

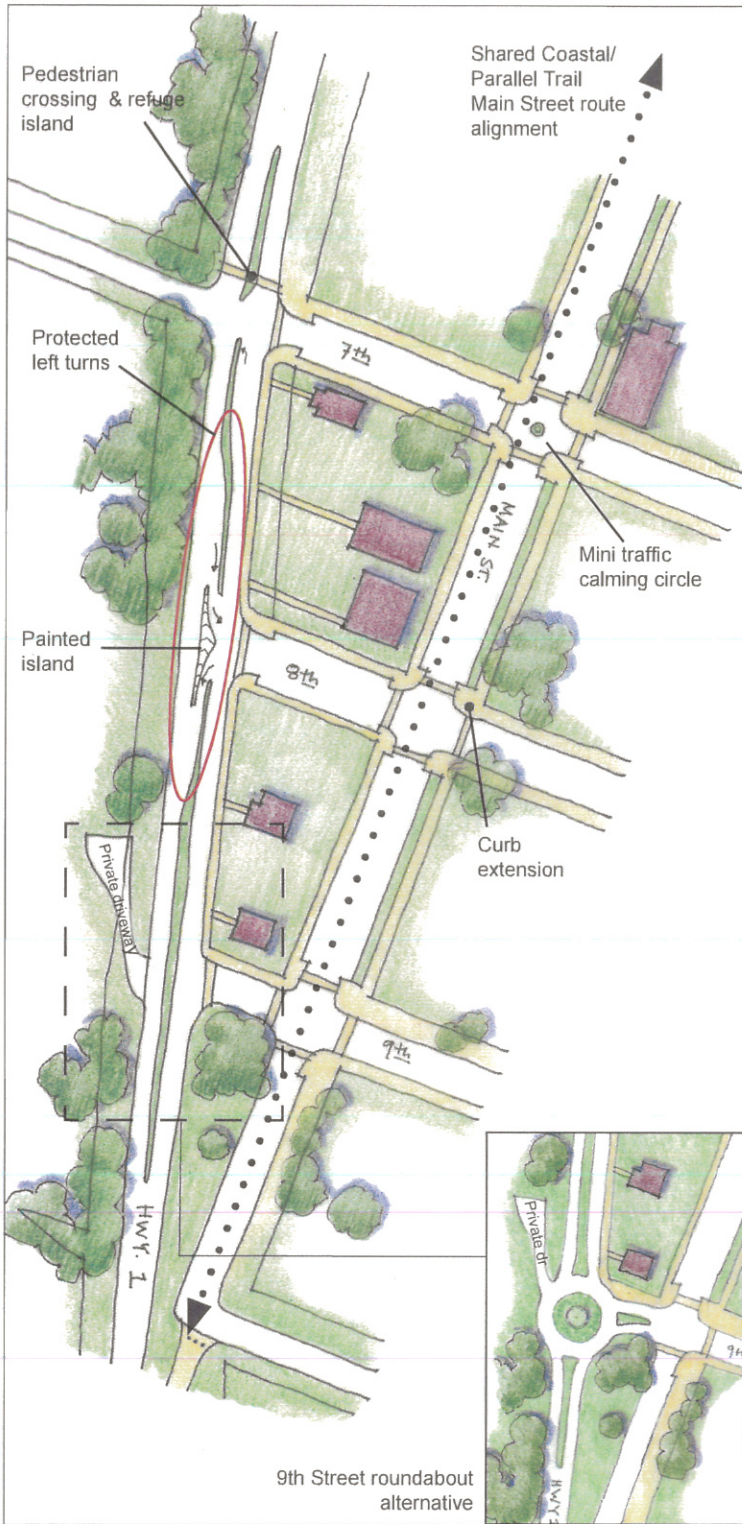
Central Moss Beach: Option A

The drawing illustrates the use of medians on Highway 1 in conjunction with the frontage road, Carlos Street, to manage vehicle access, simplify turning movements, and organize safe pedestrian crossing points.

Vehicle access is consolidated to Vermont and Etheldore streets. Designated pedestrian and bicycle crossings are provided at California and Virginia avenues, where vehicle turning and crossing movements are restricted by extending the frontage road median to close the two intersections to motor traffic. The highway medians provide refuge areas for pedestrians and bicyclists. They also provide channelized left turn movements for motorists on and off the highway.

The parallel trail would follow the alignment of the frontage road and median on the east side of the highway. Closing the intersections at California and Virginia avenues on the east side of the highway would reduce conflicts between trail users and traffic. Over time, sidewalks could be added to serve pedestrians on the west side of the highway between Cypress Avenue and Wienke Way.

Proposed Circulation, Access and Pedestrian Improvements



- Raised medians from north of 7th Street through south of 9th Street.
- Painted “bird shaped” island for protected left turns and merging.
- Left turns consolidated at 8th Street.
- Restricted turning movements at 9th Street or installation of roundabout.
- Sidewalks added on east side of highway between 7th and 9th Streets.
- Designated pedestrian crossing at 7th Street.
- Sidewalks, crosswalks and traffic calming improvements on Main Street.

Left turns are currently prohibited into or out of 7th Street east of Hwy 1 (with left turns to and from the west allowed), which should be continued. A crosswalk is located at 7th Street because there are residences on the west side and there is more space along the west side of the highway for walking to between 7th and 2nd Streets. Under current conditions, it is extremely difficult to cross from east to west at 7th Street because of limited sight distance between southbound vehicles and pedestrians. Adding a raised median at this location makes it possible for pedestrians to better judge when it is safe to enter each half of the street.

The median at 8th Street allows for full turning movements, including a left turn bay for southbound left turns into 8th Street and a storage lane for westbound left turns from 8th Street to Highway 1. A painted or mountable island will ensure that trucks can still turn into Montara. Left turns are eliminated at 9th Street. However, a small roundabout is shown at this location as an option for maintaining full turning movements while providing a prominent gateway feature for northbound travelers.