



08.20.09

ATTACHMENT A - Project Alternatives Overview

Purpose and need:

- Provide clarification of the Goals and Objectives for the Master Plan.
- Provide clarification of the Shell Beach Road Master Plan alternatives and their related features and considerations.

Goals and Objectives Clarification:

Goal

Create a master plan for the Shell Beach road corridor designed to enable safe, attractive, and comfortable access and travel for all users. Provide a "complete street" plan where pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across the street. Create a sense of place and improve social interaction by providing a "context sensitive", aesthetically pleasing, cost effective, and sustainable corridor that captures the character of the Shell Beach Community.

Objectives

- Safety. accessibility for all users
- Beautification, aesthetic enhancement
- Engineering / physical feasibility
- Cost feasibility
- "Context Sensitive Solution" maintaining the character of Shell Beach

Alternatives Clarification:

1. Original Alternative

- Main features: combination diagonal parking and parallel parking with serpentine travel way, landscaped bulb-outs and medians, maintains class II bike lanes and parallel parking.
- General consensus from stakeholders was achieved for this alternative through the collaborative design process of community workshops facilitated by the City's consultant, Firma.
- SLOCOG did not approve this plan due to the diagonal parking and maintained that Class II bike lanes would not work in those areas.
- Traffic Safety Committee (TSC) did not approve this plan due to the medians and maintained that Cal Fire emergency vehicles would not be able to cross over the center of the street.



ATTACHMENT A - Project Alternatives Overview (cont.)

2. Alternative A

- Main features: 8' multi-use path (MUP) located on freeway side of roadway with 4' buffer strip between roadway and path, no class II (roadway will become class III), parallel parking, small islands (instead of full medians).
- SLOCOG approved. This alternative was proposed by SLOCOG after the Original Alternative selection process was completed. It was offered as an alternative to diagonal parking issues and to possibly secure a "Safe Routes to School" program funding source.
- TSC approved this plan due to small islands substituted for full medians.
- Possible conflicts with goals and objectives of the master plan such as safety, physical, cost, and contextual constraints. (See Attachment B – Multi-use Path Constraints)

3. Alternative B

- Main features: variation of original alternative without diagonal parking and modified full block medians that are shortened and mountable in the center for emergency vehicle access. Maintains class II bike lanes and parallel parking.
- SLOCOG approves this plan (due to elimination of diagonal parking), but does not prefer this plan (because the MUP has potential funding opportunities).
- TSC does not approve this plan because of the same issues with the medians as in the original alternative.

4. Alternative B-modified

- Main features: the same as Alternative B except medians have been shortened instead of full medians and are strategically located at the ends of the long blocks and at the center of the short blocks. Maintains class II bike lanes and parallel parking.
- SLOCOG is presumed to approve this plan just as in Alternative B.
- TSC approves this plan due to modified median configuration substituted for full medians.
- SBIG has general consensus that this plan is the most viable alternative to be recommended to the City Council for approval. It is the selected and endorsed plan because it best meets the project goals and objectives.