

Location	Alternative 1	Alternative 2	Note
Mirada Road, Miramar	Install Rapid Rectangular Flashing Beacons at the proposed at-grade pedestrian crossing. Highway lighting would be required to improve visibility of the intersection and pedestrian crossing. New pavement markings and advance warning signs would be added to warn motorists of the approaching pedestrian crossing. This alternative would not require any roadway widening, drainage improvements, or utility relocations. (Attachment 1)	At-grade pedestrian crossing at the intersection with raised medians and a pedestrian refuge in the raised median. Highway lighting is required to improve visibility of the intersection, pedestrian crossing and raised median. New pavement markings and advance warning signs would be added to warn motorists of the approaching pedestrian crossing. (Attachment 2)	Alternative 2 would require roadway widening to accommodate the new raised median, inside shoulders and drainage modifications. Four bus stops would need to be reconstructed to accommodate the widening.
Cypress Ave, Moss Beach	Install a high-visibility painted median between S. Etheldore Street and Marine Boulevard as a traffic calming measure. Also proposes an at-grade pedestrian crossing with Rapid Rectangular Flashing Beacons at Cypress Avenue. The existing left turn pocket for southbound Highway 1 to eastbound Cypress Avenue would be converted to an acceleration lane for motorists travelling eastbound on Cypress Avenue turning onto northbound Highway 1. Highway lighting is required to improve visibility at the Cypress Avenue intersection and pedestrian crossing. New	Construction of a raised median beginning south of S. Etheldore Street as a traffic calming measure and to inform motorist that a town center is approaching. This alternative would convert the existing left turn pocket for southbound Highway 1 to eastbound Cypress Avenue to an acceleration lane for motorists travelling eastbound on Cypress Avenue turning onto northbound Highway 1. Highway lighting is required to improve visibility of the intersection and raised median. (Attachment 4)	No pedestrian crossing is proposed in Alternative 2.

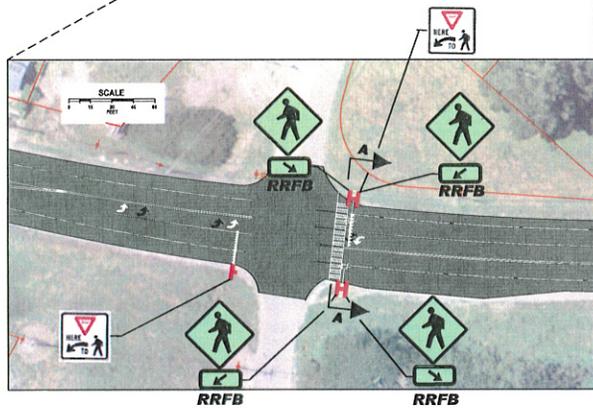
	<p>pavement markings and advance warning signs would be added to warn motorists of the approaching pedestrian crossing. This alternative would not require any roadway widening, drainage improvements, or utility relocations. (Attachment 3)</p>		
<p>California and Virginia, Moss Beach</p>	<p><u>1A:</u> Install at-grade pedestrian crossings at both Virginia Avenue and California Avenue with Rapid Rectangular Flashing Beacons. Highway lighting is required to improve visibility of the intersections and pedestrian crossings. New pavement markings and advance warning signs would be added to alert motorists of the approaching pedestrian crossings. This alternative would not require any roadway widening, drainage improvements, or utility relocations. (Attachment 5)</p> <p><u>1B:</u> Install an at-grade pedestrian crossing at California Avenue with Rapid Rectangular Flashing Beacons. Proposes to convert the Virginia Avenue intersection to a “right-in/right-out” intersection. Will also lengthen the left turn pocket for westbound California Avenue and eastbound</p>	<p>Construction of a raised median beginning south of S. Etheldore Street as a traffic calming measure and to inform motorist that a town center is approaching. The raised median would continue through the town center of Moss Beach to north of the Vallemar Street intersection. An at-grade pedestrian crossing is proposed at Virginia Avenue with a raised pedestrian refuge in the median. Highway lighting is required to improve visibility of the raised median, pedestrian crossing and intersections. (Attachment 7)</p>	<p>Alternative 2 would require roadway widening to accommodate the new median and inside shoulders, drainage improvements and utility relocations. Local wetlands would also be disturbed due to the widening of the roadway.</p> <p>Alternative 2 will also improve motorist and pedestrian safety in Moss Beach by consolidating the left turn movements while providing a designated pedestrian crossing. Reducing the</p>

	<p>Vermont Avenue which would eliminate all left turn movements from Virginia Avenue to Highway 1. This would require left-turning traffic off of the highway to be re-routed to California Avenue or Vermont Avenue. This would improve left turn storage for both intersections. (Attachment 6)</p>		<p>number of movements across Highway 1 is expected to help address the high number of broadside accidents recorded during the study period.</p>
<p>16th Street, Montara</p>	<p>Install an at-grade pedestrian crossing with Rapid Rectangular Flashing Beacons. Highway lighting is required to improve visibility at the intersection and pedestrian crossing. New pavement markings and advance warning signs would be added to alert motorists of the approaching pedestrian crossing. This alternative would not require any roadway widening, drainage improvements, or utility relocations. (Attachment 8)</p>	<p>At-grade pedestrian crossing proposed at the intersection of 16th Street and Highway 1. A raised median is proposed south of Carlos Street and between 16th Street and 14th Street. A pedestrian refuge in the raised media, Rapid Rectangular Flashing Beacons, highway lighting and advance warning signs are also proposed. (Attachment 9)</p>	<p>Alternative 2 would require roadway widening to accommodate the new median and inside shoulders. Improvements would also include modifications to the drainage system and construction of a new retaining wall on the southbound edge of Highway 1. * Roadway widening would also eliminate the informal trail east of Highway 1.</p>
<p>1st – 9th Street, Montara</p>	<p>Install at-grade pedestrian crossings at both 2nd</p>	<p>Raised medians are proposed through Montara.</p>	<p>Alternative 2 requires</p>

	<p>Street and 7th Street with Rapid Rectangular Flashing Beacons. Highway lighting is required to improve visibility at the intersections and pedestrian crossing. New pavement striping and advance warning signs would also be added to warn motorists of the approaching pedestrian crossings. Raised medians are proposed where motorists would be entering the town center - including south of 9th street, north of 6th street, south of 2nd Street and north of 1st Street - as a traffic calming measure and to warn motorists that a town center is approaching. This alternative does not require any roadway widening, drainage improvements, or utility relocations. (Attachments 10 and 12)</p>	<p>Pedestrian refuges are proposed at the at-grade pedestrian crossings proposed at the 2nd Street and 7th Street intersections. Highway lighting is required to improve visibility at the pedestrian crossings and intersection. New pavement striping and advance warning signs would also be added to warn motorists of the approaching pedestrian crossing. Will physically consolidate turning movements by eliminating the two way left turn lane in the median between 8th and 9th Streets. A new acceleration lane is proposed for motorists turning onto northbound Highway 1 from the restaurant parking lot at 1st Street. (Attachments 11 and 13)</p>	<p>pavement widening to accommodate the new median and inside shoulders, drainage improvements, construction of 3 new retaining walls and potential utility relocation.</p>
<p>Gray Whale Cove</p>	<p>Construction of a new left turn lane for motorists travelling southbound on Highway 1 turning into the parking lot. A new acceleration lane is proposed for motorists exiting the parking lot onto southbound Highway 1. A new at-grade pedestrian crossing with Rapid Rectangular Flashing Beacons is proposed near the north side</p>	<p>Alternative 2 is identical to Alternative 1 except that a Pedestrian Hybrid Beacon is proposed in lieu of the Rapid Rectangular Flashing Beacons. The Hybrid Beacon mandates oncoming traffic to stop and provides increased driver compliance and pedestrian safety. Hybrid Beacons have been widely used for mid-block designated pedestrian crossings.</p>	

<p>of the parking lot to enhance pedestrian connectivity to Gray Whale Cove beach and improve safety. The location of the at-grade crossing was chosen to maximize the sight distance in both directions for motorists and pedestrians. An advanced warning overhead sign with flashing beacons is proposed for southbound traffic to provide adequate warning where sight distance is limited. (Attachment 14)</p>	<p>(Attachment 14)</p>	
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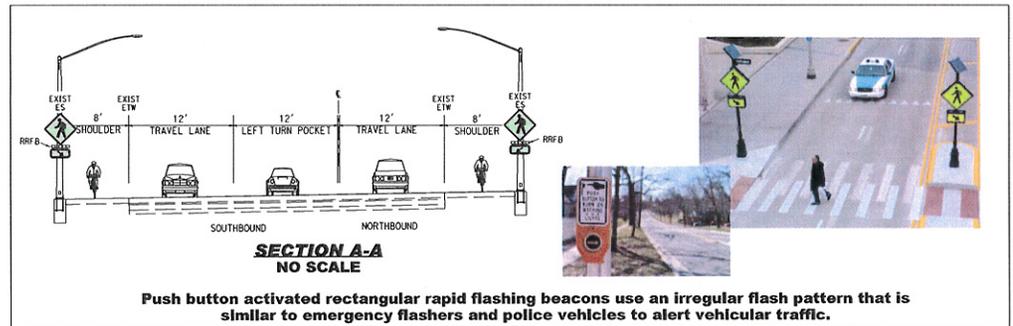
DESIGNATED PEDESTRIAN CROSSING MIRADA ROAD - ALTERNATIVE 1



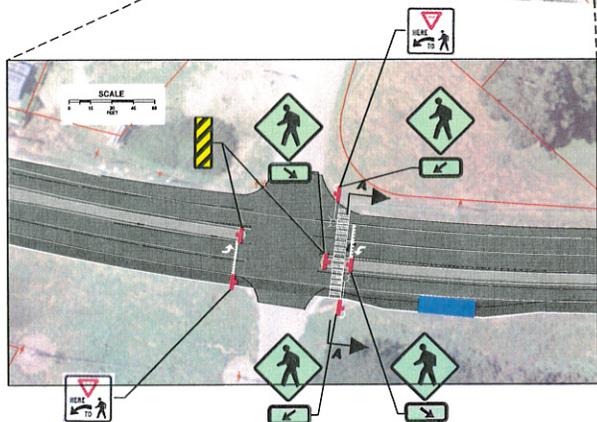
LEGEND:

- PROPOSED SIGNAGE**
- EXISTING BUS STOP**
- PROPOSED STRIPING**
- EXISTING STRIPING**
- EXISTING ROADWAY**

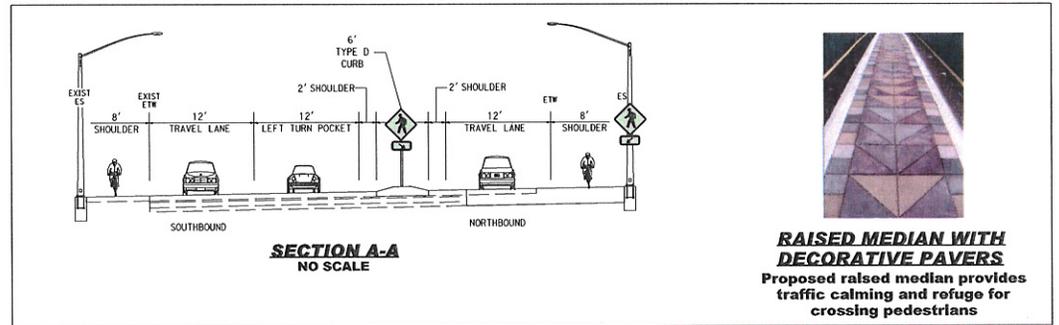
RAPID RECTANGULAR FLASHING BEACON



DESIGNATED PEDESTRIAN CROSSING MIRADA ROAD - ALTERNATIVE 2



RAISED MEDIAN WITH TYPE D CURB



LEGEND:

- PROPOSED WIDENING
- EXISTING ROADWAY
- PROPOSED STRIPING
- EXISTING STRIPING
- PROPOSED RAISED MEDIAN
- EXISTING BUS STOP
- PROPOSED SIGNAGE

DESIGNATED PEDESTRIAN CROSSING / RAISED MEDIAN CYPRESS AVE - ALTERNATIVE 1

HIGH VISIBILITY PAINTED MEDIAN

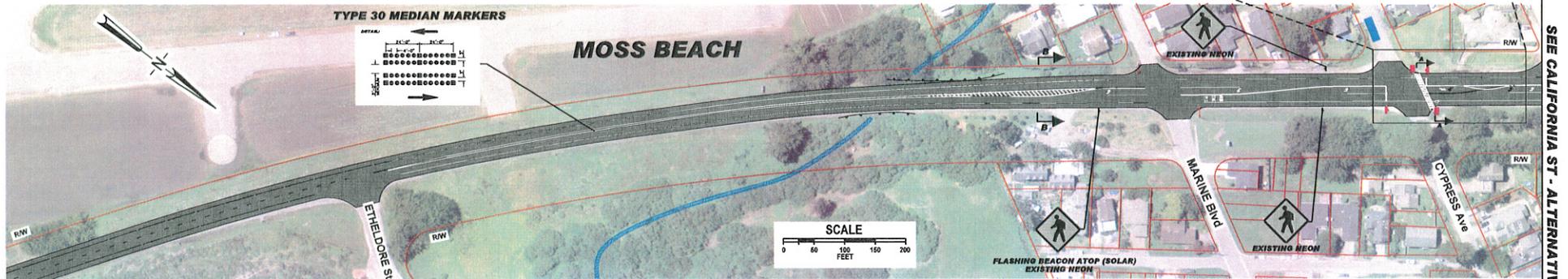
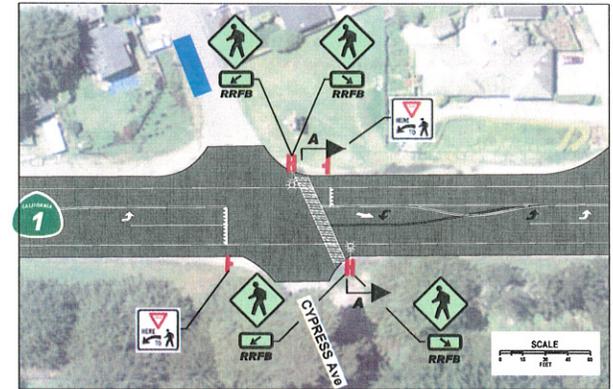
SECTION B-B
NO SCALE

Painting existing median helps to provide traffic calming

RECTANGULAR RAPID FLASHING BEACON

SECTION A-A
NO SCALE

Push button activated rectangular rapid flashing beacons use an irregular flash pattern that is similar to emergency flashers and police vehicles to alert vehicular traffic.



LEGEND:

- | | | | | | |
|--|--------------------------|--|--------------------------|--|-------------------------|
| | PROPOSED STRIPING | | EXISTING BUS STOP | | EXISTING SIGNAGE |
| | EXISTING ROADWAY | | EXISTING STRIPING | | PROPOSED SIGNAGE |

SEE CALIFORNIA ST - ALTERNATIVE 1



ETHELDORE ST - CYPRESS AVE, MOSS BEACH HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)

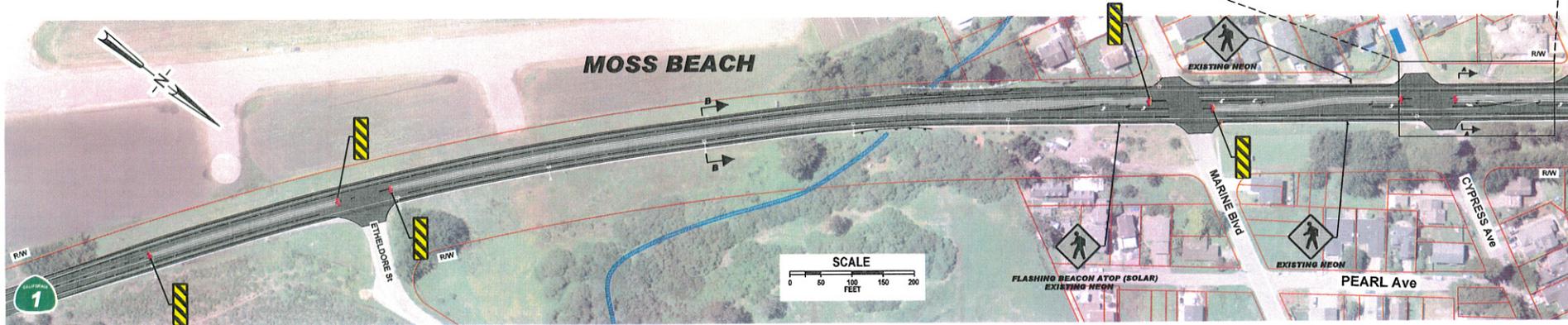
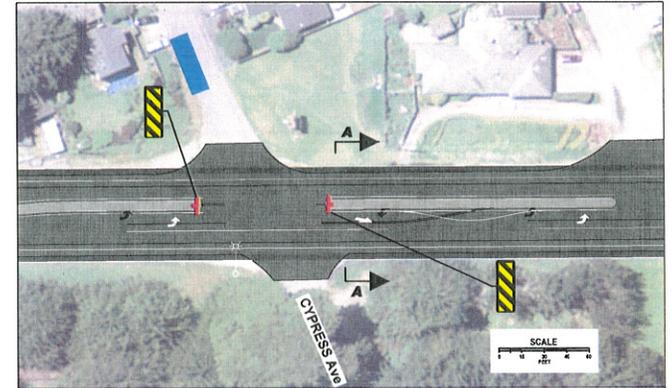
ALTERNATIVE

1

FEBRUARY 2015

DESIGNATED PEDESTRIAN CROSSING | RAISED MEDIAN CYPRESS AVE - ALTERNATIVE 2

RAISED MEDIAN WITH TYPE D CURB



LEGEND:

- | | | | |
|--------------------------|--------------------------|-------------------------------|--------------------------|
| PROPOSED WIDENING | PROPOSED STRIPING | PROPOSED RAISED MEDIAN | EXISTING BUS STOP |
| EXISTING ROADWAY | EXISTING STRIPING | PROPOSED SIGNAGE | EXISTING SIGNAGE |



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**ETHELDORE ST - CYPRESS AVE, MOSS BEACH
HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)**

ALTERNATIVE

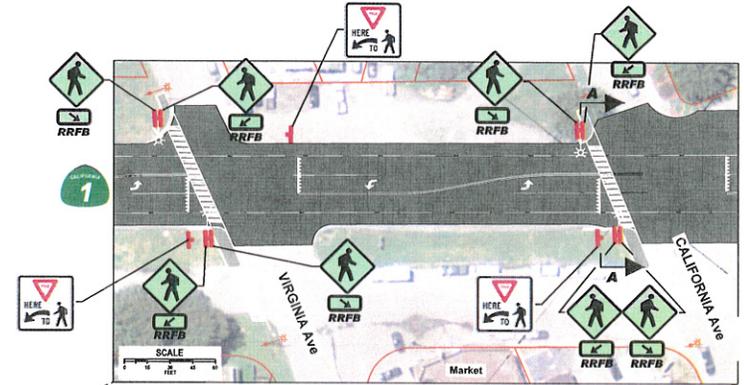
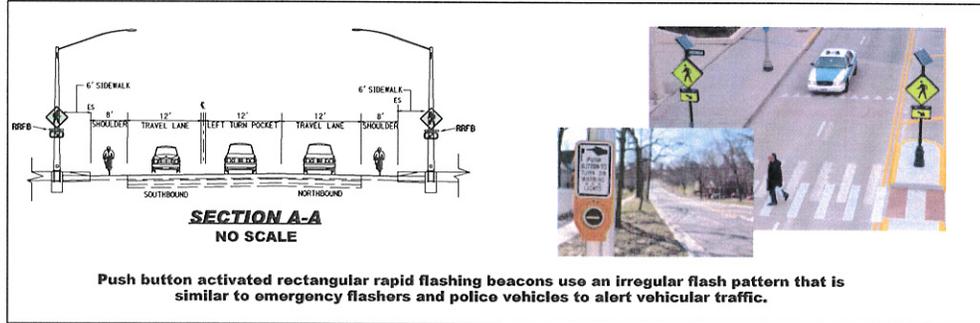
2

FEBRUARY 2015

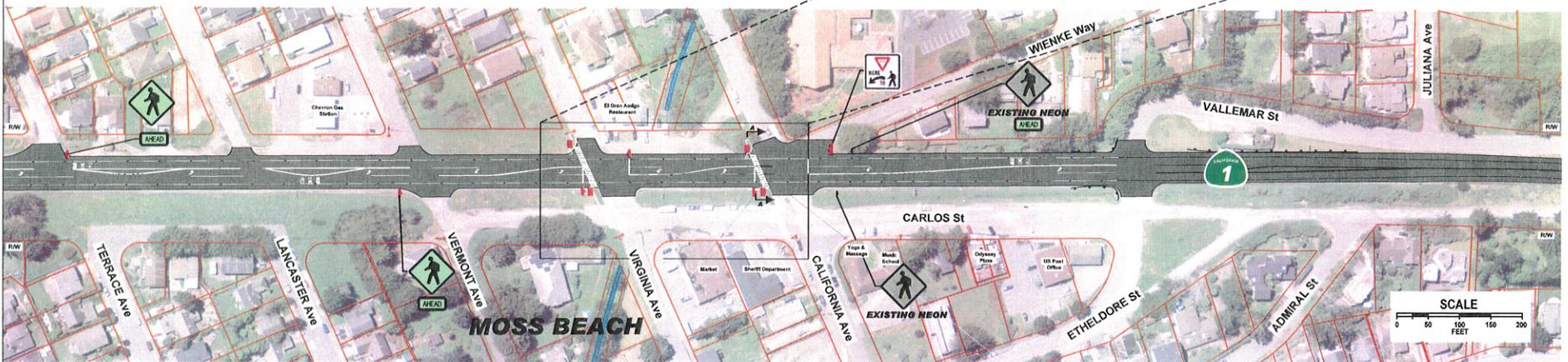
SEE CALIFORNIA ST - ALTERNATIVE 2

DESIGNATED PEDESTRIAN CROSSINGS VIRGINIA & CALIFORNIA AVE - ALTERNATIVE 1A

RECTANGULAR RAPID FLASH BEACON



SEE CYPRESS AVE - ALTERNATIVE 1



LEGEND:

- | | | |
|-------------------|-------------------|------------------|
| EXISTING STRIPING | PROPOSED STRIPING | EXISTING SIGNAGE |
| EXISTING ROADWAY | PROPOSED SIGNAGE | |



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CALIFORNIA AVENUE, MOSS BEACH HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)

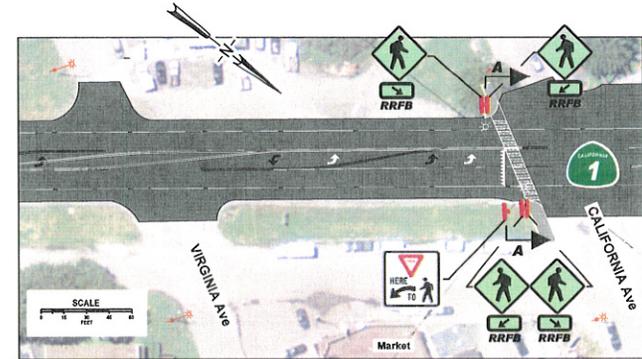
ALTERNATIVE
1A
FEBRUARY 2015

DESIGNATED PEDESTRIAN CROSSINGS VIRGINIA & CALIFORNIA AVE - ALTERNATIVE 1B

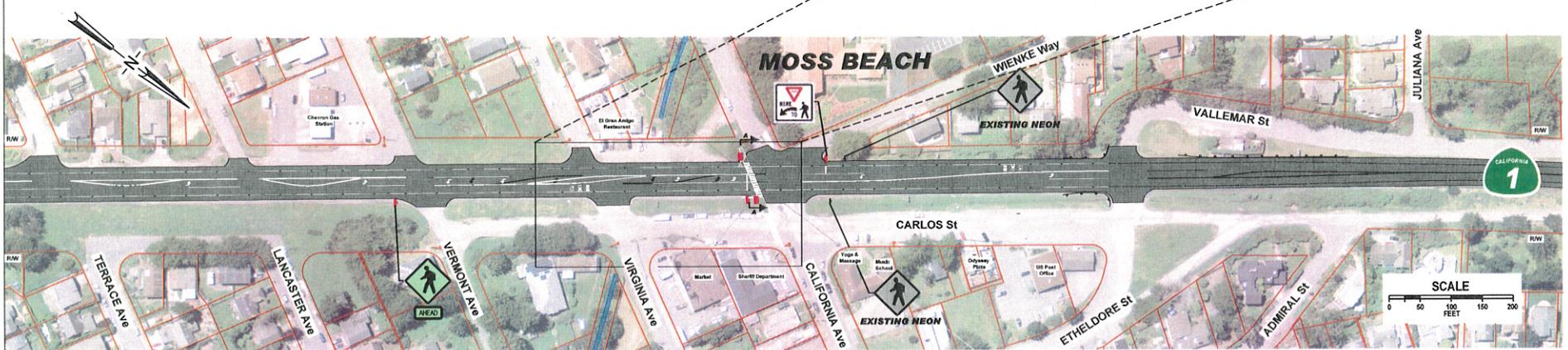
RECTANGULAR RAPID FLASH BEACON

SECTION A-A
NO SCALE

Push button activated rectangular rapid flashing beacons use an irregular flash pattern that is similar to emergency flashers and police vehicles to alert vehicular traffic.



SEE CYPRESS AVE - ALTERNATIVE 1



LEGEND:

- | | |
|-------------------|-------------------|
| EXISTING STRIPING | PROPOSED STRIPING |
| EXISTING ROADWAY | PROPOSED SIGNAGE |
| | EXISTING SIGNAGE |



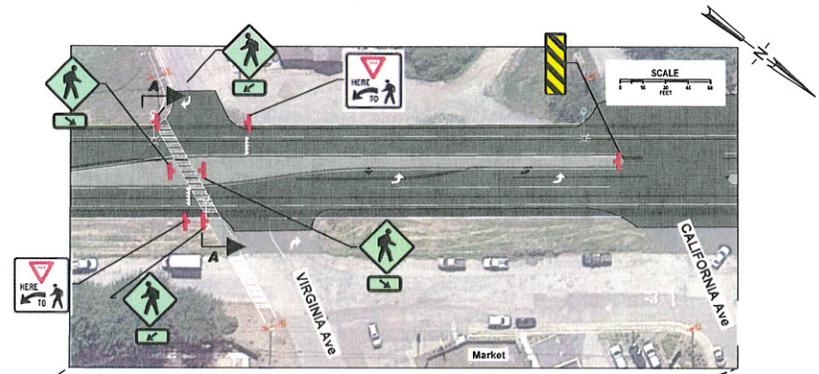
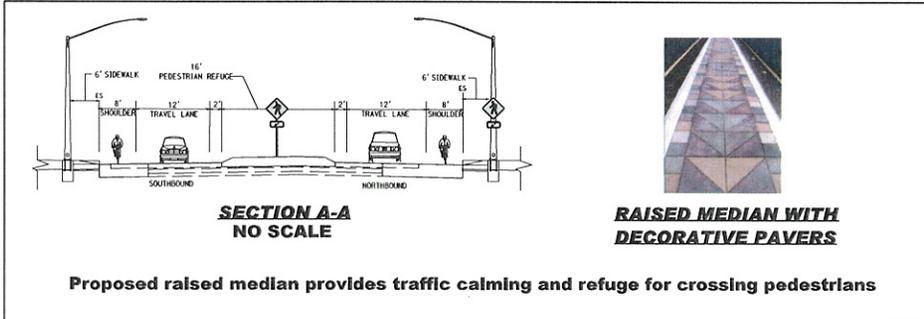
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Transportation
Authority

**CALIFORNIA AVENUE, MOSS BEACH
HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)**

ALTERNATIVE
1B
FEBRUARY 2015

DESIGNATED PEDESTRIAN CROSSINGS VIRGINIA & CALIFORNIA AVE - ALTERNATIVE 2

RAISED MEDIAN WITH TYPE D CURB



SEE CYPRESS AVE - ALTERNATIVE 2



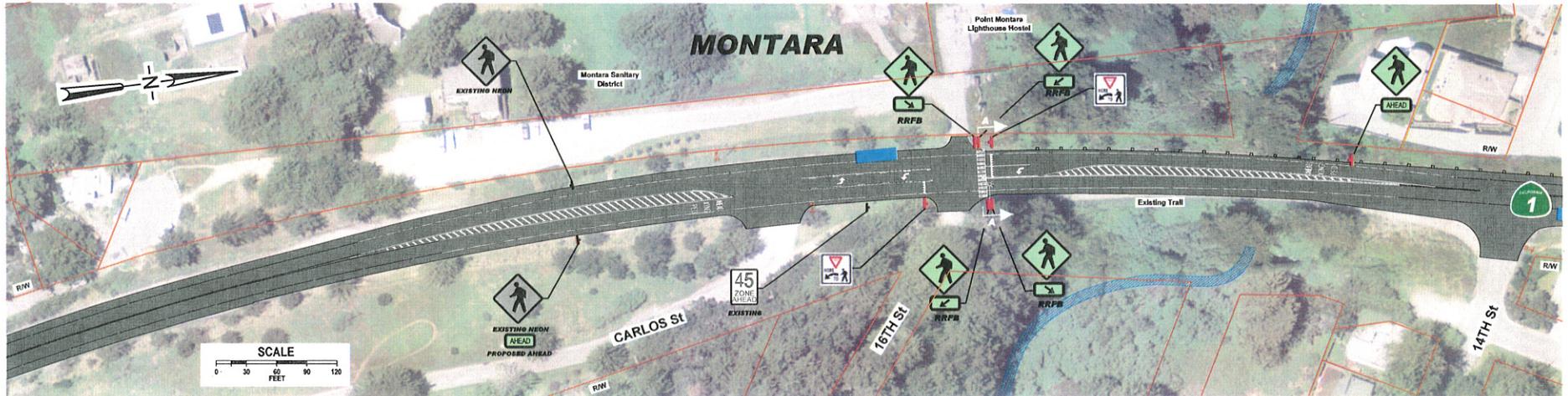
LEGEND:

- | | | | | | | | | | |
|--|--------------------------|--|--------------------------|--|-------------------------------|--|-------------------------|--|-------------------------|
| | PROPOSED WIDENING | | PROPOSED STRIPING | | PROPOSED RAISED MEDIAN | | PROPOSED SIGNAGE | | EXISTING SIGNAGE |
| | EXISTING ROADWAY | | EXISTING STRIPING | | | | | | |

CALIFORNIA AVENUE, MOSS BEACH HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)

ALTERNATIVE
2
FEBRUARY 2015

DESIGNATED PEDESTRIAN CROSSING 16TH STREET - ALTERNATIVE 1



RECTANGULAR RAPID FLASHING BEACON WITH PAINTED MEDIAN



LEGEND:

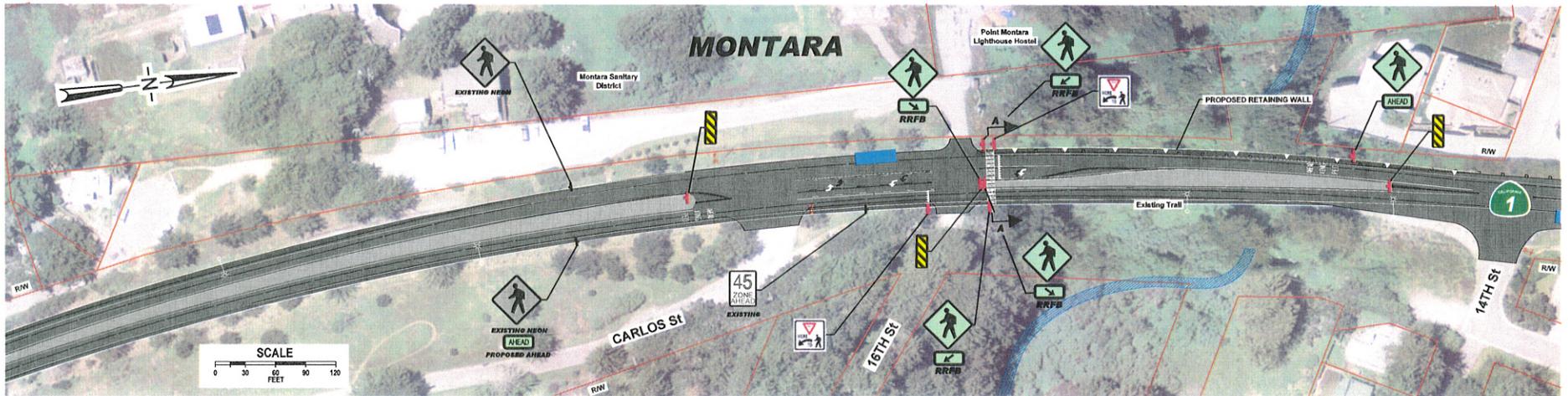
- | | | | |
|-------------------|-------------------|------------------|--|
| EXISTING STRIPING | PROPOSED STRIPING | EXISTING SIGNAGE | |
| EXISTING ROADWAY | EXISTING BUS STOP | PROPOSED SIGNAGE | |



**16TH STREET, MONTARA
HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)**

ALTERNATIVE
1
FEBRUARY 2015

DESIGNATED PEDESTRIAN CROSSING 16TH STREET - ALTERNATIVE 2



RAISED MEDIAN WITH TYPE D CURB AND RAPID RECTANGULAR FLASHING BEACONS



LEGEND:

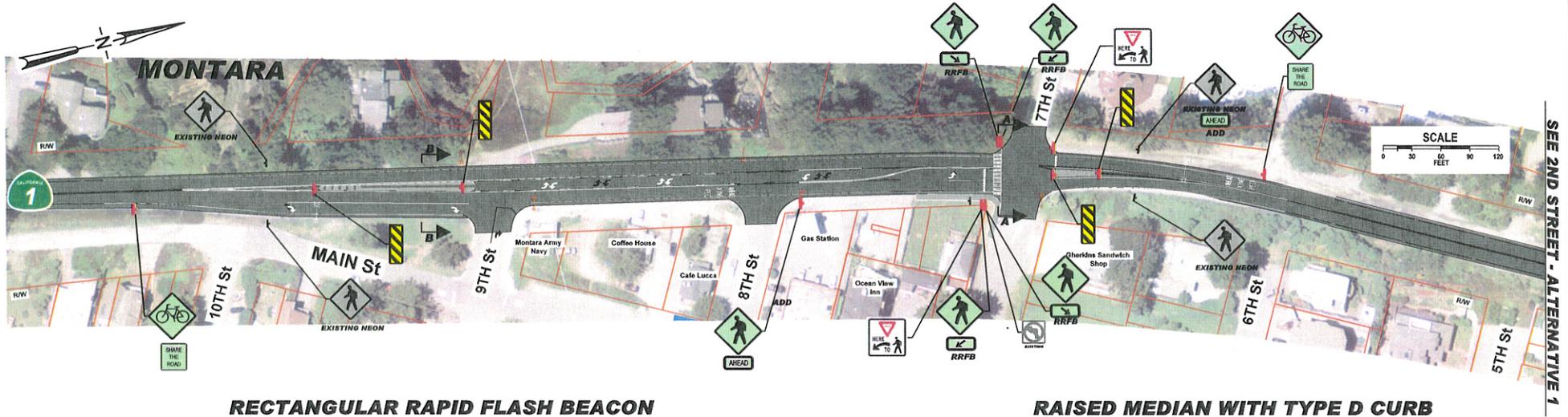
- PROPOSED WIDENING
- EXISTING ROADWAY
- PROPOSED STRIPING
- EXISTING STRIPING
- PROPOSED RAISED MEDIAN
- PROPOSED SIGNAGE
- EXISTING BUS STOP
- EXISTING SIGNAGE



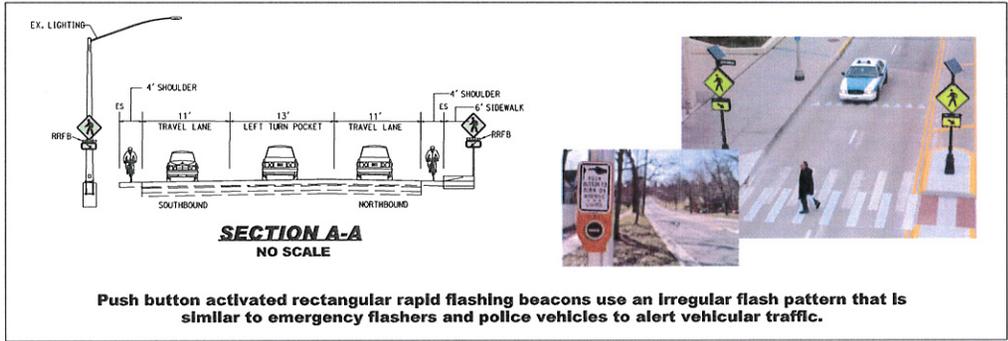
16TH STREET, MONTARA HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)

ALTERNATIVE
2
FEBRUARY 2015

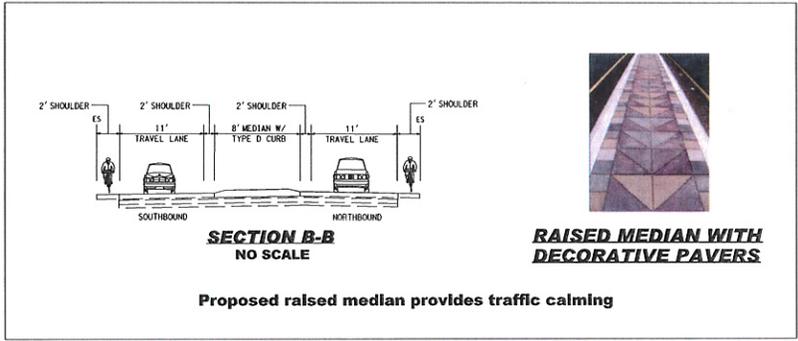
DESIGNATED PEDESTRIAN CROSSING | RAISED MEDIAN 7TH STREET - ALTERNATIVE 1



RECTANGULAR RAPID FLASH BEACON



RAISED MEDIAN WITH TYPE D CURB



LEGEND:

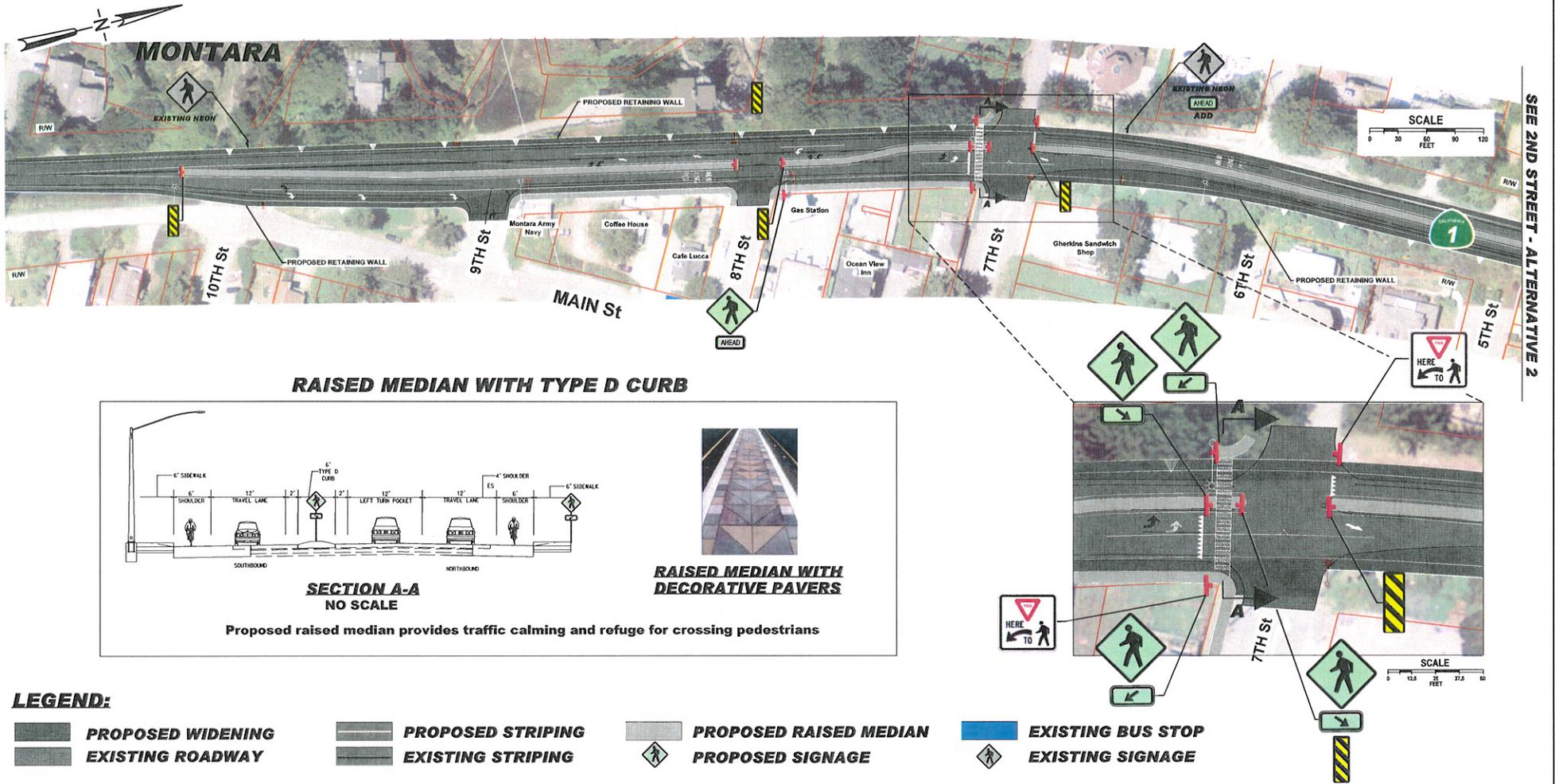
- EXISTING STRIPING
- PROPOSED STRIPING
- PROPOSED RAISED MEDIAN
- EXISTING BUS STOP
- PROPOSED SIGNAGE
- EXISTING SIGNAGE

7TH STREET, MONTARA HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)

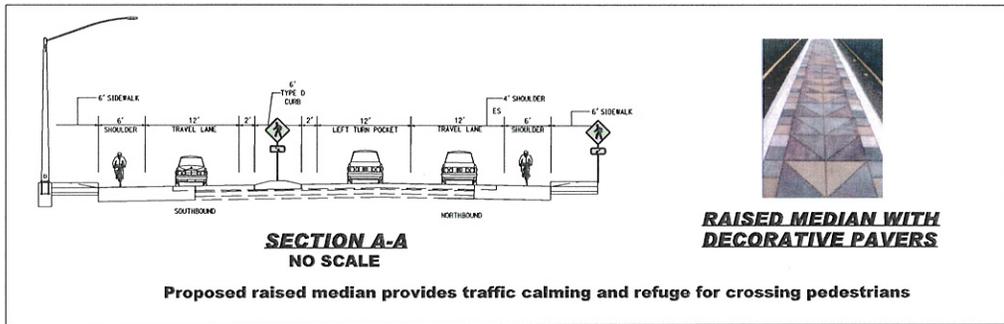
ALTERNATIVE
1
FEBRUARY 2015



DESIGNATED PEDESTRIAN CROSSING | RAISED MEDIAN 7TH STREET - ALTERNATIVE 2



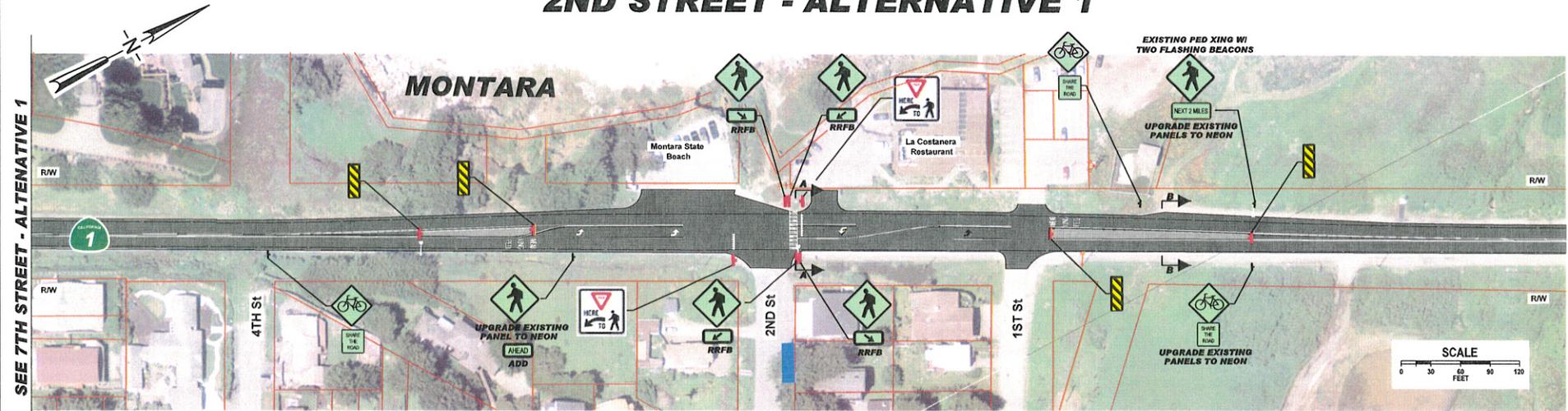
RAISED MEDIAN WITH TYPE D CURB



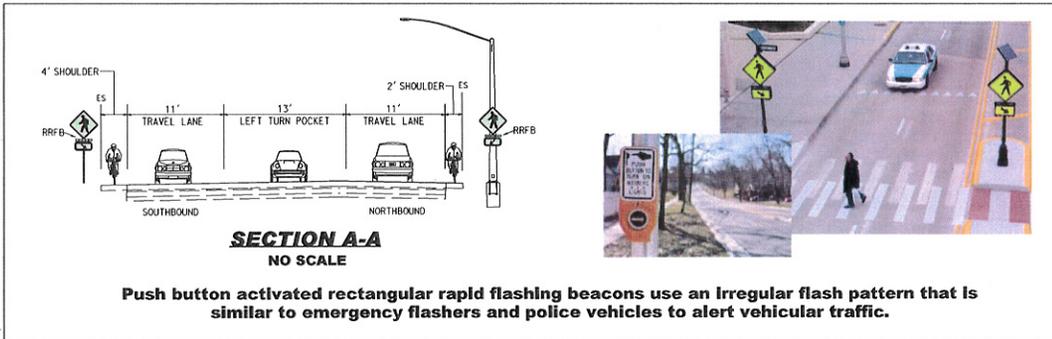
LEGEND:

- | | | | |
|-------------------|-------------------|------------------------|-------------------|
| PROPOSED WIDENING | PROPOSED STRIPING | PROPOSED RAISED MEDIAN | EXISTING BUS STOP |
| EXISTING ROADWAY | EXISTING STRIPING | PROPOSED SIGNAGE | EXISTING SIGNAGE |

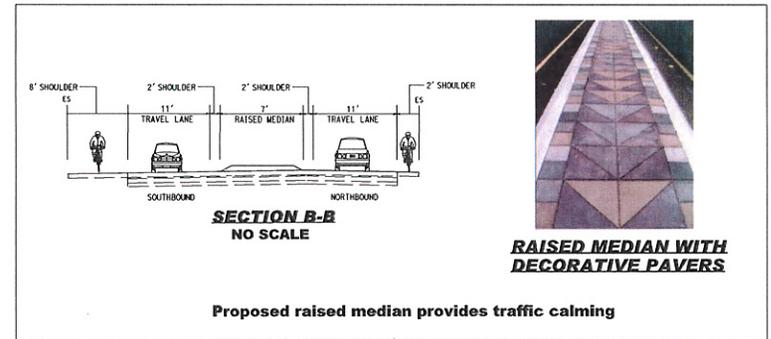
DESIGNATED PEDESTRIAN CROSSING / RAISED MEDIAN 2ND STREET - ALTERNATIVE 1



RECTANGULAR RAPID FLASH BEACON



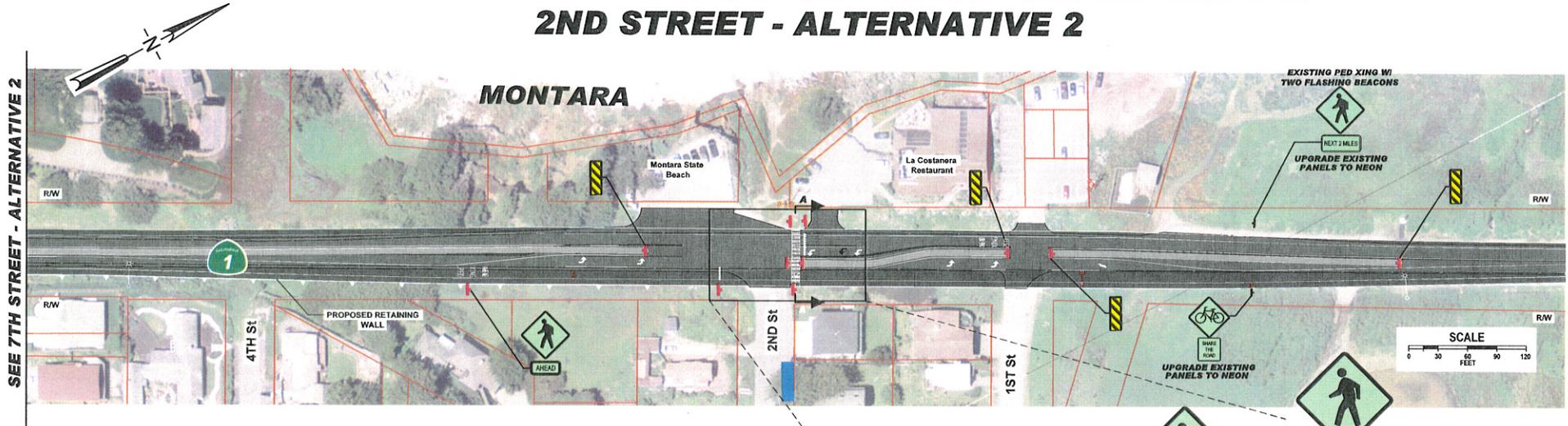
RAISED MEDIAN WITH TYPE D CURB



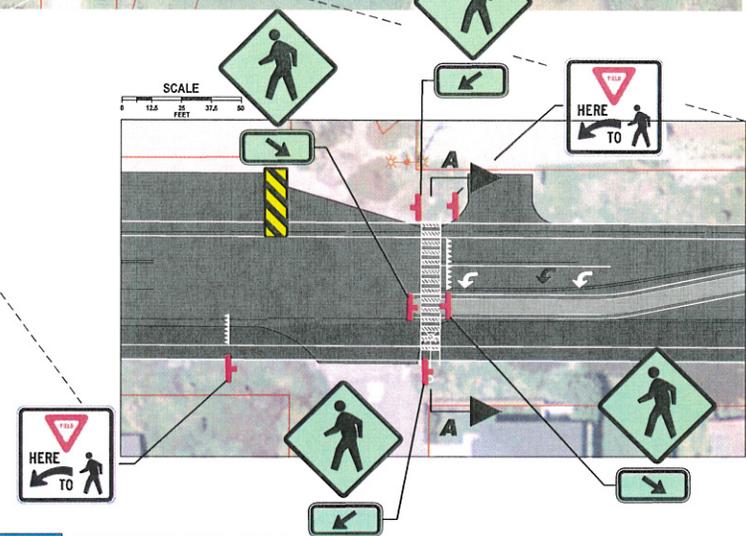
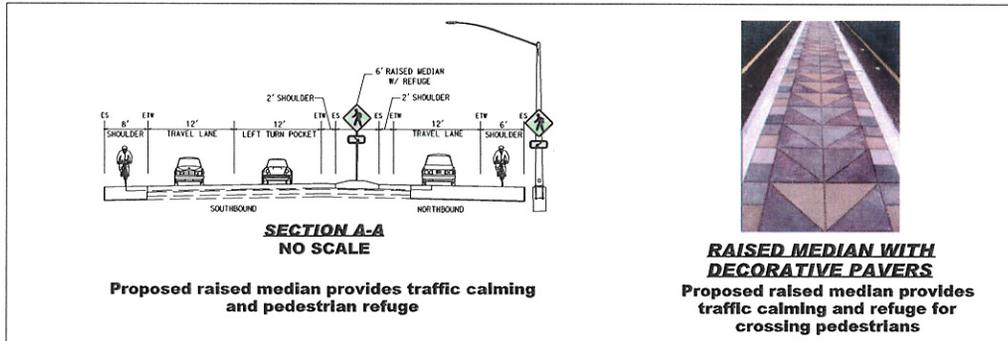
LEGEND:

- PROPOSED STRIPING
- PROPOSED RAISED MEDIAN
- EXISTING BUS STOP
- EXISTING ROADWAY
- EXISTING STRIPING
- PROPOSED SIGNAGE

DESIGNATED PEDESTRIAN CROSSING | RAISED MEDIAN 2ND STREET - ALTERNATIVE 2



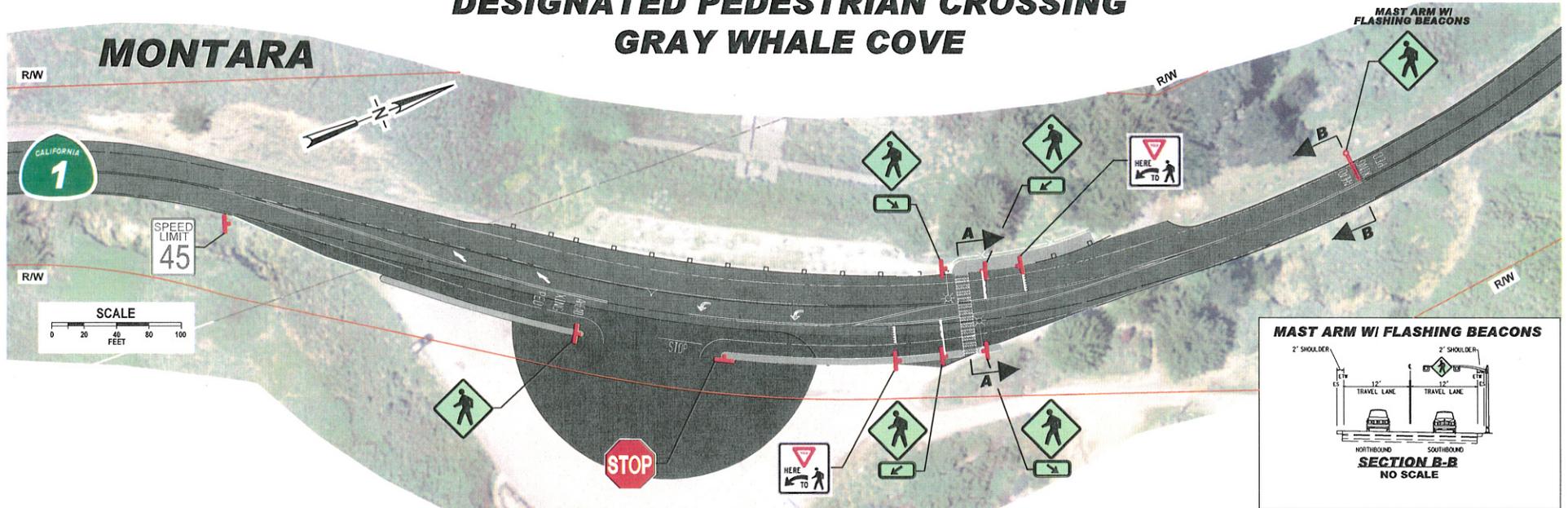
RAISED MEDIAN WITH TYPE D CURB



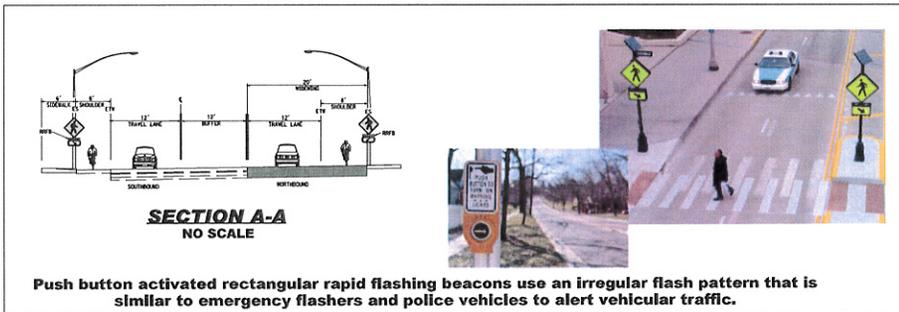
LEGEND:

- PROPOSED WIDENING
- PROPOSED STRIPING
- PROPOSED RAISED MEDIAN
- EXISTING BUS STOP
- EXISTING ROADWAY
- EXISTING STRIPING
- PROPOSED SIGNAGE
- EXISTING SIGNAGE

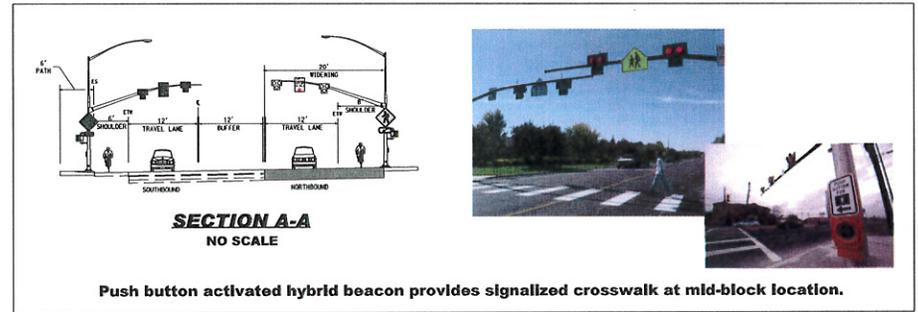
DESIGNATED PEDESTRIAN CROSSING GRAY WHALE COVE



**ALTERNATIVE 1
RECTANGULAR RAPID FLASH BEACON**



**ALTERNATIVE 2
HYBRID BEACON**



LEGEND:

- PROPOSED WIDENING
- EXISTING ROADWAY
- PROPOSED STRIPING
- EXISTING STRIPING
- PROPOSED SIGNAGE



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GRAY WHALE COVE, MCNEE RANCH STATE PARK HIGHWAY 1 PRELIMINARY PLANNING STUDY (PPS)

ALTERNATIVE
1 & 2
FEBRUARY 2015