



News Release

DATE: August 1, 2017

RELEASE: Immediate

CONTACT: Luke Schwartz (805) 781-7190
Transportation Planner-Engineer, Public Works

CITY OF SLO SEEKS INPUT ON PREFERRED ALTERNATIVE FOR BROAD STREET BICYCLE BOULEVARD PROJECT

The Bicycle Advisory Committee and City Council will consider three different alternatives to connect Downtown to Foothill Boulevard

The City will consider three options this summer for the design of the Broad Street Bicycle Boulevard, a low-stress, priority route for bicyclists and pedestrians that will connect the downtown core to Foothill Boulevard.

Identified in the City's 2013 Bicycle Transportation Plan, the project has been discussed through public outreach and analyzed extensively over the past year. The primary features of each alternative are described below. These options will be discussed at an upcoming City Council meetings study session Tuesday, August 15, 2017.

Those unable to attend the meeting can also find detailed project information and provide input online at www.slocity.org/opencityhall under the Broad Street Bicycle Boulevard Survey topic.

All three project alternatives propose traffic calming features, additional pavement markings and signage to enhance bicycle facilities and intersection crossings, as well as features that benefit the pedestrian environment and neighborhood quality, such as enhanced street lighting, sidewalk improvements, new accessible curb ramps and potential for streetscape and stormwater management elements.

The project alternatives currently proposed represent the first phase of the Broad Street Bicycle Boulevard Plan, which focuses on improvements north of Highway 101. In the long-term, the City supports Caltrans' plans for the closure of the Highway 101 ramps at Broad Street, which requires additional improvements to other city interchanges prior to implementation. In addition, the City proposes construction of a pedestrian/bicycle bridge over the highway to complete a continuous, low-stress bicycle route between Foothill Boulevard and the downtown at Monterey Street. Until the Broad Street ramp closures are



implemented by Caltrans in the long-term, the bicycle boulevard will follow an interim alignment along Chorro Street, from Lincoln Street south to the downtown.

Each project alternative has unique benefits and drawbacks and will require challenging decisions to achieve a balance between improving safety and mobility for pedestrians and bicyclists, maintaining sufficient access for drivers, and retaining a quality neighborhood environment for residents of this area. Staff is conducting surveys of residents communitywide and those living near the proposed project area to gauge support for a preferred project alternative.

Information regarding meeting locations, times and materials will be available at www.slocity.org. Residents are also encouraged to visit the project website at www.slocity.org/opencityhall to review past meeting summaries, detailed analysis findings, and concept designs for each project alternative.

The Broad Street Bicycle Boulevard is a priority project supporting several city programs and policies, including the City’s Multimodal Transportation Major City Goal, the General Plan objective to achieve 20 percent bicycle mode share citywide, and Vision Zero initiative to eliminate traffic-related deaths and severe injuries for all the city’s road users by 2030.

For more information on this program please contact Transportation Planner-Engineers, Luke Schwartz at lschwartz@slocity.org or Jennifer Rice at jrice@slocity.org.

Project alternatives follow on the next three pages.



PROJECT ALTERNATIVE SUMMARIES

Alternative 1: Bicycle Boulevard with Traffic Diversion Along Broad Street

Like San Luis Obispo’s first bicycle boulevard on Morro Street, this alternative creates a comfortable shared street for bicyclists along Broad Street by managing auto speeds and volumes between Lincoln and Ramona Streets. Traffic diverters are proposed at the intersections of Broad/Meinecke, Broad/Mission and Broad/Center to shift through auto traffic to alternate routes, while traffic speeds are reduced with the addition of speed cushions, neckdown points and a neighborhood traffic circle at Broad/Mountain View. The Almond Street "Wiggle" includes addition of a northbound bike lane on Chorro between Lincoln and Center, and bicycle wayfinding signs/markings to provide an alternate northbound route to bypass the uphill climb on Broad.



PROs

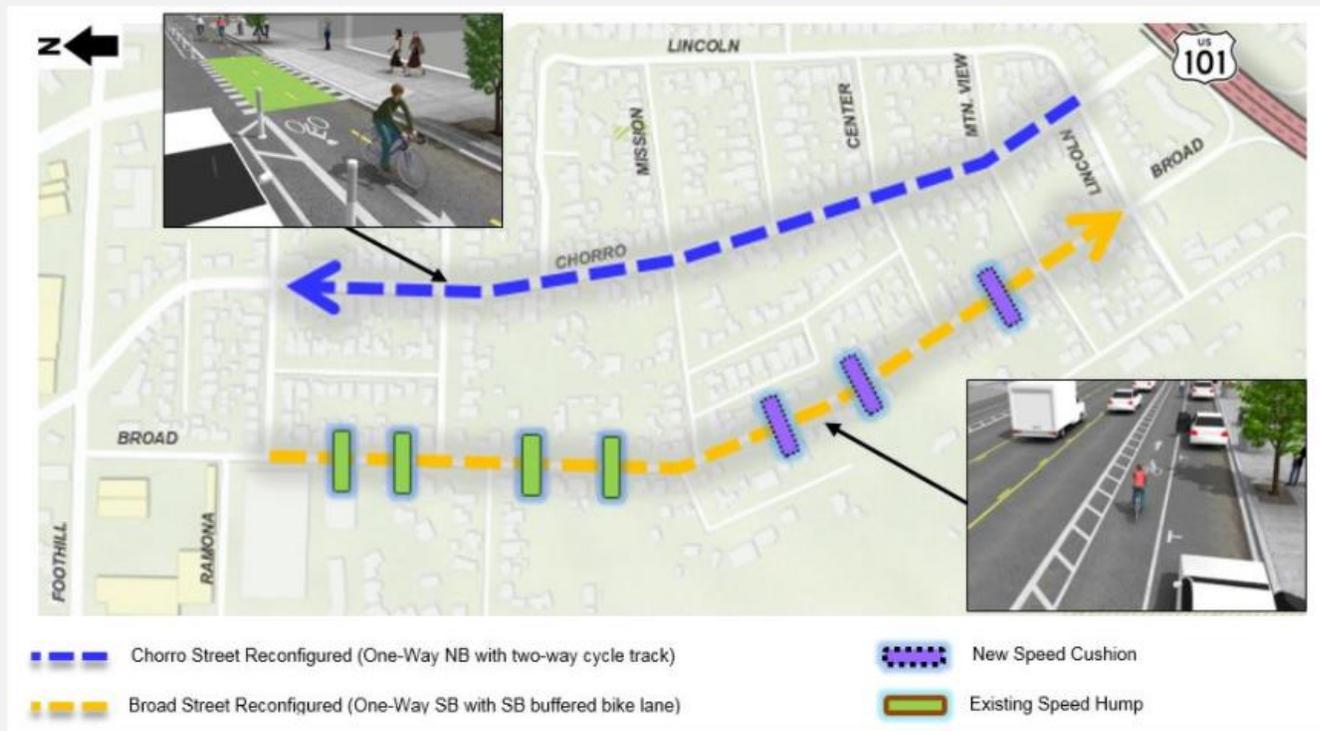
- Significant speed reduction on Broad
- Decreases traffic volume on Broad to provide a comfortable biking and pedestrian experience.
- Strong potential to establish a low-stress, convenient bicycle route on Broad.
- Can be installed for interim testing with low-cost temporary materials.

CONs

- With traffic diversion, increased traffic volumes on Chorro, Meinecke and Lincoln exceed established maximum neighborhood traffic thresholds.
- Less convenient access to properties on Broad Street.
- Degraded conditions for residents, drivers, bikes and pedestrians on Chorro.
- Some on-street parking loss on Broad.

Alternative 2: Broad/Chorro One-Way Couplet System

Instead of improving the bicycle environment by reducing auto speeds and volumes on a shared street, this alternative improves conditions for bicycles by separating bicycle facilities from auto traffic. With this concept, Broad Street and Chorro Street are converted to a one-way couplet system. Broad (southbound) and Chorro (northbound) would be converted to one-way auto travel between Meinecke and Lincoln. This frees up street width to add a southbound buffered bike lane on Broad, provide a two-way protected bikeway (cycle track) on Chorro, and maintain the majority of on-street parking supply on both streets. Speed cushions are proposed on Broad Street between Mission and Mountain View to provide traffic calming. Further traffic calming can be considered along Broad and Chorro, if warranted.



PROs

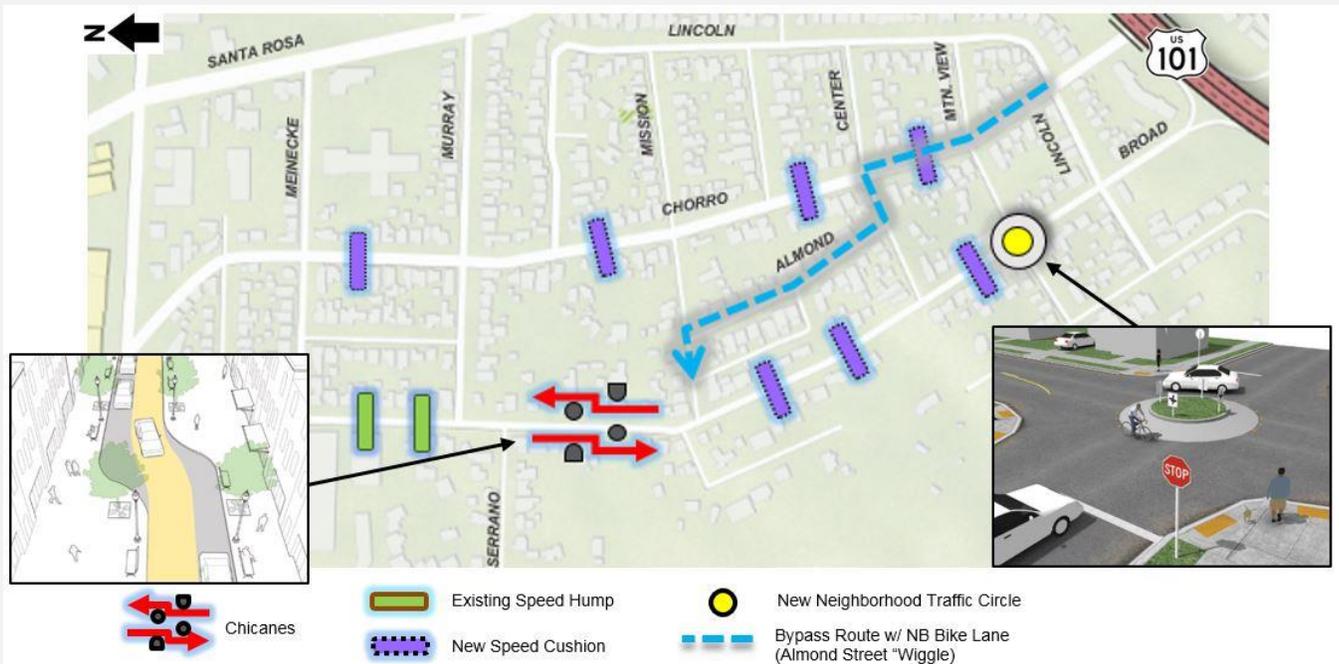
- Moderate speed reduction on Broad.
- Traffic volumes evenly distributed between Broad/Chorro.
- Bicycles fully separated from auto traffic.
- Significant potential to establish a low-stress, convenient bicycle route for users of all ages & ability levels.

CONs

- With traffic diversion, increased traffic volumes on Chorro, Meinecke and Lincoln exceed established maximum neighborhood traffic thresholds.
- Less convenient access to properties on Broad and Chorro Street.
- Some on-street parking loss on Broad & Chorro.
- Higher overall costs and more challenging to test/install with interim treatments.
- Least desirable alternative for emergency service providers.

Alternative 3: Traffic Calming on Broad & Chorro without Traffic Diversion

This alternative is similar to Alternative 1, but without any features that physically divert traffic from Broad Street. Alternative 3 works towards developing a comfortable shared street for bicycles through (a) traffic calming in the short-term on Broad and Chorro Streets, and (b) volume reduction in the long-term in conjunction with Caltrans' ultimate plans to close the US 101 ramps at Broad Street. Traffic speeds are reduced with the addition of speed cushions on Broad and Chorro, and neckdown points and a neighborhood traffic circle on Broad. The Almond Street "Wiggle" includes addition of a northbound bike lane on Chorro between Lincoln and Center, and wayfinding signs/markings to provide an alternate northbound route to bypass the uphill climb on Broad.



PROs

- Significant speed reduction on Broad and moderate speed reduction on Chorro.
- No impact to circulation or property access.
- Moderate potential to establish a low-stress, convenient bicycle route on Broad.
- Can be installed for interim testing with low-cost temporary materials.

CONs

- Chorro Street would continue to exceed established maximum thresholds, however, no additional impact to neighborhood traffic.
- Volumes on Broad and Chorro remain above desired level for ideal low-stress bicycle facility.
- Higher costs than Alternative 1, however, can be installed for interim testing with low-cost temporary materials.
- Some parking loss on Broad.

###