Estimated capital cost: \$520,000 (includes 7<sup>th</sup> Street and 9<sup>th</sup> Street improvements)
- Earliest estimated completion of construction: 2018 (includes 7<sup>th</sup> Street and 9<sup>th</sup> Street improvements)



### 2<sup>nd</sup> Street, Alternative 2

- Pedestrian crossing at 2<sup>nd</sup> Street with a pedestrian refuge at the raised median
- Raised medians south of 2<sup>nd</sup> Street, between 2<sup>nd</sup> and 1<sup>st</sup> Street and north of 1<sup>st</sup> Street
- Five street lights the length of the raised medians and at the pedestrian crossing to enhance pedestrian and vehicular safety
- Roadway width expansion and 3 retaining walls required to accommodate the raised medians and wider bike lanes
- Acceleration lane for traffic leaving northern restaurant/beach parking lot and entering northbound Highway 1
- All left turn lanes are maintained
- No flashing beacons
- Estimated capital cost: \$7,250,000 (includes 7<sup>th</sup> Street and 9<sup>th</sup> Street improvements)
- Earliest estimated completion of construction: 2020

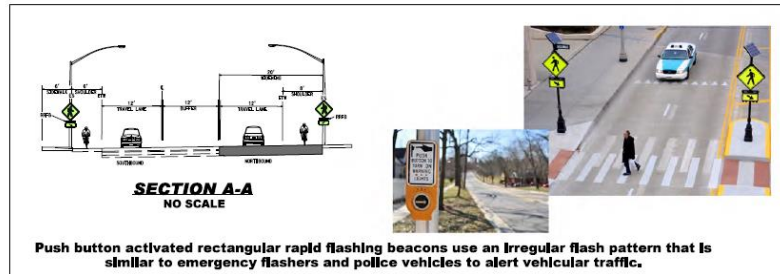


2 <sup>nd</sup> Street, Montara	Alt 1	Alt 2	Alt 3
Pedestrian Crossing	X	X	X
Raised Median		X	X
Pedestrian Refuge		X	X
Flashing Beacons	X		
Street Lights	X	X	X
Roadway Width Expansion		X	X

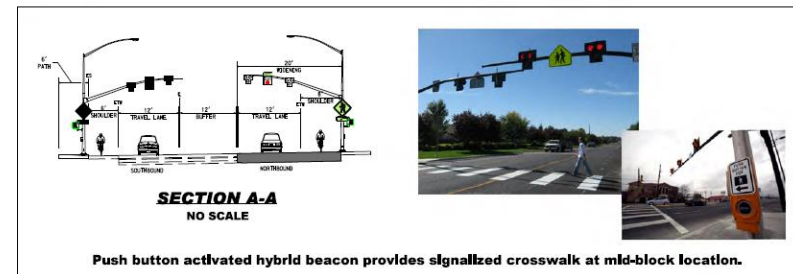
### 2<sup>nd</sup> Street, Alternative 3

- Pedestrian crossing at 2<sup>nd</sup> Street with pedestrian refuge at the raised medians
- Raised medians south of 2<sup>nd</sup> Street, between 2<sup>nd</sup> Street and 1<sup>st</sup> Street and north of 1<sup>st</sup> Street
- Four street lights the length of the raised medians and at the pedestrian crossing to enhance pedestrian and vehicular safety
- Roadway width expansion and retaining walls required to accommodate the raised medians and wider bike lanes
- Acceleration lane for traffic leaving northern restaurant/beach parking lot and entering northbound Highway 1
- All left turn lanes maintained
- No flashing beacons
- Estimated capital cost: \$4,110,000 (includes 7<sup>th</sup> Street and 9<sup>th</sup> Street improvements)
- Earliest estimated completion of construction: 2019 (includes 7<sup>th</sup> Street and 9<sup>th</sup> Street improvements)

**ALTERNATIVE 1  
RECTANGULAR RAPID FLASH BEACON**



**ALTERNATIVE 2  
HYBRID BEACON**



Gray Whale Cove, Alternative 1

- Pedestrian crossing north of Gray Whale Cove parking lot with flashing beacons
- No raised median
- Two street lights at the pedestrian crossing to enhance pedestrian safety
- Left turn lane is added for southbound highway traffic entering the parking lot
- Acceleration lane is added for southbound highway traffic exiting the parking lot
- Highway width expansion required to accommodate the left turn lane and acceleration lane.
- Parking lot entrance and exit is shifted south to the center of the lot
- Estimated capital cost: \$960,000
- Earliest estimated completion of construction: 2020

Gray Whale Cove, Alternative 2

- Same features as Alternative 1, except on-demand stop light activated by crossing pedestrians instead of roadside flashing beacons
- Estimated capital cost: \$1,060,000
- Earliest estimated completion of construction: 2020

Gray Whale Cove	Alternative 1	Alternative 2
Pedestrian Crossing	X	X
Raised Median		
Pedestrian Refuge		
Flashing Beacons	X	
Street Lights	X	X
Roadway Width Expansion	X	X
On Demand Stop Light		X