

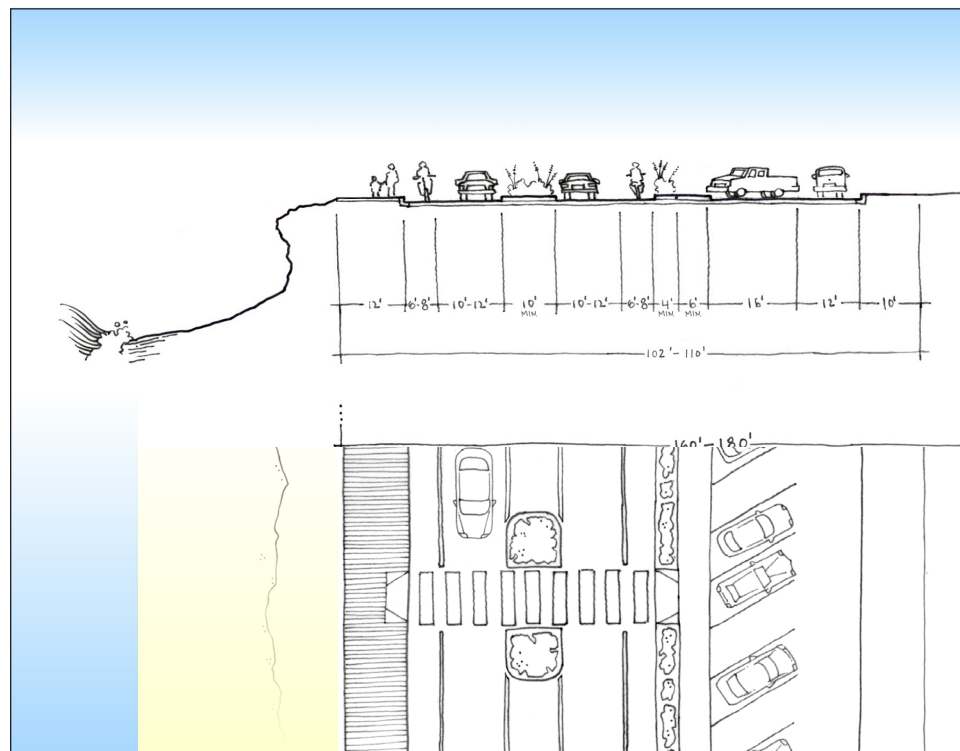
Option A: No Realignment



- ① Pedestrian crossings for all legs at Capistrano Road
- ② Potential new access point
- ③ Potential improved path on existing “goat trail” with mid-block crossing to restaurant and hotel.
- ④ Diagonal parking and access lane separated from the highway.\*
- ⑤ Alternative parking lot location.\*\*
- ⑥ Central improved path with mid-block crossing, steps to beach.
- ⑦ Improved existing dirt parking area or landscape restoration.
- ⑧ Obispo Road rerouted up to Alhambra Avenue. Leftover road and adjacent land could be alternative site for parking or converted for landscape restoration.\*\*
- ⑨ Coastal trail to Harbor, Princeton and Moss Beach.
- ⑩ Coastal trail to Miramar and Half Moon Bay.

Plan details are illustrated above.

\*Spaces can be marked on the northeast or southwest side of the separated parking area depending upon preferred circulation.  
 \*\*Potential optional sites developed in lieu of highway adjacent diagonal parking.



A cross section and plan view is shown on the left facing north near Coronado Street. A midblock crosswalk with a channelized pedestrian island connects the parking area to a section of the Coastal Trail developed as a boardwalk in the high erosion area.

The concept from the Phase 1 Study shown above retained the existing roadway alignment. Informal parallel parking in the shoulder area on the inland side of the highway was reorganized into diagonal parking with a one-way northbound access way. Two other alternative sites for parking accessible from Alhambra and Obispo were identified. Development of any of these sites would reduce or possibly eliminate the need for parking along the highway.

The current parking supply of the combined shoulder parking, Surfer’s Beach lot and Granada Sanitary District unpaved lot is about 300 spaces. Diagonal parking as shown in the scenario illustrated above, combined with retention of the District and Surfer’s Beach lots, would yield an estimated total of 398 spaces.

A continuous raised center median would be added, with existing

painted northbound left turn bays retained. The median would encourage speed moderation and eliminate illegal u-turns by southbound travelers seeking shoulder parking on the northeast side of the highway. The median would also provide a refuge are for pedestrians at both designated crosswalks and for the inevitable random mid-block crossing activity that will continue to take place on this section of highway.

Two potential midblock crosswalk locations were identified at Surfer’s Beach and Sam’s Chowder House. The crossings are aligned with well-worn informal foot paths between the two signalized intersections at Capistrano and Coronado, with are spaced at nearly a mile and located a substantial distance from the preferred direct path of travel for many pedestrians that need to cross the highway.