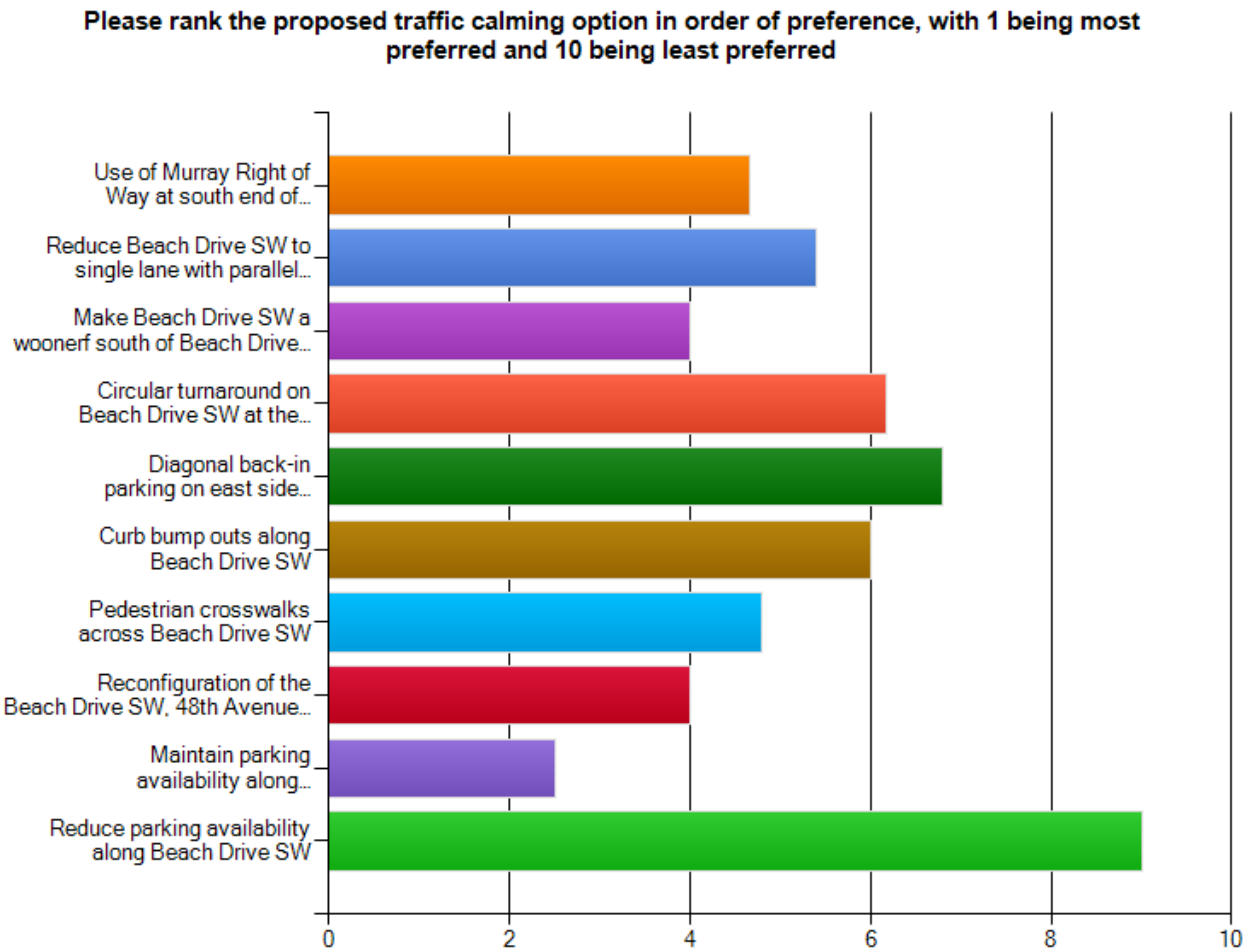


Traffic Calming Survey Results

The Murray CSO Control Project Design Advisory Group (DAG) members were asked to complete a survey ranking the traffic calming options under consideration for Beach Drive Southwest between Lowman Beach Park and the proposed facility. The chart below displays the average value of the ranking for each option. More preferred options were ranked higher and thus have a smaller bar. DAG members’ specific comments listed below the chart and on the back.



Comments:

“The Murray right of way is already used for a sewer line; this line could be relocated as part of this project. The right of way could become a part of the footprint for the entire project, including the storage tanks, and facilities shown in draft plans as above ground that could be placed underground.”



"I liked the increased parking in #1; it takes pressure off the surrounding neighborhood and provides space for an expected increase in park usage (I prefer head-in to back-in parking). I think the places to discourage thru traffic are (1) at the entrance, by making the turn off of Beach Dr southbound, a sharper right turn than depicted and (2) at the south end of Lowman park where residences begin. The road (Beach DR) fronting the project suggested by SDOT and #3 is, I think, too narrow for easy traffic flow assuming traffic is discouraged as suggested above. I'm disappointed that SDOT didn't provide a preliminary sketch incorporating their criteria for our evaluation. Hopefully, a broader discussion will take place next week before you submit your proposal."

"I applaud the team for the attempt to reduce the actual and apparent size of the roadway (paved and impervious areas), and also appreciate the attempt to soften the right-of way as in the woonerf option. Several additional comments I hope can be studied: 1. The woonerf scheme shows a very large service access at the Murray Street right-of-way. I hope this can be reduced to the minimum requirement, or be significantly masked when the generator/odor structures are incorporated into the scheme (assuming they are pushed up against and incorporated into the grade retention strategies. 2. I would like to see the woonerf scheme advanced in a meandering pattern (as indicated) but with the sidewalks following a similar direction on both sides. This would alleviate the straight "hard edge" between the park and the right-of-way and potentially allow a better mediation of grades that would be more welcoming to the park and visually extend it to the east. 3. I know this is about traffic calming and not necessarily about landscape, but it has been proven that trees along the roadway are also calming devices. I would encourage the team to incorporate a regular rhythm of trees along Beach Drive to help define the street as a welcoming gateway to Lincoln Park. 4. Obviously the project has its physical boundaries, so it will be very important to establish clear transitions at the north and south to make sure that the design integrates well with the existing conditions along Beach Drive. The right-of-way that extends south from Murray is essentially unimproved, so careful consideration of that condition should be incorporated. 5. I would like to see some more definition of the parking spaces (beyond striping) within the road and/or woonerf scheme. Perhaps incorporation of bump-outs or landscaping to define and differentiate the roadway from the parking. 6. Following the woonerf direction, it would be interesting to study various curb configurations - from no curb, to rolled curbs to suggest more of a "lane" than a road. Paving or pattern options should also be considered. 7. I really look forward to the incorporation of the structure and retaining strategies into the road and site design. This will clearly inform the issues related to the service access, the incorporation of the structures into the retaining structures, and the potential for the buildings to be visually "below grade" with "living" roofs that can be accessible and part of a pedestrian realm that mediates the grade between Lincoln Park Way and Beach Drive. 8. Great start! Keep an open mind to doing this project in a manner that meets the functional and affordable criteria, but does so in new and creative ways that result in outcomes that none of us might have imagined going in."

"As a user of the park for launching my kayak, my top priorities are parking spaces and ease of access to hand-launch a boat at the beach. SDOT says less parking will not be a problem due to the homes being gone, but I'm skeptical of this. I like the turn-about at the South end, but if SDOT says turning around will not be a problem because you can use the facility maintenance road that is fine by me. I know the residents want to keep cars out with the one lane road, woonerf, etc., but as a park user I need to get my car in there to launch my kayak- so my interests oppose theirs. As for pedestrian crosswalks, I don't think they're necessary because it's not a busy enough street in my experience."