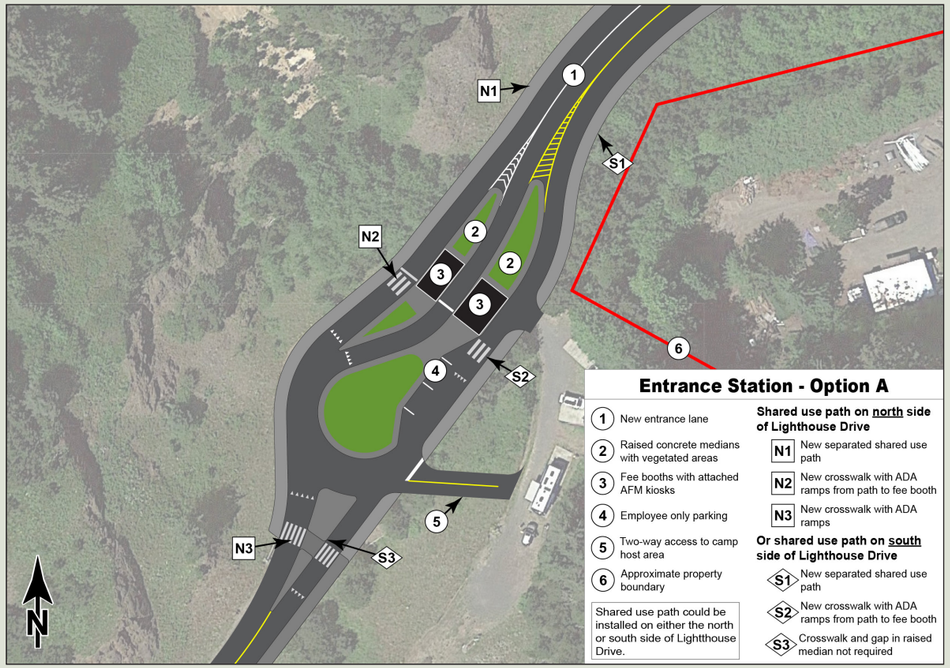
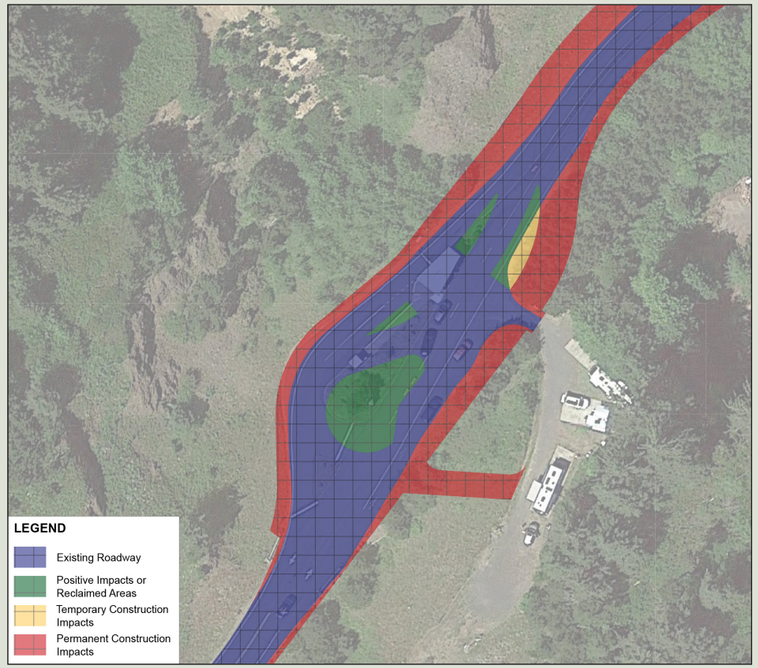
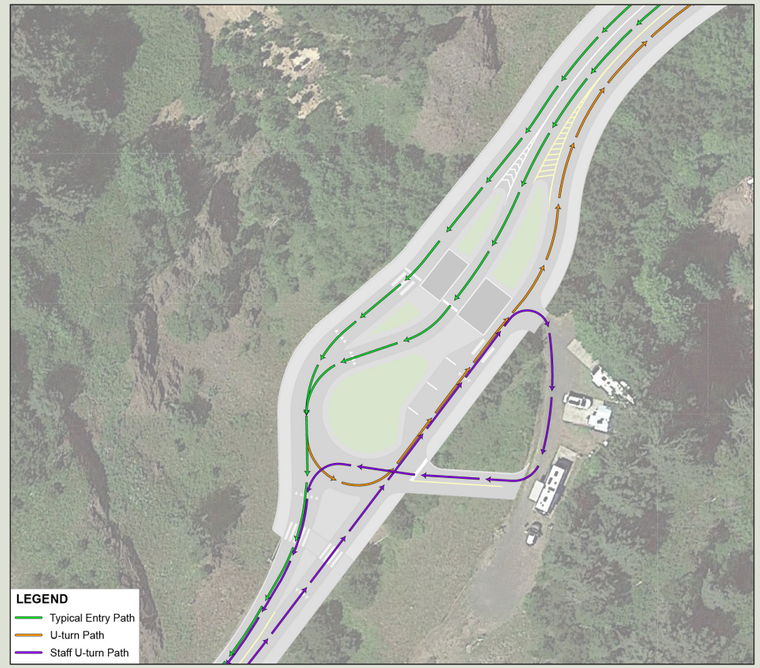
YAQUINA HEAD
Traffic Study

Appendix C: Alternatives Analysis

ENTRANCE STATION – OPTION A







DESCRIPTION:

Entrance station would remain in its existing location. A second entrance lane and second fee station would be provided as well as a separated shared use path (SUP) on either the north or south side of the roadway. A two-way loop through the host area would accommodate turnaround maneuvers for BLM staff and camp hosts.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- BLM staff don't have to stand in the roadway to conduct line-busting.
- Two entry lanes provides flexibility based on staffing capacity. One lane could be closed or automated during the off season.

DISADVANTAGES:

- BLM staff must circulate through the camp host area to turn around; potential loss of privacy for hosts.
- Increased maintenance required for SUP.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- Dual entrance lanes with automated fee machine (AFM) kiosks in fee booths would expedite entrance times and reduce queues.
- All attractions would remain located west of entrance station/ within fee area.

DISADVANTAGES:

- Visitors must pass fee booth before turning around to exit the site.
- Lacks area for exiting vehicles to bypass another vehicle stopped to talk with rangers at the entrance station.
- An additional parking space may be necessary if both fee booths are staffed.

SAFETY PERFORMANCE:

ADVANTAGES:

- Separated SUP would provide protection for non-motorists and physical separation from vehicles.
- BLM staff wouldn't have to stand in the roadway to conduct line-busting.
- Visitors wouldn't have to walk to fee booth to collect pass after paying at the AFM kiosk.
- Depending on where SUP is located (north or south side of Lighthouse Drive), pedestrians would have direct access to Ernest Bloch Memorial Wayside or to a potential future SUP connection on NW Rocky Way.

DISADVANTAGES:

- Possible conflicts with the two-way traffic exiting the camp host area and visitors turning around.
- Increased number of merging and diverging conflict points compared to the existing configuration.
- Path on the north side may present a safety concern due to recent landslide/rockfall issues.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Vegetation would be incorporated in medians where feasible.

DISADVANTAGES:

- Expansion of the roadway footprint would be required on north side of the roadway.
- SUP would increase paved area.
- To facilitate the two-way loop through the camp host area, a new approach roadway is needed with signficant impacts.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- Option would use existing power and wastewater utility connections.

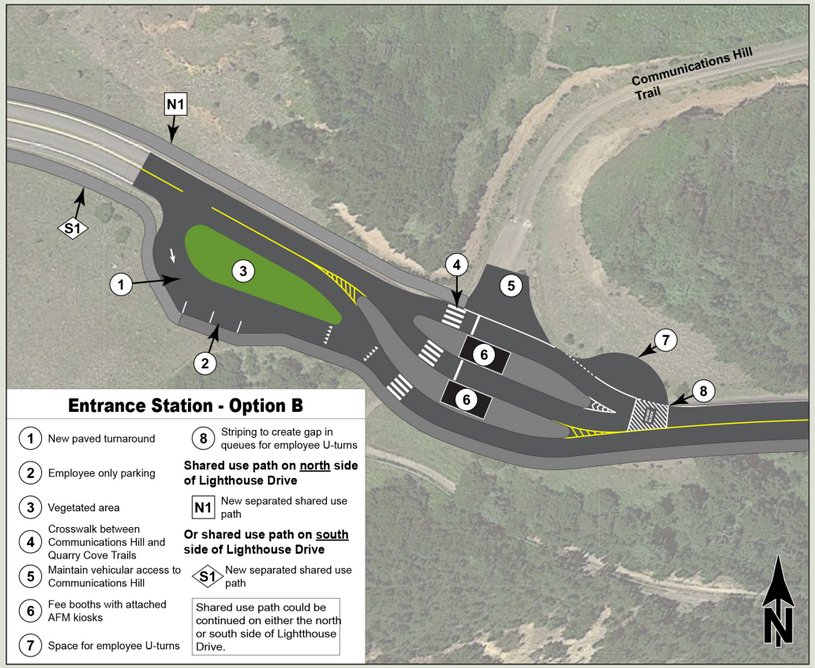
DISADVANTAGES:

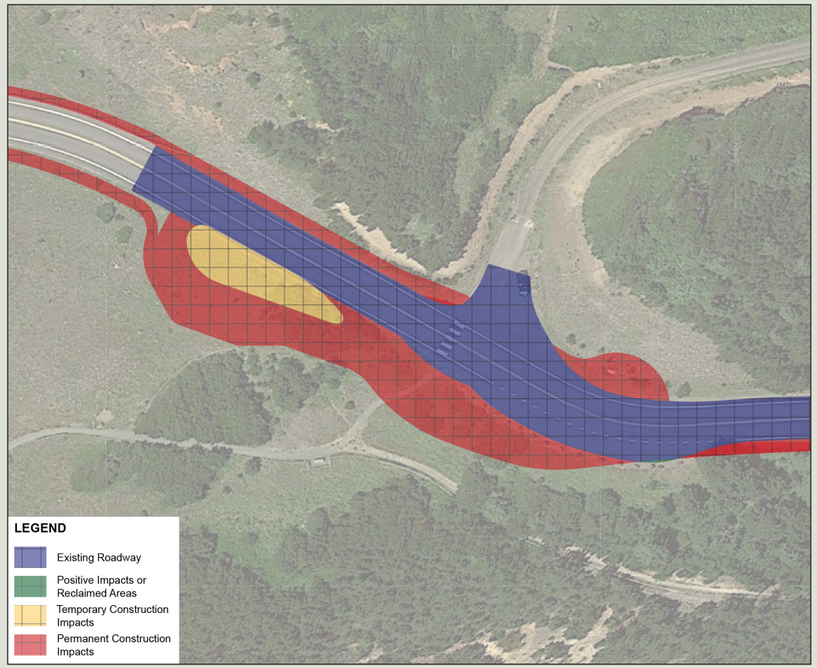
- Potential constraint on north side of entrance station due to steep hillsides.
- Limited right-of-way on south side of roadway for expansion.
- Length of second entrance lane may be dictated by geotechnical constraints on north side of the roadway.

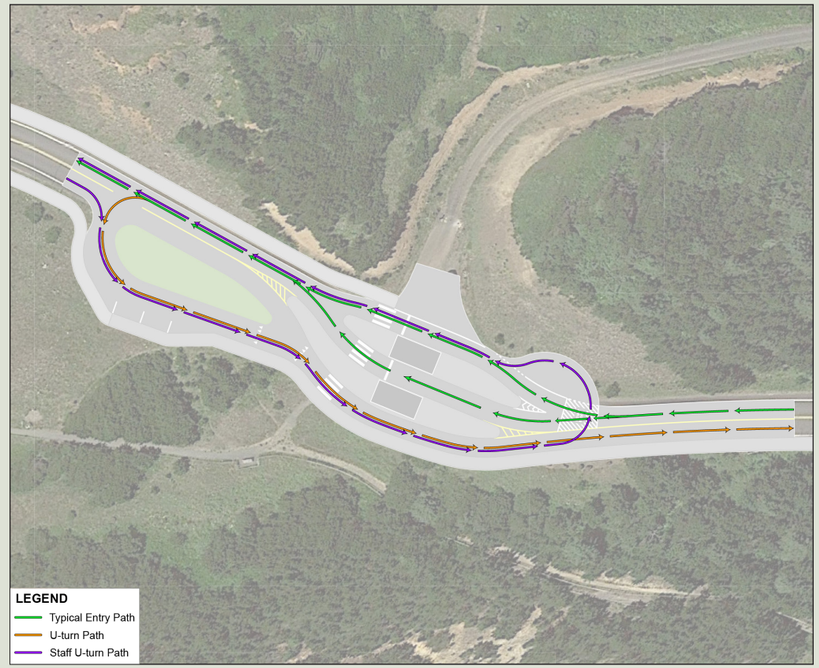
RECOMMENDATION: DO NOT ADVANCE

New access road to camp host area would be very impactful with little added benefit. Limited space for expansion of roadway footprint may preclude the ability to construct this option.

ENTRANCE STATION – OPTION B







DESCRIPTION:

Entrance station would be relocated to Communications Hill Trail. Visitor entry would be accommodated through two fee booths. A separated SUP would be provided on the south side of Lighthouse Drive until just beyond the fee booths, where the path could either continue on the south side of Lighthouse Drive or switch to the north side of the roadway for access to the Interpretive Center.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- Shortened drive for BLM staff from Interpretive Center compared to the existing entrance station location.
- BLM staff wouldn't have to stand in the roadway to conduct line-busting.

DISADVANTAGES:

- Distance is too far from the Interpretive Center for BLM staff to walk carrying cash.
- Increased maintenance required for SUP.
- Quarry Cove located outside fee area, potential for more break-ins and resource degradation.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- Dual fee booths with AFM kiosks would help expedite entrance processing times.
- Visitors would have multiple opportunities to turn around before approaching the fee booth.
- Vehicular access to Communications Hill would be maintained.

DISADVANTAGES:

- Quarry Cove is located east of the entrance station/outside the fee area. Out-of-direction travel required of visitors needing the ADA clicker for Quarry Cove. Visitors returning ADA clickers would have to wait in line with other vehicles entering the site.
- To accommodate staff u-turns, entering vehicles must leave space in the queue.
- Lacks area for exiting vehicles to bypass another vehicle stopped to talk with rangers at the entrance station.

SAFETY PERFORMANCE:

ADVANTAGES:

- Separated SUP provides protection for non-motorists and physical separation from vehicles.
- Visitors wouldn't have to walk to fee booth to collect pass after paying at the AFM kiosk.

DISADVANTAGES:

- Possible conflicts between entering vehicles and staff completing U-turns.
- Pedestrians would have to cross three lanes of entering traffic to access Communications Hill Trail or continue on shared use path if installed on the north side, sight lines may be blocked by fee booths.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Vegetation would be incorporated in medians where feasible.

DISADVANTAGES:

- Expansion of the roadway footprint would be required on the south side of the roadway to accommodate entrance station.
- SUP would increase paved area.
- Queues would build up within the site instead of outside the site.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- None anticipated

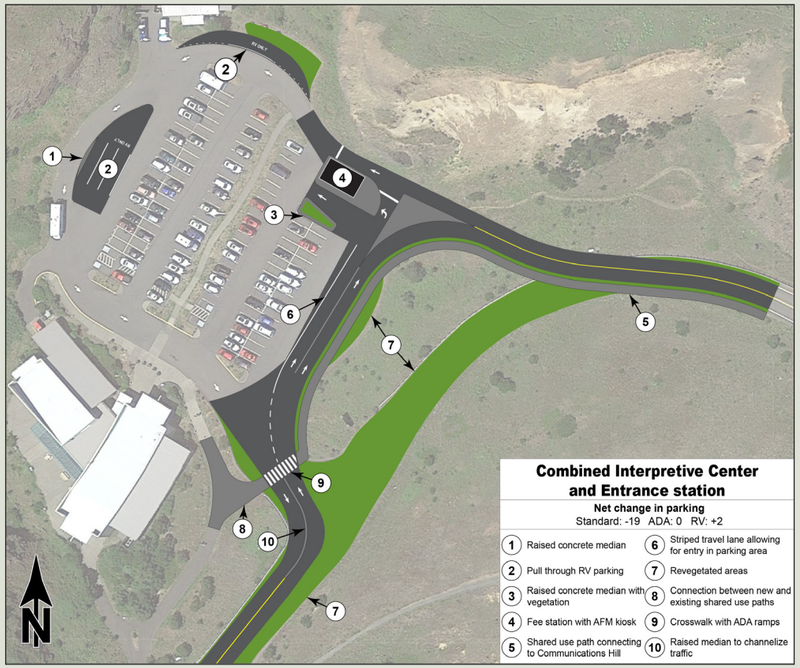
DISADVANTAGES:

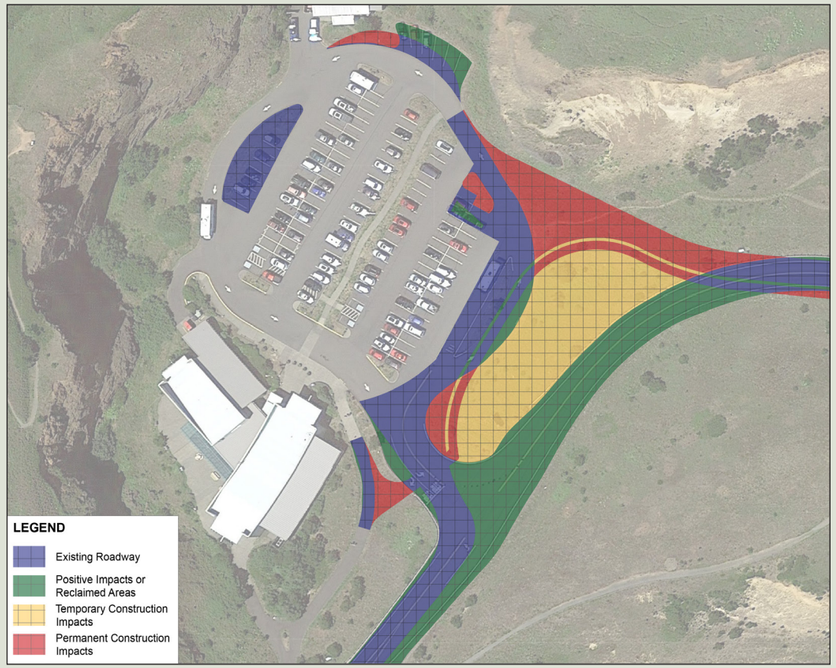
- Power and wastewater infrastructure would have to be reconfigured to accommodate AFMs and staff restrooms within the fee booth(s).
- Feasibility of SUP on south side of Lighthouse Drive would have to be determined through further field surveys and geotechnical analyses.

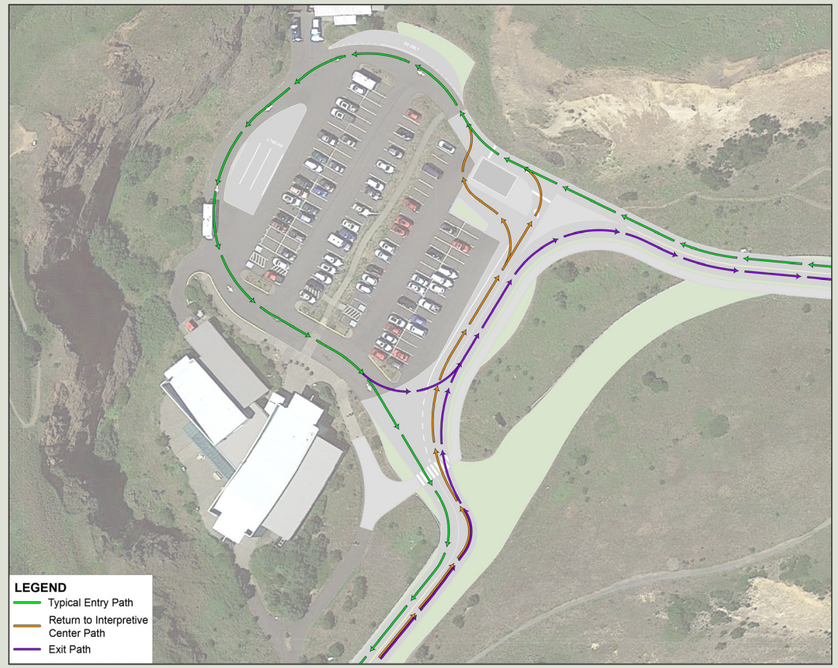
RECOMMENDATION: DO NOT ADVANCE

Location of fee station in relation to Quarry Cove would be undesirable from a management and visitor experience perspective. Considerable impacts and utility costs would be required to accommodate entrance station at this location.

COMBINED INTERPRETIVE CENTER AND ENTRANCE STATION







DESCRIPTION:

Entrance station would be relocated to the parking lot of the Interpretive Center. All traffic would circulate through the Interpretive Center parking lot by an approach road where the existing dog walk is located. The existing roadway between the new approach and the existing entrance/exit would be obliterated and revegetated. The existing RV/bus parking lane would be replaced with travel lanes and relocated to the northwest end of the parking lot. Additional RV/bus parking would be provided by the maintenance building. A SUP would be provided on the south side of Lighthouse Drive which connects to the existing SUP near the Interpretive Center.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- All westbound visitors must circulate through the Interpretive Center parking lot, potentially reducing parking concerns at the lighthouse.
- Net gain of 2 RV parking stalls.
- AFM kiosk located in fee booth would help expedite processing time.
- Redirected westbound traffic into the Interpretive Center is potentially more logical to visitors.

DISADVANTAGES:

- Potential for increased congestion within the Interpretive Center parking area.
- Only one fee booth could be accommodated so processing times may not be improved.
- All westbound vehicles must travel through the fee booth, regardless of whether they already have a pass or not. This could contribute to visitor frustration and long queues on Lighthouse Drive.
- Quarry Cove and Communications Hill are located east of the entrance station/outside the fee area. Out-of-direction travel required of visitors needing the ADA clicker for Quarry Cove.
- Net loss of 19 standard parking spaces.
- New configuration and circulation pattern may be confusing and/or frustrating for visitors.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Although new pavement is added, existing pavement is removed and revegetated.

DISADVANTAGES:

- Considerable temporary impacts to hillside during construction.
- Dog walk area may no longer be safely accessible and usable.
- Queues would build up within the site instead of outside the site.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- Location of fee booth in Interpretive Center parking lot would simplify operations, allow staff to address issues more quickly, and reduce travel time between the Interpretive Center and the fee booth.

DISADVANTAGES:

- Single-lane configuration would not allow the opportunity to expedite/split visitor processing.
- Increased maintenance required for SUP.

SAFETY PERFORMANCE:

ADVANTAGES:

- Separated SUP provides protection for non-motorists and physical separation from vehicles.
- Visitors wouldn't have to walk to fee booth to collect pass after paying at the AFM kiosk.

DISADVANTAGES:

- Potential conflicts anticipated between eastbound vehicles entering the Interpretive Center parking lot and vehicles leaving the Interpretive Center.
- Increases traffic through the parking lot and increases the opportunity for pedestrian/vehicle conflicts.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- None anticipated

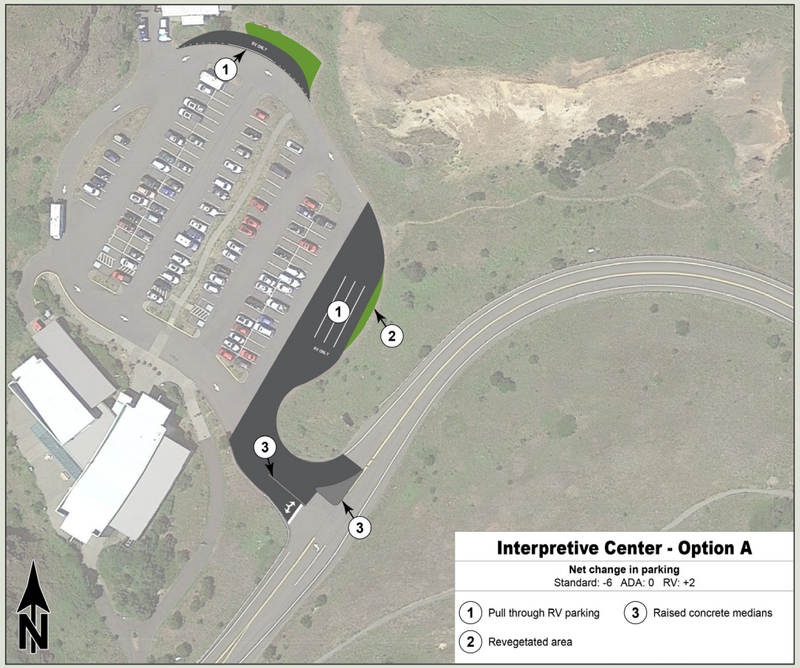
DISADVANTAGES:

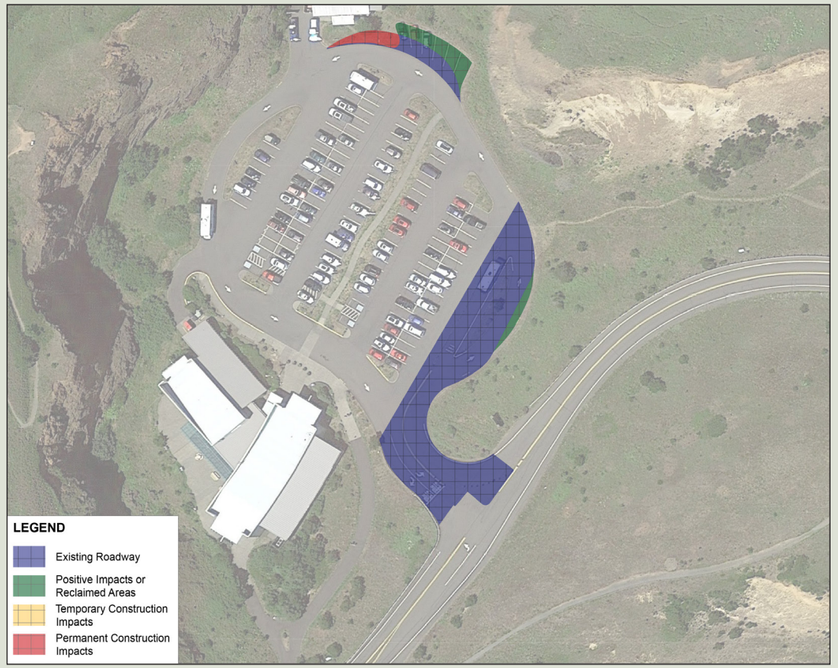
- Utilities would have to be extended to accommodate the fee booth.
- Feasibility of new entrance road would have to be determined through further field surveys and geotechnical analyses due to steep slopes and potentially constraining rock faces near the proposed entrance station.

RECOMMENDATION: DO NOT ADVANCE

Although this option simplifies BLM staffing needs for the entrance station, management of facilities outside the fee area would be difficult. Poor traffic performance is anticipated.

INTERPRETIVE CENTER - OPTION A





DESCRIPTION:

The cones placed at the Interpretive Center entrance would be replaced with a raised concrete median channeling visitors into the Interpretive Center. The RV/Bus parking lane and one-way entrance lane would be reconfigured to accommodate additional large vehicle parking stalls. Additional RV/bus parking would be provided by the maintenance building.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- BLM staff would not have to move the cones each day.

DISADVANTAGES:

- None anticipated

TRAFFIC PERFORMANCE:

ADVANTAGES:

- All visitors must circulate through the Interpretive Center parking lot in the westbound direction, potentially reducing parking capacity concerns at the lighthouse.
- Net gain of 2 RV/bus parking stalls.

DISADVANTAGES:

- Visitors may be frustrated by raised median directing traffic into the Interpretive Center parking lot rather than allowing direct access to the lighthouse.
- Net loss of 6 standard parking spaces.
- All westbound visitors would have to circulate through the Interpretive Center parking lot, potentially increasing conflicts within the Interpretive Center parking area.
- Traffic flow within the parking lot is not improved from existing.

SAFETY PERFORMANCE:

ADVANTAGES:

- Additional RV/Bus stalls would prevent parking on the outside perimeter of the parking lot allowing proper circulation and reducing potential conflicts.

DISADVANTAGES:

- Potential unsafe bypass or u-turn type maneuvers anticipated by westbound vehicles wishing to not circulate the Interpretive Center parking lot.
- Increased bi-directional traffic and potential for conflicts between RV/bus parking and first row of parking.
- Increases traffic through the parking lot and increases the opportunity for pedestrian/vehicle conflicts.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Net neutral green space.

DISADVANTAGES:

- None anticipated

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- No barriers to feasibility or constructability anticipated.

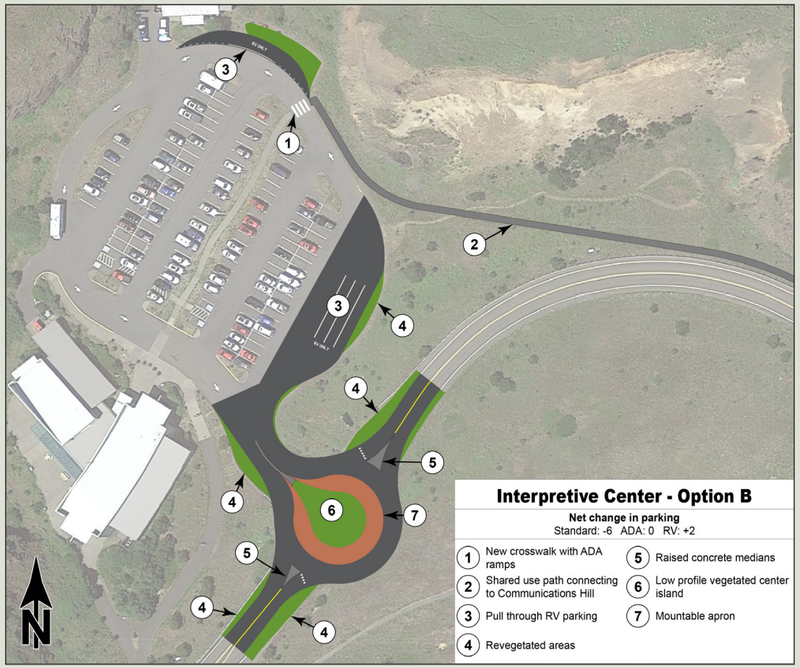
DISADVANTAGES:

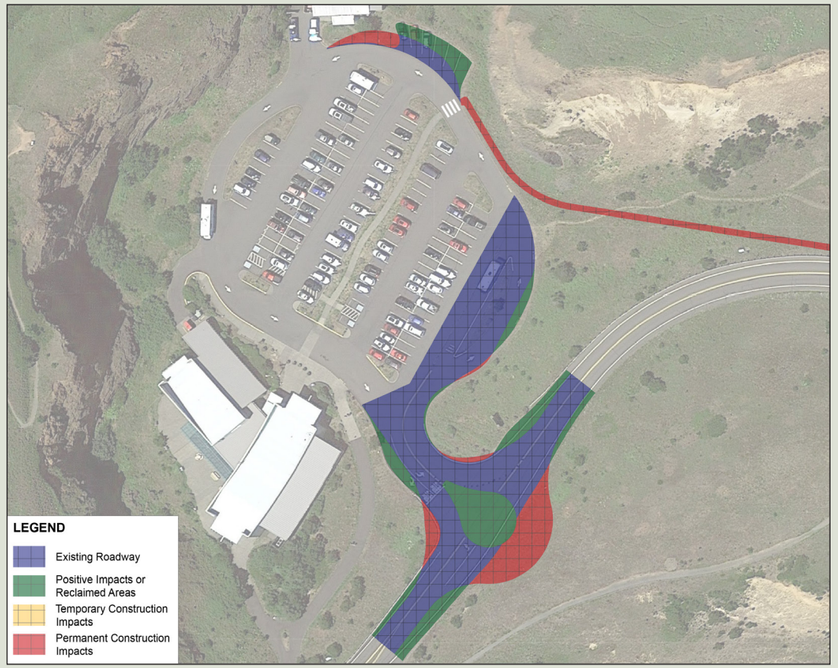
- Impacts to utilities near the maintenance building.

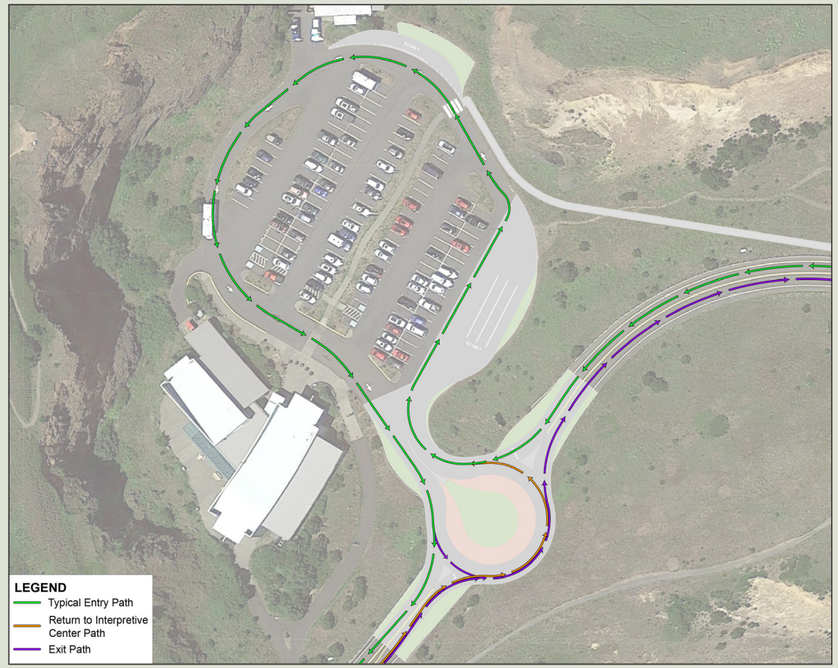
RECOMMENDATION: DO NOT ADVANCE

This option would reduce BLM staffing needs by replacing the temporary cones with a concrete median, however, it offers few added benefits overall.

INTERPRETIVE CENTER - OPTION B







DESCRIPTION:

The Interpretive Center/Lighthouse Drive intersection would be reconfigured as teardrop roundabout. RV/bus parking would be reconfigured as shown in Option A. A SUP would be provided on the north side of Lighthouse Drive, routed down the dog walk area and connecting to the path through the center of the Interpretive Center parking lot.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- BLM staff would not have to move the cones each day.

DISADVANTAGES:

- Increased maintenance required for SUP.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- All westbound visitors must circulate through the Interpretive Center parking lot, potentially reducing parking capacity concerns at the lighthouse.
- Net gain of 2 RV/bus parking stalls.

DISADVANTAGES:

- Visitors may be frustrated by roundabout directing traffic into the Interpretive Center parking lot rather than allowing direct access to the lighthouse.
- Net loss of 6 standard parking spaces.
- Traffic flow within the parking lot is not improved from existing.

SAFETY PERFORMANCE:

ADVANTAGES:

- Separated SUP provides protection for non-motorists and physical separation from vehicles.
- Teardrop would be designed to be mountable by emergency vehicles in emergency situations. Bypass of the teardrop in the oncoming lane is also possible.
- Roundabouts are known to slow travel speeds and reduce the potential for conflicts at intersections.

DISADVANTAGES:

- Potential unsafe bypass/u-turn type maneuvers anticipated by westbound vehicles wishing to not circulate the Interpretive Center parking lot.
- Increased bi-directional traffic and potential for conflicts between RV/bus parking and first row of parking.
- Increases traffic through the parking lot and increases the opportunity for pedestrian/vehicle conflicts.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Vegetation incorporated in center of teardrop roundabout.
- Lighthouse Drive would be narrowed to allow for revegetation of areas adjacent to the roadway.

DISADVANTAGES:

- Expansion of the roadway footprint would be required on the south to accommodate teardrop roundabout.
- Impacts would result from SUP through dog walk area.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- None anticipated

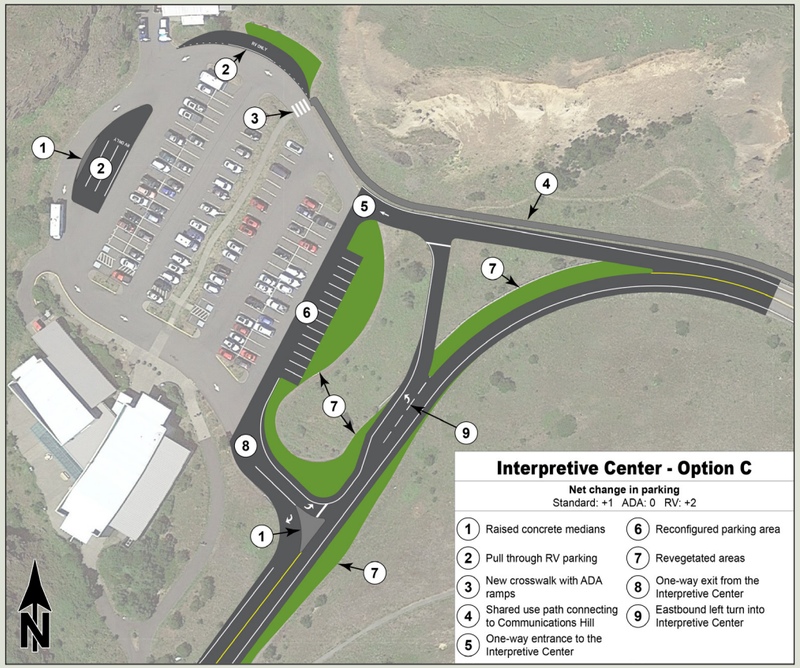
DISADVANTAGES:

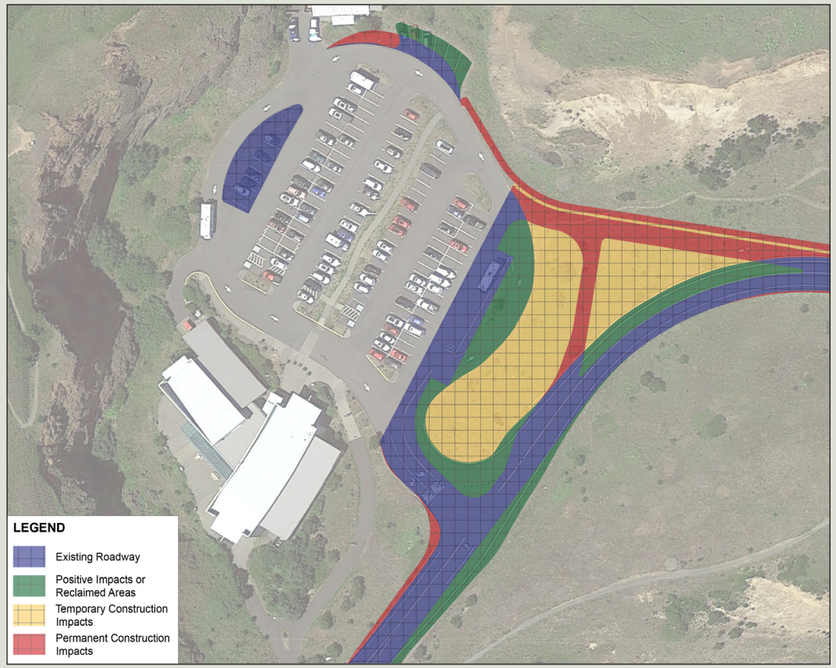
- Impacts to utilities near the maintenance building.
- Slope and alignment of SUP would have to be determined through further field surveys and geotechnical analyses.

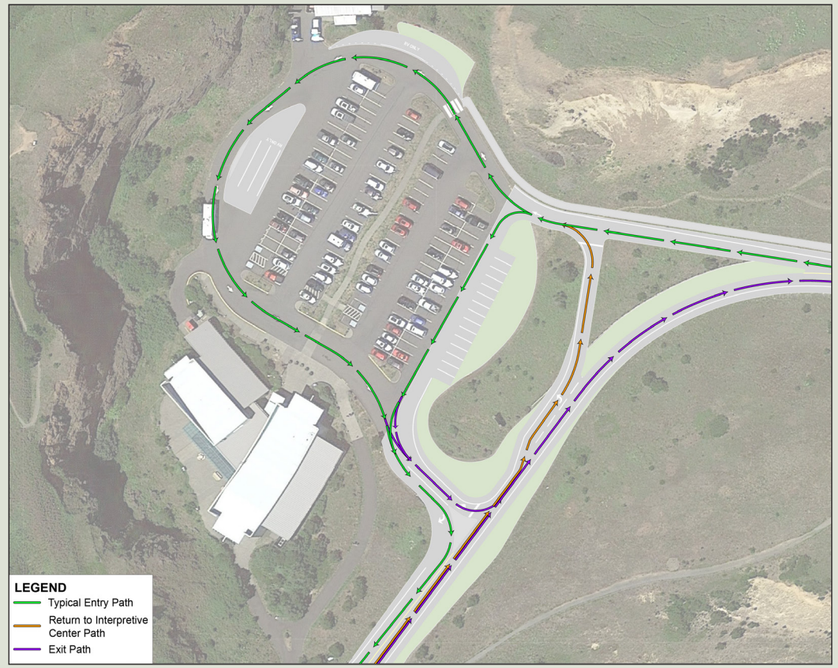
RECOMMENDATION: DO NOT ADVANCE

This option addresses the goal of safely directing westbound traffic into the Interpretive Center parking area, however, it does not improve traffic flow through the parking lot and conflicts from the existing intersection are pushed into the lot.

INTERPRETIVE CENTER - OPTION C







DESCRIPTION:

All westbound vehicles must enter the Interpretive Center parking lot through an approach road where the existing dog walk is located. Eastbound vehicles could either bypass the Interpretive Center or make a left turn onto the new approach road. The existing intersection into the Interpretive Center would be converted to accommodate one-way outbound traffic, with a raised median disabling inbound left turns. The existing RV/bus parking lane would be replaced with standard parking stalls and relocated to the northwest end of the parking lot. Additional RV/bus parking would be provided by the maintenance building. A SUP would be provided on the north side of Lighthouse Drive, routed down the dog walk area and connecting to the path through the center of the Interpretive Center parking lot.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- BLM staff would not have to move the cones each day.

DISADVANTAGES:

- Increased maintenance required for SUP.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- All westbound visitors must circulate through the Interpretive Center parking lot, potentially reducing parking capacity concerns at the lighthouse.
- Net gain of 1 standard parking space and 2 RV/bus parking stalls.
- Redirected westbound traffic into the Interpretive Center is potentially more logical to visitors.

DISADVANTAGES:

- Eastbound left turn lane into the Interpretive Center parking lot may be potentially confusing to visitors.
- Out-of-direction travel potentially required for pedestrians wanting to use the SUP along the entire length of Lighthouse Drive, may encourage walking in the roadway.

SAFETY PERFORMANCE:

ADVANTAGES:

- Separated SUP would provide protection for non-motorists and physical separation from vehicles.
- Reduces the potential for unsafe bypass/u-turn type maneuvers executed by westbound vehicles wishing to not circulate the Interpretive Center parking lot.

DISADVANTAGES:

- Increased bi-directional traffic and potential for conflicts between first two rows of parking.
- Increases traffic through the parking lot and increases the opportunity for pedestrian/vehicle conflicts.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Pavement would be narrowed/removed where feasible to allow for revegetation of areas adjacent to the roadway.

DISADVANTAGES:

- Considerable temporary impacts to hillside during construction.
- Dog walk area would be shortened to accommodate new approach road and SUP.
- Net gain of paved area.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- None anticipated

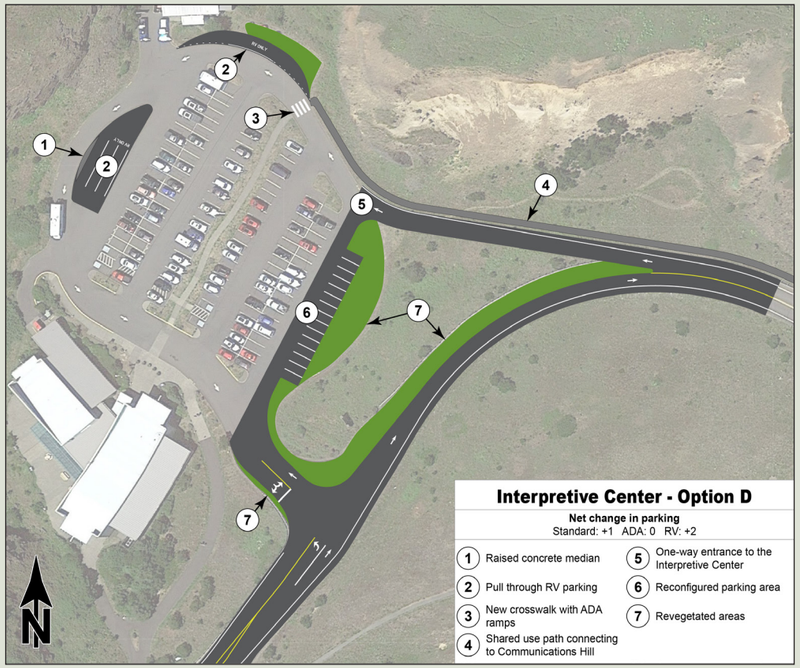
DISADVANTAGES:

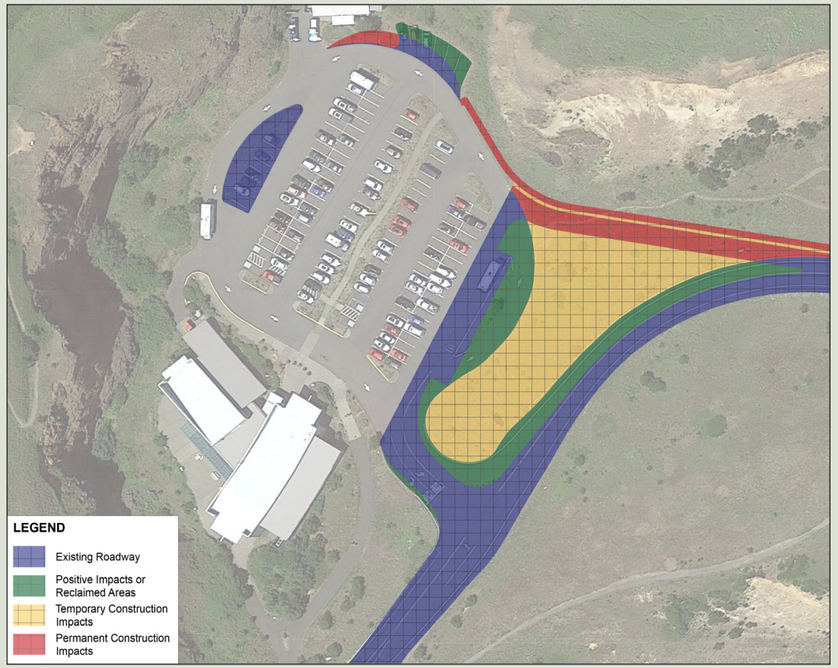
- Impacts to utilities near the maintenance building.
- Slope and alignment of new approach road and eastbound left turn lane would have to be determined through further field surveys and geotechnical analyses.

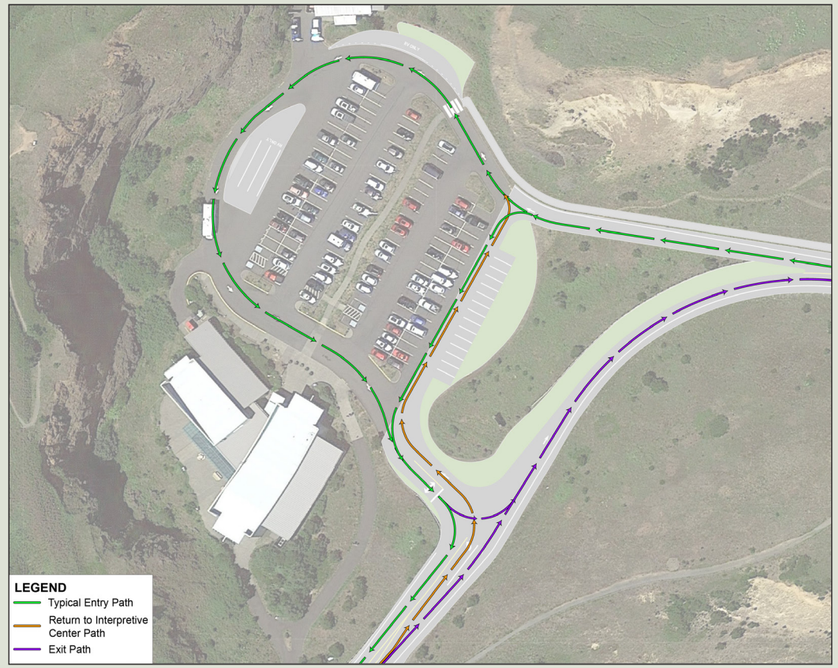
RECOMMENDATION: DO NOT ADVANCE

This option results in substantial impacts without sufficient traffic and safety benefits.

INTERPRETIVE CENTER - OPTION D







DESCRIPTION:

This option is similar to Option C except eastbound vehicles would turn left into the Interpretive Center at the existing intersection.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- BLM staff would not have to move the cones each day.

DISADVANTAGES:

- Increased maintenance required for SUP.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- All visitors must circulate through the Interpretive Center parking lot in the westbound direction potentially reducing parking capacity concerns at the lighthouse.
- Net gain of 1 standard parking spaces and 2 RV/bus parking stalls.
- Redirected westbound traffic into the Interpretive Center is potentially more logical to visitors.

DISADVANTAGES:

- Out-of-direction travel potentially required for pedestrians wanting to use the SUP along the entire length of Lighthouse Drive, may encourage walking in the roadway.

SAFETY PERFORMANCE:

ADVANTAGES:

- Separated SUP would provide protection for non-motorists and physical separation from vehicles.
- Reduces the potential for unsafe bypass/u-turn type maneuvers executed by westbound vehicles wishing to not circulate the Interpretive Center parking lot.

DISADVANTAGES:

- Increased bi-directional traffic and potential for conflicts between first two rows of parking.
- Increases traffic through the parking lot and increases the opportunity for pedestrian/vehicle conflicts.
- More conflicts anticipated at the existing intersection compared to Option C.
- Vehicles wishing to not circulate the Interpretive Center parking lot may travel the wrong direction down the eastbound exit lane.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Pavement would be narrowed/removed where feasible to allow for revegetation of areas adjacent to the roadway.
- Approximately net neutral paved area.

DISADVANTAGES:

- Considerable temporary impacts to hillside during construction.
- Dog walk area would be shortened to accommodate new approach road and SUP.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- None anticipated

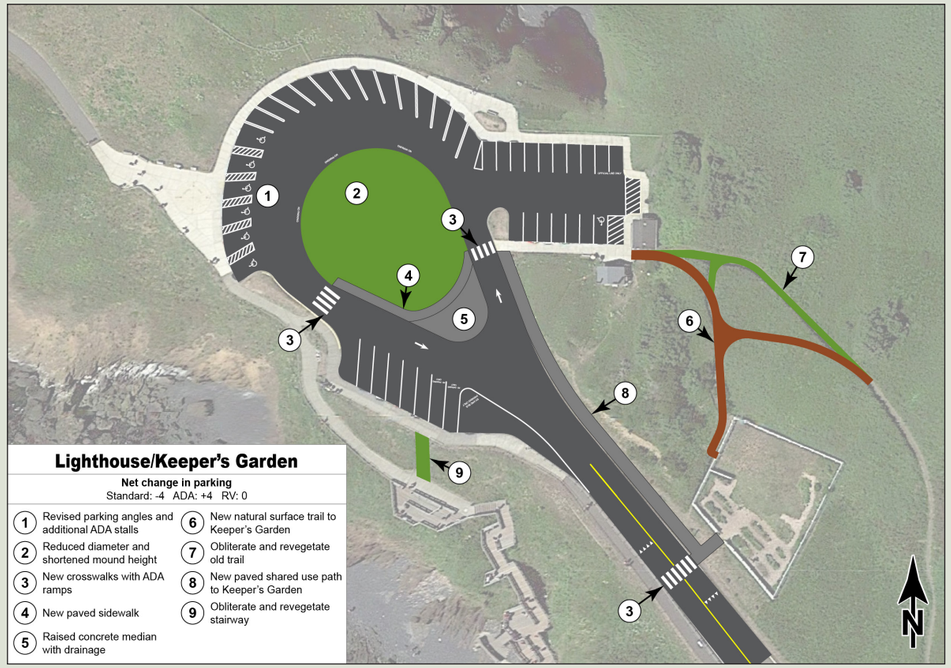
DISADVANTAGES:

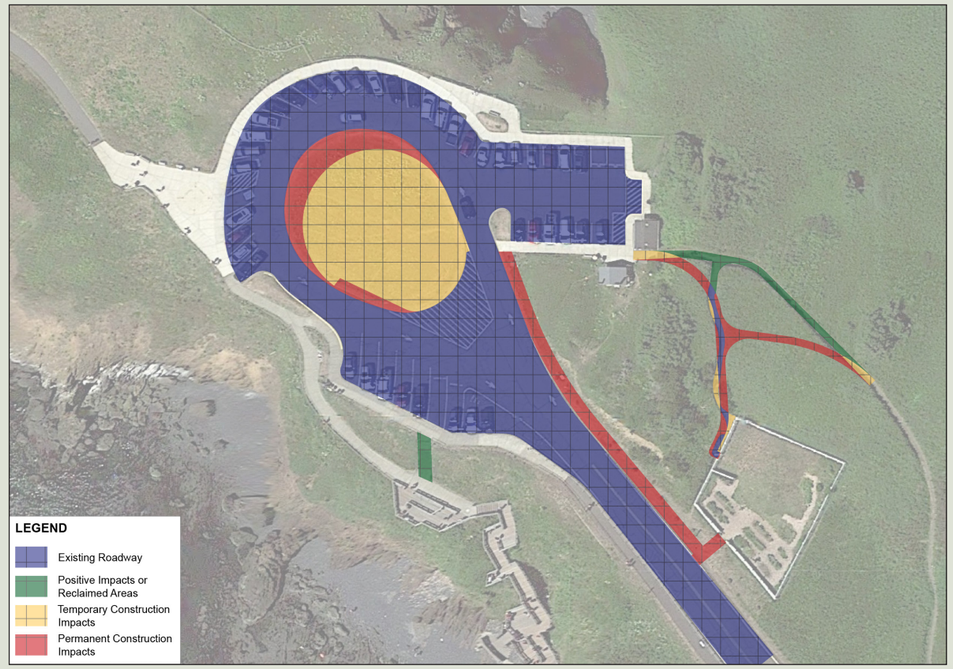
- Impacts to utilities near the maintenance building.
- Slope and alignment of new approach road would have to be determined through further field surveys and geotechnical analyses.

RECOMMENDATION: DO NOT ADVANCE

This option results in fewer permanent impacts compared to Option C and operates similarly but does not address all BLM concerns and needs.

LIGHTHOUSE / KEEPER'S GARDEN





DESCRIPTION:

Reconfigured lighthouse parking lot would include wider stalls with more functional parking angles, more ADA parking spaces, while maintaining the existing number of RV/bus parking spaces. The size of the center island would be reduced to improve circulation. A sidewalk would be constructed through the center of the parking lot with appropriate crosswalks and ADA curb ramps. A SUP would be constructed to the Keeper's Garden, with a crosswalk from Lighthouse Trail to the Keeper's Garden, and reconfigured Salal Hill Trail to make access to the Keeper's Garden more prominent.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- Better definition of parking and circulation.

DISADVANTAGES:

- Increased enforcement required for use of ADA stalls.
- Increased maintenance required for SUP.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- Net gain of 4 ADA parking stalls.
- Circulation through the parking lot would be improved for larger vehicles.
- Parking angles would be improved for all vehicles.
- Stairway would be removed to promote use of sidewalk through the parking lot.
- Shortening the center mound allows better views of available parking and pedestrians in the roadway.

DISADVANTAGES:

- Net loss of 4 standard parking spaces.
- Reduced parking capacity for standard vehicles may be frustrating for visitors.
- "Premium" parking stalls for viewing the lighthouse are converted to ADA stalls.

SAFETY PERFORMANCE:

ADVANTAGES:

- Sidewalks and SUP would streamline pedestrian movements and provide protection for non-motorists through the parking lot.
- Crosswalk at the Keeper's Garden would increase visibility of pedestrians.
- Concrete median would reduce the potential for inappropriate parking in the center island.

DISADVANTAGES:

- Reduced parking capacity may influence visitors to circulate the lot multiple times, increasing the potential for conflicts.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- None anticipated

DISADVANTAGES:

- Reduction in vegetated area.
- Shortening the center mound may disturb culturally significant features.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- None anticipated

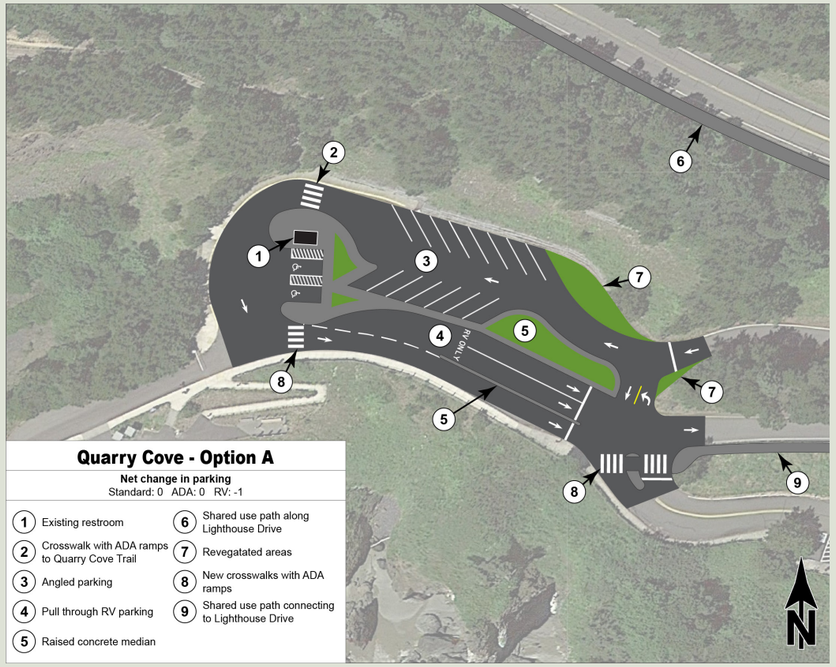
DISADVANTAGES:

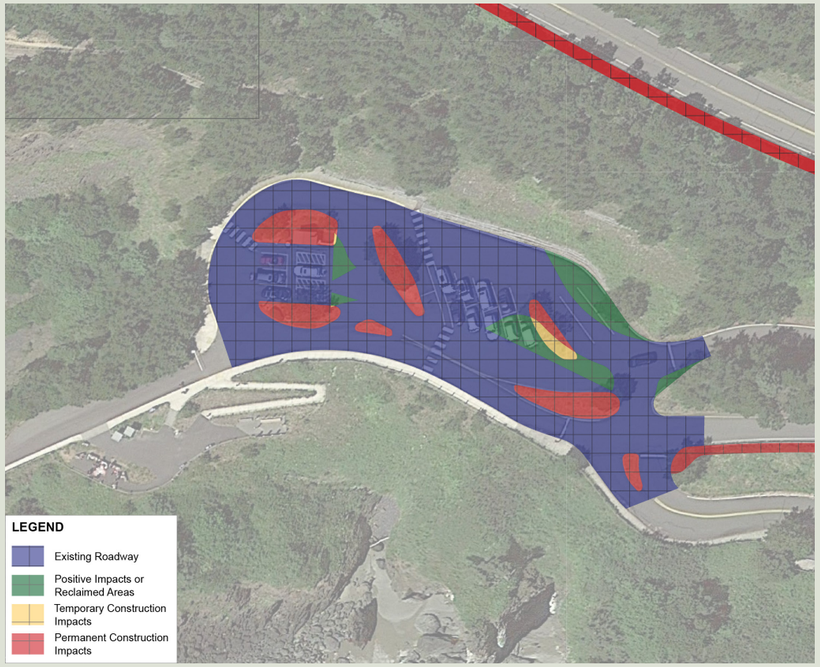
- Modifications to alignment of Salal Hill trail would need to be investigated further.
- Feasibility of path on adjacent to Lighthouse Drive between restrooms and Keeper's Garden unknown due to presence of utilities.

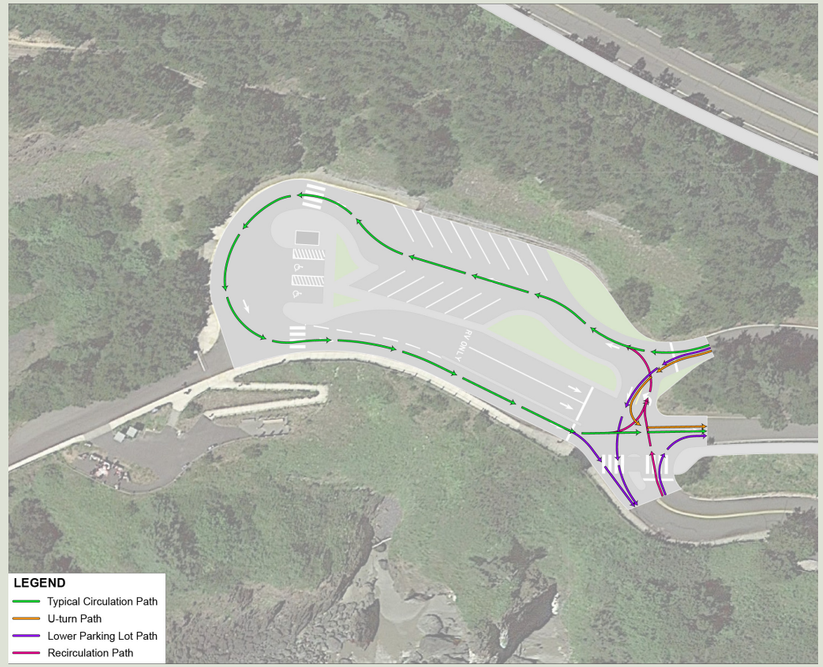
RECOMMENDATION: DO NOT ADVANCE

While this option addresses pedestrian safety, circulation, and ADA parking accommodations, adjustments are needed to minimize impacts and optimize the parking configuration.

QUARRY COVE - OPTION A







DESCRIPTION:

This option would reconfigure the upper Quarry Cove parking lot to improve circulation and provide more logical traffic flow. Entering traffic would circulate through a single parking aisle with angled parking stalls on both sides. Two RV/bus parking lanes would be provided on the opposite side of the center island. A SUP would be provided between the lot and Lighthouse Drive.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- None anticipated

DISADVANTAGES:

- Increased maintenance required for SUP.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- No loss in standard or ADA parking stalls. The angled stall closest to the restroom could be converted into an additional ADA stall if desired.
- Circulation through the parking lot would be more logical and functional. Provides more logical flow into the Quarry Cove overflow parking area.

DISADVANTAGES:

- Net loss of 1 RV/bus parking stalls.

SAFETY PERFORMANCE:

ADVANTAGES:

- Sidewalks and SUP streamline pedestrian movements and provide protection for non-motorists through the parking lot.
- More logical circulation pattern would reduce the potential for conflict due to driver confusion and unintentional wrong-way driving.

DISADVANTAGES:

- Potential conflicts anticipated in shared area between parking lot and entrance/exit couplet.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Restroom would remain in the same location.
- Revegetated areas would be provided where feasible.
- Vegetation would be incorporated in center medians where feasible.

DISADVANTAGES:

- Increased paved area to accommodate SUP between parking lot and Lighthouse Drive.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- None anticipated

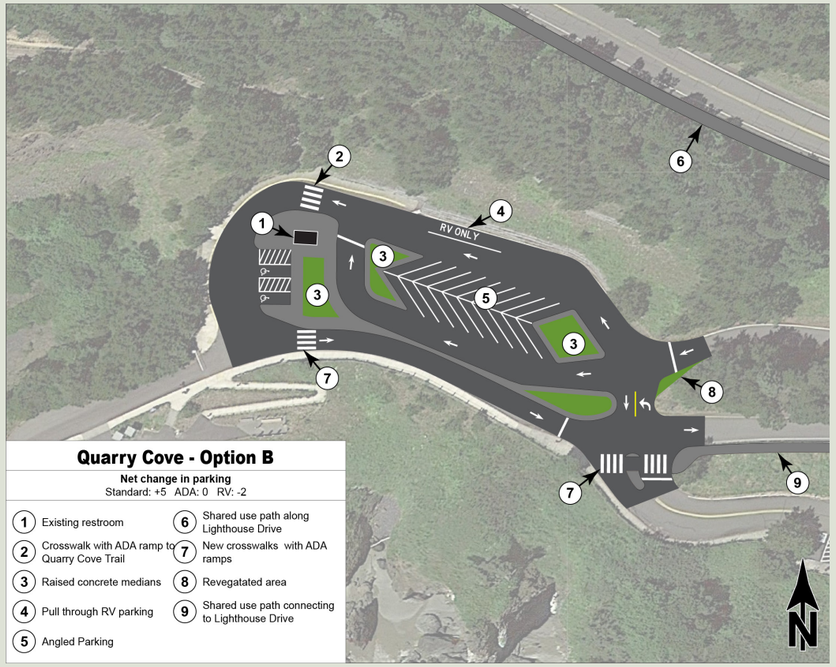
DISADVANTAGES:

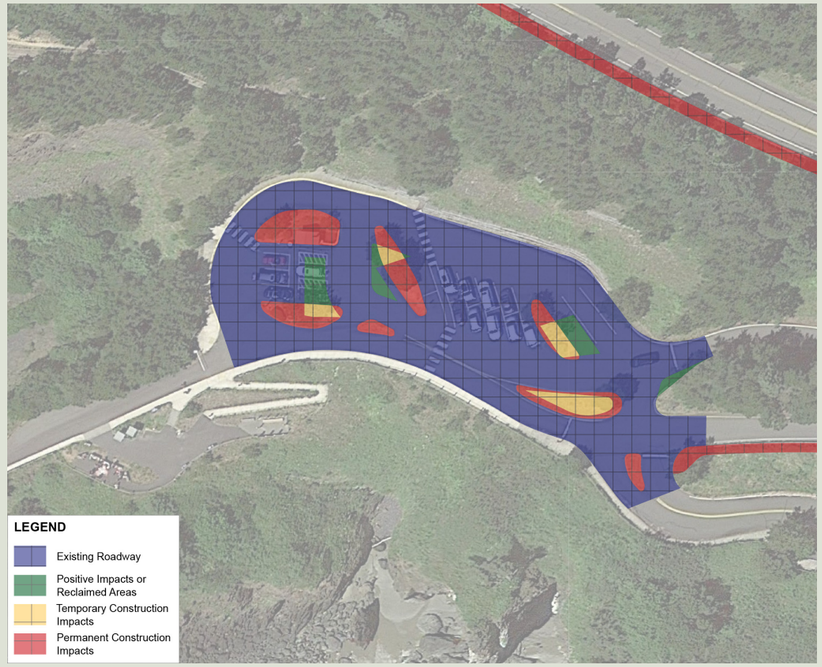
- Likely not enough space to feasibly accommodate a SUP adjacent to exit lane. Overall feasibility of a path in this location would have to be determined through further field surveys and geotechnical analyses.

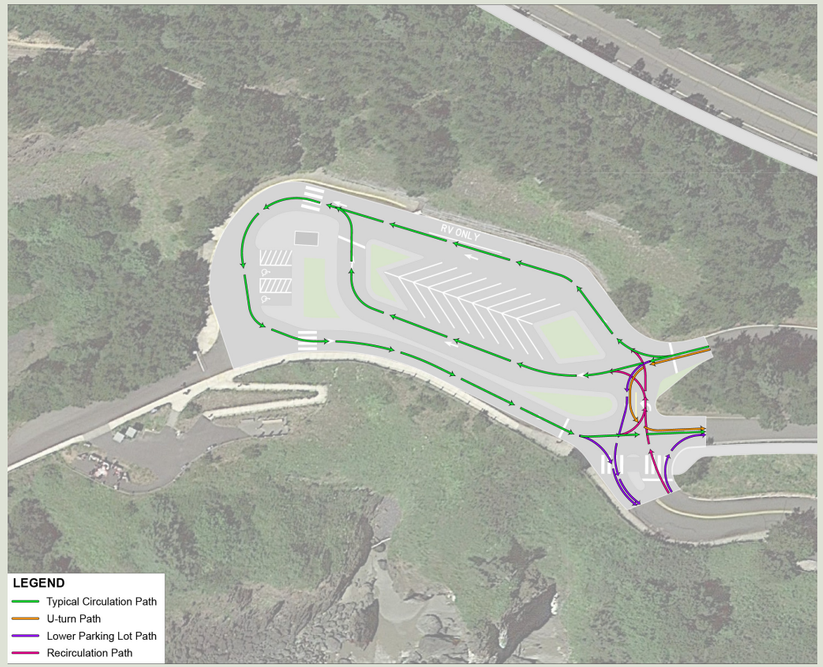
RECOMMENDATION: DO NOT ADVANCE

Although this option addresses pedestrian safety, circulation, and parking accommodations, it is desirable to force entering vehicles to circulate through the parking area to minimize conflicts at the intersection between the entrance/exit couplet and the upper/lower parking areas. The SUP on the exit road is unlikely to be feasible.

QUARRY COVE - OPTION B







DESCRIPTION:

This option would reconfigure the upper Quarry Cove parking lot similar to Option A except providing a “fish-bone”-style parking configuration with angled stalls facing inward and allowing traffic circulation on both sides. An RV/bus parking lane would be provided on the outside edge of the parking lot. A SUP would be provided between the lot and the proposed path on Lighthouse Drive.

MANAGEMENT/MAINTENANCE:

ADVANTAGES:

- None anticipated

DISADVANTAGES:

- Increased maintenance required for SUP.

TRAFFIC PERFORMANCE:

ADVANTAGES:

- Net gain of 5 standard parking stalls. No loss in ADA parking stalls.
- Circulation through the parking lot would be more logical compared to the existing configuration. Provides more logical flow into the Quarry Cove overflow parking area.

DISADVANTAGES:

- Net loss of 2 RV/bus parking stalls.
- Visitors may have to circle the lot multiple times to find a parking space.
- Circulation is potentially more confusing than Option A.

SAFETY PERFORMANCE:

ADVANTAGES:

- Sidewalks and SUP streamline pedestrian movements and provide protection for non-motorists through the parking lot.
- More logical circulation pattern reduces the potential for conflict due to driver confusion and unintentional wrong way driving.

DISADVANTAGES:

- Potential conflicts anticipated in shared area between parking lot and entrance/exit couplet.

ENVIRONMENTAL IMPACTS:

ADVANTAGES:

- Restroom would remain in the same location.
- Vegetation would be incorporated in center medians where feasible.

DISADVANTAGES:

- Increased paved area to accommodate SUP between parking lot and Lighthouse Drive.

GEOTECHNICAL FEASIBILITY AND OVERALL CONSTRUCTABILITY:

ADVANTAGES:

- None anticipated

DISADVANTAGES:

- Feasibility of SUP adjacent to exit lane would have to be determined through further field surveys and geotechnical analyses.

RECOMMENDATION: DO NOT ADVANCE

Although this option provides a greater number of parking spaces compared to Option A, the circulation pattern is more confusing and less efficient.