Chapter 2
CIRCULATION

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City of San Luis Obispo		
Citizens of San Luis Obispo	The residents of the City who participated in the development of the LUCE update.	
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Planning Commission	■ John Larson, Chairperson ■ Michael Multari, Vice Chairperson ■ Hemalata Dandekar ■ Michael Draze ■ John Fowler	■ Ronald Malak ■ Eric Meyer (Former) ■ William Riggs ■ Airlin Singewald (Former) ■ Charles Stevenson (Former)
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CHAPTER 2 – CIRCULATION

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1. CIRCULATION ELEMENT

INTRODUCTION

1.1. Purpose

The City's general plan guides the use and protection of various resources to meet community purposes. The general plan is published in separately adopted sections, called elements, which address various topics. This Circulation Element describes how the city plans to provide for the transportation of people and materials within San Luis Obispo with connections to county areas and beyond.

While the Land Use Element describes the city's desired character and size, the Circulation Element describes how transportation will be provided in the community envisioned by the Land Use Element. The vision of San Luis Obispo described by the Land Use Element is influenced by the layout and capacity of streets and the location of other transportation facilities described in the Circulation Element. Transportation facilities and programs influence the character of neighborhoods, the location of specific land uses, and the overall form of the city.

1.2. History

The City adopted a master plan for streets and highways in 1953 and in 1962. In 1973, it adopted its first Circulation Element which was completely revised in 1982 and again in 1994. This Circulation Element is a revision of the 1994 Element. This Element's preparation was coordinated with the preparation of a revised Land Use Element.

1.3. Public Participation

Before adopting or revising any general plan element, the Planning Commission and the City Council hold public hearings. The City publishes notices in the local newspaper to let citizens know about the hearings at least ten days before they are held. Also, the City prepares environmental documents to help citizens understand the expected consequences of its planning policies before a general plan element is adopted. The Planning Commission and City Council reviewed an administrative draft of this Circulation element at public meetings between 2012 and 2014. A public hearing draft of the Element was published for public review in January 2014. An Environmental Impact Report (EIR), which evaluates the effects of both this Circulation Element and a revised Land Use Element, was published for public review in June 2014. In September and October 2014 the Planning Commission held public hearings to review the Circulation Element and EIR and forwarded recommendations to the City Council. In September 2014, the City Council certified the Final EIR for the Circulation and Land Use Elements as accurate and complete. In September through December 2014, the City Council held public hearings to consider the adoption of the Circulation Element. The City Council adopted this Circulation Element on December 9, 2014.

1.4. For More Information

For more current or detailed information concerning this element, contact the Public Works Department at 919 Palm Street, San Luis Obispo, CA 93401, telephone (805) 781-7210.

1.5. Definitions

Terms used in this chapter are included in the glossary section of this document.

1.6. Goals and Objectives

Goals and objectives describe desirable conditions. In this context, they are meant to express the community's preferences for current and future conditions and directions. In the following statements, San Luis Obispo means the community as a whole, not just the city as a municipal corporation.

1.6.1. Transportation Goals

1. Maintain accessibility and protect the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles, with the goal of achieving State and Federal health standards for air quality.
2. Reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using car pools.
3. Provide a system of streets that are well-maintained and safe for all forms of transportation.
4. Widen and extend streets only when there is a demonstrated need and when the projects will cause no significant, long-term environmental problems.
5. Make the downtown more functional and enjoyable for pedestrians.
6. Promote the safe operation of all modes of transportation.
7. Coordinate the planning of transportation with other affected agencies such as San Luis Obispo County, Cal Trans, and Cal Poly.
8. Reduce the need for travel by private vehicle through land use strategies, telecommuting, creative transportation demand management, and compact work weeks.
9. Support the development and maintenance of a circulation system that balances the needs of all circulation modes.

1.6.2. Overall Transportation Strategy

Meet the transportation needs of current and planned-for population by:

1. Managing city and regional growth consistent with the Land Use Element;
2. Funding alternative forms of transportation;
3. Sponsoring traffic reduction activities;
4. Providing the infrastructure needed to accommodate the desired shift in transportation modes;
5. Focusing traffic on Arterial Streets and Regional Routes and Highways;
6. Accepting some additional traffic on Arterial Streets and Regional Routes and Highways;
7. Providing facilities that improve transportation safety.

1.7. Transportation Objectives

1.7.1. Encourage Better Transportation Habits

San Luis Obispo should:

1. Increase the use of alternative forms of transportation (as shown on Table 1) and depend less on the single-occupant use of vehicles.
2. Ask the San Luis Obispo Regional Transportation Agency to establish an objective similar to #1 and support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation.

Table 1. Modal Split Objectives

Type of Transportation	% of City (1) Resident Trips
Motor Vehicles	50%
Transit	12%
Bicycles	20%
Walking, Car Pools, and other Forms	18%

1.7.2. Promote Alternative Forms of Transportation

San Luis Obispo should:

1. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the city by 2035, and extend the system to serve new growth areas.
2. Complete improvements to the city's transit system serving existing developed areas by 2035, and provide service to new growth areas.
3. Support the efforts of the County Air Pollution Control District to implement traffic reduction programs.
4. Support and develop education programs directed at promoting types of transportation other than the single-occupant vehicle.

1.7.3. Manage Traffic

San Luis Obispo should:

1. Limit traffic increases by managing population growth and economic development to the rates and levels stipulated by the Land Use Element and implementing regulations. Limit increases in ADT and VMT to the increase in employment within the City's Urban Reserve.
2. Support county-wide programs that manage population growth to minimize county-wide travel demand.
3. Support county-wide programs that support modal shift while utilizing our existing road system and reducing air pollution and traffic congestion.
4. Provide a system of streets that allow safe travel and alternate modes of transportation throughout the city and connect with Regional Routes and Highways.
5. Manage the use of Arterial Streets, Regional Routes and Highways so that traffic levels during peak traffic periods do not result in extreme congestion, increased headways for transit vehicles, or unsafe conditions for pedestrians or bicyclists.
6. Ensure that development projects and subdivisions are designed and/or retrofitted to be efficiently served by buses, bike routes and pedestrian connections.
7. Consistent with the Land Use Element, allow neighborhood-serving business and provide parks and recreational areas that can be conveniently reached by pedestrians or bicyclists.
8. Protect the quality of residential areas by achieving quiet and by reducing or controlling traffic routing, volumes, and speeds on neighborhood streets.
9. Coordinate the management of San Luis Obispo County Airport and the planning of land uses around the airport to avoid noise and safety problems.

1.7.4. Support Environmentally Sound Technological Advancement

San Luis Obispo should:

1. Promote the use of quiet, fuel-efficient vehicles that produce minimum amounts of air pollution.
   (a) The City will continue to support the use and development of compressed natural gas and biodiesel fueling stations, EV recharging stations, and other alternative fuel stations in the San Luis Obispo area.
   (b) When replacing any City vehicle or expanding the City's vehicle fleet, the City will consider purchasing alternative fuel vehicles that reduce air pollution.
   (c) The City encourages the use of alternative fuels on a regional basis.
2. Advocate the use of communication systems that enable the transmission of information to substitute for travel to work or meetings. Develop goals and policies for City employee participation in telecommuting systems.
3. Solicit ideas from private industry for the development and implementation of innovative transportation technologies in San Luis Obispo.
4. Support the use of alternative pavement materials for public streets, roads and other transportation corridors.

1.7.5. Support a Shift in Modes of Transportation.

San Luis Obispo will:

1. Physically monitor the achievement of the modal shift objectives shown on Table 1 and bi-annually review and adjust transportation programs if necessary.

1.7.6. Establish and maintain beautiful and livable street corridors.

The City will:

1. Pursue changes to existing corridors and support the design of new corridors that create safe, attractive, and useful environments for residents, patrons of adjoining land uses and the traveling public.

2. TRAFFIC REDUCTION

As part of the General Plan Update, integrating the concept of sustainability was an important aspect of the State grant. In reviewing the General Plan, a number of sustainability practices were already included in the General Plan. For existing and new policies and programs that support sustainability, this icon is shown at the end of the policy / programs title. See Policy 2.1.3 below as an example.

The small city character of San Luis Obispo is an important quality to maintain. This section presents policies and programs for reducing the use of automobiles and emphasizing alternative forms of transportation.

2.1. Policies

2.1.1. Multi-level Programs

The City shall support county-wide and community-based efforts aimed at substantially reducing the number of vehicle trips and parking demand.

2.1.2. Flexible Work Schedules

The City shall support flex time programs and alternative work schedules to reduce peak hour traffic demand.

2.1.3. Work-based Trip Reduction 

The City shall encourage employers within the city limits and work with the county to work with employers outside of the City limits to participate in trip reduction programs.

2.1.4. Downtown Congestion

Within the Downtown the City shall establish and promote programs aimed at reducing congestion in a way that supports the long-term economic viability of the downtown.

2.1.5. Long-term Measure

The City shall support programs that reduce traffic congestion and maintain air quality. If air quality degrades below legal standards or level of service (LOS) standards are exceeded, the City will pursue more stringent measures to achieve its transportation goals.

2.2. Programs

2.2.1. Agency Cooperation 

In coordination with county agencies, the City shall support efforts in establishing county-wide trip reduction programs.

2.2.2. City Trip Reduction

The City shall maintain and where cost effective improve a trip reduction plan for City employees.

2.2.3. Large Employers 

The City shall work with employers to establish a voluntary commuter benefit options program that provides commute options for employees.

2.2.4. Incentives for Educational Institutions

The City shall continue to work with Cal Poly, Cuesta College, and other educational institutions to provide incentives to all students, faculty and staff to use alternative forms of transportation.

3. TRANSIT SERVICE

3.1. Policies

3.1.1. Transit Development

The City shall encourage transit accessibility, development, expansion, coordination and marketing throughout San Luis Obispo County to serve a broad range of local and regional transportation needs.

3.1.2. City Bus Service

The City shall improve and expand city bus service to make the system more convenient and accessible for everyone. Transit services owned and operated by the City shall endeavor to maintain and improve all system-side transit standards identified in the City's Short Range Transit Plan.

3.1.3. Paratransit Service

The City shall continue to support paratransit service for seniors and persons with disabilities by public, private, and volunteer transportation providers.

3.1.4. Campus Service

The City shall continue to work with Cal Poly to maintain and expand the "fare subsidy program" for campus affiliates. The City shall work with Cuesta College and other schools to establish similar programs.

3.1.5. Unmet Transit Needs

The City shall work with SLOCOG to identify and address Unmet Transit Needs.

3.1.6. Service Standards

The City shall implement the following service standards for its transit system and for development that is proximate to the transit network:

A. Routes, schedules and transfer procedures of the City and regional transit systems should be coordinated to encourage use of buses.

B. In existing developed areas, transit routes should be located within 1/4 mile of existing businesses or dwellings.

C. In City expansion areas, employment-intensive uses or medium, medium-high or high density residential uses should be located within 1/8 mile of a transit route.

D. The spacing of stops should balance patron convenience and speed of operation.

3.1.7. Transit Service Access

New development should be designed to facilitate access to transit service.

3.2. Programs

3.2.1. Transit Plans

The City shall continue to implement the Short Range Transit Plan (5-year time frame) and coordinate with SLOCOG on implementing the Long Range Transit Plan (20-year time frame). The Plans shall consider funding partnerships to continue the Downtown Trolley service as part of the overall transit system as funding permits.

3.2.2. Bulk Rate Transit Passes

The City shall make available bulk rate transit passes to all groups.

3.2.3. Commuter Bus Service

The City shall work with the San Luis Obispo Regional Transit Authority (SLORTA) to maintain and expand commuter bus service to and from the City of San Luis Obispo during peak demand periods consistent with the Short Range Transit Plan and Long Range Transit Plan.

3.2.4. Transit Service Evaluation

The City shall coordinate with the San Luis Obispo Regional Transit Authority (SLORTA) to evaluate the benefits and drawbacks of consolidated service.

3.2.5. Marketing and Promotion

The City shall develop and maintain a comprehensive marketing and promotion program to reach individual target audiences.

3.2.6. Short Range Transit Plan

The City shall update its Short Range Transit Plan to evaluate adding mass transit stops at the high school and the middle school.

3.2.7. New Development

When evaluating transportation impacts, the City shall use a Multimodal Level of Service analysis.

3.2.8. Regional Transit Center

The City shall work with other agencies to develop a regional transit center downtown.

4. BICYCLE TRANSPORTATION

4.1. Policies

4.1.1. Bicycle Use

The City shall expand the bicycle network and provide end-of-trip facilities to encourage bicycle use and to make bicycling safe, convenient and enjoyable.

4.1.2. Campus and School Site Trips

The City shall encourage the use of bicycles by students and staff traveling to local educational facilities.

4.1.3. Continuous Network

The City shall collaborate with SLO County to coordinate planning and development of county bikeways to support a regional bike network and identify and acquire additional rights of way in the City as they become available.

4.1.4. New Development

The City shall require that new development provide bikeways, secure bicycle storage, parking facilities and showers consistent with City plans and development standards. When evaluating transportation impacts, the City shall use a Multimodal Level of Service analysis.

4.1.5. Bikeway Design and Maintenance

The City shall design and maintain bikeways to make bicycling safe, convenient and enjoyable.

4.1.6. Bikeway Development with Road Improvements

The City shall construct bikeways facilities as designated in the Bicycle Transportation Plan when:

A. The street section is repaved, restriped, or changes are made to its cross-sectional design; or

B. The street section is being changed as part of a development project.

4.1.7. Education and Safety

The City shall support education and safety programs aimed at all cyclists and motorists.

4.1.8. Bicycle Transportation Coordinator

The City shall support the allocation of staff and resources to coordinate and implement the bicycle transportation plan policies and programs.

4.1.9. Traffic Law Compliance

The City shall continue to seek compliance with its traffic laws through enforcement and education.

4.1.10. Right-of-way Acquisition

The City shall identify and pursue the acquisition of right-of-ways needed to implement the projects identified in the City's Bicycle Transportation Plan.

4.1.11. Bicycle Transportation Plan Implementation

The City shall support allocation of staff and resources to coordinate and implement bicycle transportation policies and programs.

4.1.12. Bike Parking

The City shall facilitate development of conveniently located bike parking so as not to impede pedestrian walkways.

4.1.13. Campus Coordination

The City shall consider the Cal Poly and Cuesta Master Plans to better coordinate the planning and implementation of safe and convenient bicycle access and facilities to local college campuses.

4.2. Programs

4.2.1. Bike Share

The City shall evaluate a bike share program in coordination with Cal Poly and other educational institutions.

4.2.2. Bicycle Transportation Plan

The City shall maintain and regularly update its Bicycle Transportation Plan as needed to reflect changes in state law and/or future conditions consistent with the objectives, policies and standards of this Circulation Element. Future revisions to the Bicycle Transportation Plan shall consider Safe Routes to School.

4.2.3. Campus Master Plans

The City shall work with Cal Poly and Cuesta College to de-emphasize the use of automobiles and promote the use of alternative forms of transportation in their master plans.

4.2.4. Zoning Regulations

The City shall revise its zoning regulations to establish and maintain standards for secured bicycle parking and ancillary facilities.

4.2.5. Railroad Bikeway and Trail

The City should obtain railroad right-of-way and easements to establish a separated bike path and pedestrian trail through San Luis Obispo.

4.2.6. Bicycle Friendly Community

The City shall maintain its silver level award designation as a Bicycle Friendly Community and pursue a gold level designation.

4.2.7. Regional Coordination

The City shall collaborate with SLO County to coordinate planning and development of county bikeways to support a regional bicycle network.

4.2.8. Bicycle Licensing

The City should consider expanding and maintaining its bicycle licensing program to address bicycle loss, theft, and safety problems.

5. WALKING

5.1. Policies

5.1.1. Promote Walking

The City shall encourage and promote walking as a regular means of transportation.

5.1.2. Sidewalks and Paths

The City should complete a continuous pedestrian network connecting residential areas with major activity centers as well as trails leading into city and county open spaces.

5.1.3. New Development

New development shall provide sidewalks and pedestrian paths consistent with City policies, plans, programs and standards. When evaluating transportation impact, the City shall use a Multimodal Level of Service analysis.

5.1.4. Pedestrian Access

New or renovated commercial and government public buildings shall provide convenient pedestrian access from nearby sidewalks and pedestrian paths, separate from driveways and vehicle entrances.

5.1.5. Pedestrian Crossings

To improve pedestrian crossing safety at heavily used intersections, the City shall institute the following:

A. Install crossing controls where warranted by the California Manual on Uniform Traffic Control Devices (MUTCD) that provide adequate time for pedestrians to cross the street.

B. In the downtown, install traffic-calming features such as textured cross walks and bulb-outs, where appropriate.

C. On Arterial Streets, Parkways or Regional Routes with four or more travel lanes, install medians at pedestrian crossings where roadway width allows.

5.1.6. Downtown Commercial Core

The City shall require that pedestrian facilities in the downtown be designed in accordance with the Downtown Pedestrian Plan design guidelines to allow a clear path of travel and include conveniently located rest areas with shade and seating.

5.1.7. Sidewalks

As allowed by the American with Disabilities Act, the City shall consider neighborhood character including topography, street design, existing density and connectivity when identifying and prioritizing the installation of sidewalks.

5.2. Programs

5.2.1. Downtown Pedestrian Plan

The City shall adopt and regularly update a Downtown Pedestrian Plan to encourage walking and to expand facilities that provide pedestrian linkages throughout the Downtown. The plan shall include pedestrian safety assessments in accordance with State and Federal guidelines.

5.2.2. Pedestrian Network 

For areas outside of the Downtown, the City shall implement its program for the installation of a continuous and connected pedestrian network giving areas with the heaviest existing or potential pedestrian traffic priority in funding.

5.2.3. Americans with Disabilities Act Compliance

The City shall continue to implement its annual program of enhancing existing curbs with ADA compliant ramps.

5.2.4. Safe Routes to School 

The City shall continue to coordinate with SLOCOG and local schools to pursue Safe Routes to School programs and grant opportunities.

5.2.5. Consolidated Bicycle and Pedestrian Plan

The City shall consider the benefits and costs of consolidating the Bicycle Transportation Plan with a citywide Pedestrian Plan.

6. MULTI-MODAL CIRCULATION

Support the development and maintenance of a circulation system that balances the needs of all circulation modes.

6.1. Policies

6.1.1. Complete Streets

The City shall design and operate city streets to enable safe, comfortable, and convenient access and travel for users of all abilities including pedestrians, bicyclists, transit users, and motorists.

6.1.2. Multimodal Level of Service (LOS) Objectives, Service Standards, and Significance Criteria

The City shall strive to achieve level of service objectives and shall maintain level of service minimums for all four modes of travel; Pedestrians, Bicyclists, Transit, & Vehicles per Table 2 and the Highway Capacity manual.

Table 2. MMLOS Objectives and Service Standards

Travel Mode	LOS Objective	Minimum LOS Standard
Bicycle [1]	B	D
Pedestrian [2]	B	C
Transit [3]	C	Baseline LOS or LOS D, whichever is lower
Vehicle	C	E (Downtown), D (All Other Routes)

Notes:

(1) Bicycle LOS objectives & standards only apply to routes identified in the City's adopted Bicycle Transportation Plan.

(2) Exceptions to minimum pedestrian LOS objectives & standards may apply when its determined that sidewalks are not consistent with neighborhood character including topography, street design and existing density.

(3) Transit LOS objectives & standards only apply to routes identified in the City's Short Range Transit Plan.

6.1.3. Multimodal Priorities

In addition to maintaining minimum levels of service, multimodal service levels should be prioritized in accordance with the established modal priorities designated in Table 3, such that construction, expansion, or alteration for one mode should not degrade the service level of a higher priority mode. 1

Table 3. Modal Priorities for Level of Service

Complete Streets Areas	Priority Mode Ranking	
Downtown & Upper Monterey Street	1. Pedestrians	3. Transit
	2. Bicycles	4. Vehicle
Residential Corridors & Neighborhoods	1. Pedestrians	3. Vehicle
	2. Bicycles	4. Transit
Commercial Corridors & Areas	1. Vehicles	3. Transit
	2. Bicycles	4. Pedestrians
Regional Arterial and Highway Corridors	1. Vehicles	3. Bicycles
	2. Transit	4. Pedestrians

Notes:

(1) Exceptions to multimodal priorities may apply when in conflict with safety or regulatory requirements or conflicts with area character, topography, street design, and existing density.

6.1.4. Defining Significant Circulation Impact

Any degradation of the level of service shall be minimized to the extent feasible in accordance with the modal priorities established in Policy 6.1.2 and Table 2. If the level of service degrades below thresholds established in Policy 6.1.2 and Table 2, it shall be determined a significant impact for purposes of environmental review under the California Environmental Quality Act (CEQA). For roadways already operating below the established MMLOS standards, any further degradation to the MMLOS score will be considered a significant impact under CEQA.

Where a potential impact is identified, the City in accordance with the modal priorities established in Policy 6.1.2 and Table 2, can determine if the modal impact in question is adequately served through other means e.g., another parallel facility or like service. Based on this determination, a finding of no significant impact may be determined by the City.

6.1.5. Mitigation

For significant impacts, developments shall be responsible for their fair share of any improvements required. Potential improvements for alternative mode may include, but are not limited to:

A. **Pedestrian**: Provision of sidewalk, providing or increasing a buffer from vehicular travel lanes, increased sidewalk clear width, providing a continuous barrier between pedestrians and vehicle traffic, improved crossings, reduced signal delay, traffic calming, no right turn on red, reducing intersection crossing distance.

B. **Bicycle**: Addition of a bicycle lane, traffic calming, provision of a buffer between bicycle and vehicle traffic, pavement resurfacing, reduced number of access points, or provision of an exclusive bicycle path, reducing intersection crossing distance.

C. **Transit**: For transit-related impacts, developments shall be responsible for their fair share of any infrastructural improvements required. This may involve provision of street furniture at transit stops, transit shelters, and/or transit shelter amenities, pullouts for transit vehicles, transit signal prioritization, provision of additional transit vehicles, or exclusive transit lanes.

6.1.6. City Review

When new projects impact the existing circulation system, the City shall review the effectiveness and desirability of “direct fix” mitigation improvements to address MMLOS impacts. Where a significant impact is found, alternative system-wide project mitigations may be submitted for consideration to the City in accordance with the modal priorities established in Policy 6.1.2 and Table 2. Exceptions shall be based on the physical conditions of the right-of-way to support additional improvements. If the right-of-way in question cannot address on-site mitigation, appropriate off-site improvements that have direct nexus to and effectively address the specific impacts created by the project may be considered.

6.2. Programs

6.2.1. Traffic Count Program

As funding permits the City shall biennially complete a traffic count program for pedestrians, bikes, vehicles and transit to maintain and update its database of transportation conditions and to evaluate the state of the transportation system in accordance with the established modal priorities and standards.

7. TRAFFIC MANAGEMENT

City, County and State governments maintain a network of public streets that provide access throughout the community. How these streets are designed, constructed and managed can affect levels of traffic congestion, noise and air pollution, the economic viability of commercial areas, and the quality of living throughout the city. The following policies and programs spell out how the City intends to manage the community's street system.

Overall Purpose

The primary purpose of street corridors is to enable the movement of people and goods across all modes of transportation. The design and use of streets should relate to and respect the character and type of surrounding land uses. If residential areas are to maintain their character, they cannot be treated in the same manner as commercial or industrial areas.

7.1. Policies

7.1.1. Peak Hour and Daily Traffic 

The City shall cooperate with County and State government to institute programs that reduce the levels of peak-hour and daily vehicle traffic.

7.1.2. Street Network

The City shall manage to the extent feasible the street network so that the standards presented in Table 2 are not exceeded. This will require new development to mitigate the traffic impacts it causes or the City to limit development that affects streets where congestion levels may be exceeded. The standards may be met by strengthening alternative modes over the single occupant motor vehicle. Where feasible, roundabouts shall be the City's preferred intersection control alternative due to the vehicle speed reduction, safety, and operational benefits of roundabouts.

7.1.3. Growth Management & Roadway Expansion

The City shall manage the expansion of roadways to keep pace with only the level of increased vehicular traffic associated with development planned for in the Land Use Element and under the City's growth management policies and regional transportation plans.

7.1.4. Transportation Funding

In order to increase support for non-automobile travel, the City shall strive to allocate transportation funding across various modes approximately proportional to the modal split objectives for 2035 as shown in Table 1.

7.1.5. Vehicle Speeds

To the extent permitted under the CVC, the City shall endeavor to maintain and reduce speeds where possible in residential neighborhoods.

7.2. Programs

7.2.1. Traffic Reduction Priority

Those traffic programs identified in the Circulation Element that have the greatest potential to reduce traffic increases shall have priority for implementation.

7.2.2. Transportation Monitoring

As funding permits the City shall implement an ongoing and comprehensive transportation monitoring program that, at a minimum, will keep track of (on a bi-annual basis):

A. Changes in traffic volumes throughout the city.

B. Changes to the Level of Service (LOS) on arterial streets, regional routes and highways.

C. Traffic speeds.

D. Changes in the use of bicycle and pedestrian facilities.

E. Changes in streetscape features.

F. The location, type and frequency of accidents.

7.2.3. Transportation Survey

The City shall regularly, as funding permits, conduct a travel behavior survey of residents to estimate their use of different types of transportation.

7.2.4. Transportation Model

The City will maintain a travel demand model of the City's circulation system and coordinate with SLOCOG in support of the county-wide travel demand model for San Luis Obispo County.

7.2.5. Cooperative Street Design

The City shall work with the County to jointly develop and adopt design and construction standards for streets within the City's Urban Reserve.

7.2.6. Subdivision Regulations

The City shall revise its Subdivision Regulations to include right-of-way and design standards for each type of street shown in Figure 1 and Table 4.

7.2.7. Traffic Access Management

The City shall adopt an access management policy to control location, spacing, design and operation of driveways, median openings, crosswalks, interchanges and street connections to a particular roadway including navigation routes to direct traffic in a manner that preserves the safety and efficiency of the transportation system. Navigation routing and other smart access technologies should be considered as part of the update to the Access and Parking Management plan.

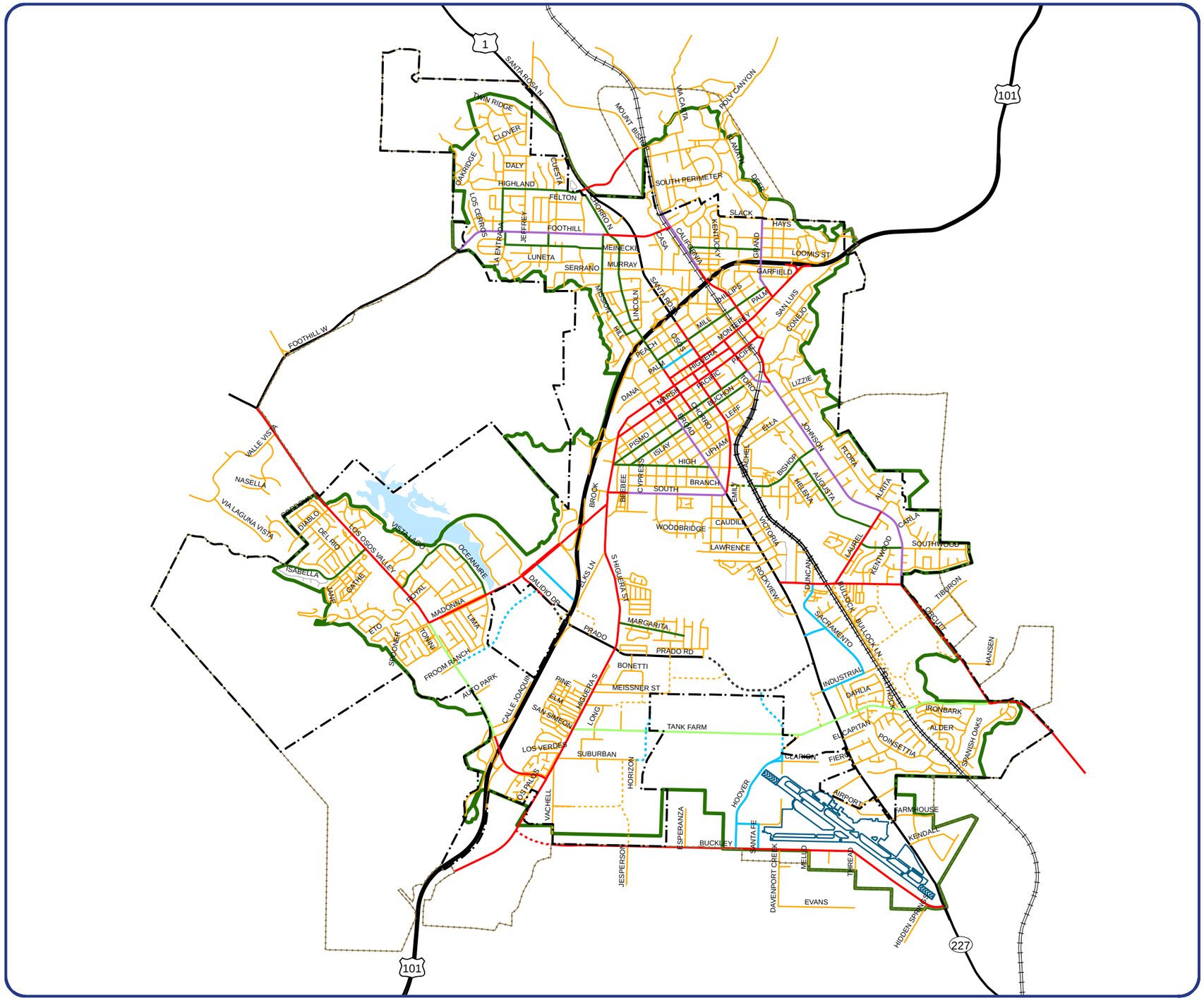
7.2.8. State Highway HOV Lanes

The City shall cooperate with State and regional agencies in evaluating the effectiveness of high occupancy vehicle (HOV) lanes on State highways. If State Route 101 is widened to add travel lanes, the additional capacity should be reserved for HOV and transit use.

7.2.9. Transportation Funding

The City shall develop and adopt guidelines that implement Policy 7.0.4 concurrent with the 2015-17 Financial Plan. In meeting the “approximately proportional” goal of the policy, the guidelines may take into consideration such factors as the need for multi-year planning and budgeting, the recognition that projects may benefit multiple modes, that non-city funding sources may be used to meet or exceed the objectives for particular modes, that some extraordinary capital projects (e.g. major interchange improvements) may be identified as special cases, that emergencies or threat to public health or safety may require special treatment, and that certain enterprise and special funds may be restricted to use for specific modes.

Please see the next page.



Legend

Existing	Proposed	
		Freeway
		Highway/ Regional Route
		Arterial
		Parkway Arterial
		Commercial Collector
		Residential Arterial
		Residential Collector
		Local
		Private

Urban Reserve
LUCE SOI Planning Subarea
City Limit
Railroad Track
LagunaLake
Airport Runway

Source: City of San Luis Obispo, 2012

0 0.5 1 Mile

Figure 1
Streets Classification Diagram

Please see the next page.

Types of Streets

7.3. Design Standards

The City's roadway system is shown in Figure 1. The City shall require that improvements to the City's roadway system are made consistent with the following descriptions and standards:

7.3.1. Average Daily Traffic (ADT)

The total number of vehicles that use a particular street throughout the day (24 hours).

7.3.2. Vehicle Level of Service (LOS)

Level of service is a letter grade representation of the quality of traffic flow based on congestion.

A. Level of Service (LOS) "A" is free-flowing traffic while LOS "F" is extreme congestion.

B. At LOS "D," the recommended standard, drivers can expect delays of 35 to 55 seconds and sometimes have to wait through more than one cycle of a traffic signal. Vehicle may stack up at intersections but dissipate rapidly.

C. At LOS "E," delays increase to 55 to 80 seconds and drivers frequently have to wait through more than one cycle of a traffic signal. Stacked lines of cars at intersections become longer.

Table 4. Street Classification Descriptions and Standards

Descriptions[1] of Street Types	Maximum ADT/LOS	Desired maximum Speeds[2]
Local Commercial Streets directly serve non-residential development that front them and channel traffic to commercial collector streets (reference black line streets on Figure 1).	5,000	25 mph
Local Residential Streets directly serve residential development that front them and channel traffic to residential collector streets (reference black line streets on Figure 1).	1,500	25 mph
Commercial Collector Streets collect traffic from commercial areas and channel it to arterials.	10,000	25 mph
Residential Collector Streets collect traffic from residential areas and channel it to arterials.	3,000 [3]	25 mph
Residential Arterials are bordered by residential property where preservation of neighborhood character is as important as providing for traffic flow and where speeds should be controlled.	LOS D	CVC*
Arterial Streets provide circulation between major activity centers and residential areas	LOS E (Downtown) LOS D (other routes)	CVC* CVC*
Parkway Arterials are arterial streets with landscaped medians and roadside areas, where the number of cross streets is limited and direct access from fronting properties is discouraged	LOS D	CVC*
Highway/Regional Routes connect the city with other parts of the county and are used by people traveling throughout the county and state and are designated as primary traffic carriers. Segments of these routes leading into San Luis Obispo should include landscaped medians and roadside areas to better define them as community entryways	LOS D	CVC*
Freeway is a regional route of significance where access is controlled.	LOS D	CVC*

**Speed Limits are dictated by prevailing speeds per the California Vehicle Code (CVC).*

Notes:

(1) To determine the classification of a particular street segment, refer to Figure 1: Streets Classification Map and Appendix E. Appendix E includes the most recent traffic counts and estimates of level of service (LOS). Traffic counts will be different for various segments of a particular street. In some cases, a range of LOS ratings are shown on Appendix E for "Arterial" streets because of the variability of traffic flow conditions along a particular corridor; and some street segments approaching intersections may have poorer LOS than shown in this table. Note that all ADT should reflect volumes typically experienced when all schools are in session. To account for seasonal shifts ADT shall be calculated using an annual average daily traffic (AADT) for individual volumes and the threshold shall be adjusted up to 15%.

(2) Desired maximum speed means that 85% of motorists using the street will drive at or slower than this speed. To account for seasonal shifts speeds shall be calculated using an annual average or for individual speed surveys the threshold shall be adjusted up by 2.7 mph.

(3) For Chorro and Broad Streets (north of Lincoln Street), and Margarita Avenue the maximum desired ADT goal is 5,000 ADT.

8. NEIGHBORHOOD TRAFFIC MANAGEMENT

8.1. Policies

8.1.1. Through Traffic

The City shall design its circulation network to encourage through traffic to use Regional Routes, Highways, Arterials, Parkway Arterials, and Residential Arterial streets and to discourage through traffic use of Collectors and Local streets.

8.1.2. Residential Streets

The City should not approve commercial development that encourages customers, employees or deliveries to use Residential Local or Residential Collector streets.

8.1.3. Neighborhood Traffic Speeds

To the extent permitted under the California Vehicle Code, the City shall endeavor to reduce and maintain vehicular speeds in residential neighborhoods.

8.1.4. Neighborhood Traffic Management

The City shall ensure that neighborhood traffic management projects:

A. Provide for the mitigation of adverse impacts on all residential neighborhoods.

B. Provide for adequate response conditions for emergency vehicles.

C. Provide for convenient and safe through bicycle and pedestrian traffic.

8.1.5. Neighborhood Traffic Management Guidelines

The City shall update its Neighborhood Traffic Management Guidelines to address voting, funding, and implementation procedures and develop an outreach program on the availability of the program.

8.1.6. Non-Infill Development

In new, non-infill developments, dwellings shall be set back from Regional Routes and Highways, Parkway Arterials, Arterials, Residential Arterials, and Collector streets so that interior and exterior noise standards can be met without the use of noise walls.

8.1.7. New Project Evaluation

The City shall not approve development that impacts the quality of life and livability of residential neighborhoods by generating traffic conditions that significantly exceed the thresholds established in Table 4 except as provided under CEQA. The City shall also not approve development which significantly worsens already deficient residential neighborhood traffic conditions as established in Table 4 except as provided under CEQA. New development shall incorporate traffic calming features to minimize speeding and cut-through traffic.

8.2. Programs

8.2.1. Traffic Management Plans

As funding permits the City shall provide neighborhood traffic management services for residential areas that have traffic volumes or speeds which exceed the thresholds established in Table 4.

8.2.2. Traffic Control Measures

The City will undertake measures to control traffic in residential areas where traffic speeds or volumes exceed standards set by Table 4, Street Classification Descriptions and Standards.

8.2.3. Quality of Life

The City shall analyze residential streets for their livability with regards to multi-modal traffic noise, volumes, speed, and safety as well as the amount of pedestrian and bicycle traffic and potential excess right-of-way pavement. Traffic calming or other intervening measures may be necessary to maintain the resident's quality of life. The City should give priority to existing streets that exceed thresholds.

8.2.4. Regional Cut-Through Traffic

The City shall identify and address regional cut-through traffic issues in the City.

9. STREET NETWORK CHANGES

9.1. Policies

9.1.1. New Development

The City shall require that new development assumes its fair share of responsibility for constructing new streets, bike lanes, sidewalks, pedestrian paths and bus turn-outs or reconstructing existing facilities.

9.1.2. Public Participation

The City shall provide for broad public participation in the planning and design of major changes to the street network.

9.1.3. Arterial Street Corridors

The City shall seek to improve the livability of existing arterial streets through redesign of street corridors.

9.1.4. Project Implementation

Street projects should be implemented in the appropriate sequence to ensure that development does not precede needed infrastructure improvements.

9.1.5. Right-of-Way Reservation

The City shall require rights-of-way to be reserved through the building setback line process or through other mechanisms so that options for making transportation improvements are preserved.

9.2. Programs

9.2.1. Building Setback Lines

The City will establish building setback lines for routes listed on Table 5.

9.2.2. Prado Road Improvements

The City shall ensure that changes to Prado Road (Projects 1, 2, and 19 on Table 5) and other related system improvements are implemented in a sequence that satisfies circulation demands caused by area development.

The sponsors of development projects that contribute to the need for the Prado Road interchange or overpass (Project 19 on Table 5) will be required to prepare or fund the preparation of a Project Study Report for the interchange project. The Project Study Report shall meet the requirements of the California Department of Transportation.

9.2.3. Street Amenities Plan

The City shall adopt and regularly update a plan and standards for the installation and maintenance of landscaped medians, parkways, signs, utilities, street furniture, sidewalks and bicycle lanes. Within the Downtown the street amenities shall be consistent with the Downtown Pedestrian Plan design guidelines.

9.2.4. Conceptual Plan for the City's Center

The City will evaluate complete street designs that maximize the shared right of way for all users as a method for achieving the overall objective of the Conceptual Physical Plan for the City's Center to improve the pedestrian environment in the downtown.

9.2.5. San Luis Ranch/Dalidio Development

As part of any proposal to further develop the Dalidio-Madonna Area, the alignment and design of extensions of Froom Ranch Way connecting with Prado Road (west of Route 101) shall be evaluated and established if consistent with the Agricultural Master Plan for Calle Joaquin Reserve.

Table 5. Transportation Capital Projects

	Project	Description	Agencies	Potential Funding
Extensions				
1	Prado Road Extension West	Extend and widen Prado Rd. as an Arterial street with 2 lanes in each direction, a center turn lane/landscaped median, Class II bike lanes, sidewalks and Class I bike lanes (where feasible) from US 101 to Madonna.	City Caltrans County	▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding
2	Prado Road Extension East	Widen and extend Prado Rd. as an Highway/Regional Route Arterial with 2 lanes in each direction, a center turn lane/landscaped median, Class II bike lanes, sidewalks and Class I bike lanes (where feasible) from US 101 to Broad Street. ROW Limitations east of Higuera outside of the MASP area may limit the City's ability to install Class I facilities. (See MASP)	City Caltrans	▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding
3	Buckley Road Extension	Extend Buckley Road as an Arterial street from Vachell Lane to Higuera Street. (See AASP)	City County	▪ Developer Const.
4	Bullock Lane Extension	Widen and extend a residential collector to connect Orcutt Road with Tank Farm Road. (See OASP)	City	▪ Developer Const. ▪ Dev. Impact Fees
5	Santa Fe Road Extension	Realign and Extend Santa Fe Road as a Commercial Collector from Hoover Avenue to Prado Road including construction of a new bridge at Acacia Creek and round-a-bout at Tank Farm Road. (See AASP)	City County	▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding
6	Bishop Street Extension	Extend Bishop Street west over R.R. tracks. The City shall conduct a detailed subarea traffic analysis to determine if secondary measures can be made to allow for elimination of the Bishop Street Extension and protection of neighborhood traffic levels; and recommend improvements, if any.	City	▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund
7	Mission Plaza Expansion	Expand Mission Plaza to East to Monterey and Nipomo and Broad Street from Higuera to Palm St. Some areas of the expansion will have vehicle permitted pedestrian zones to maintain access to adjacent properties.	City	▪ Grant Funding ▪ General Fund
8	Victoria Ave. Extension	Extend Victoria Ave. from Woodbridge to High Street.	City	▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund

Project		Description	Agencies	Potential Funding
Widenings				
9	Mid Higuera (Marsh to High Street)	Acquire property and widen to allow four travel lanes, center turn lane, bike lanes, etc. & implement Downtown Plan concepts (See Mid-Higuera Plan)	City	▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund
10	Orcutt Road	Widen Orcutt Road as an Arterial Street with 2 lanes in each direction, a center turn lane/landscaped median, Class II bike lanes and sidewalks from UPRR to Johnson (See OASP)	City	▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund
11	Tank Farm Road	Widen Tank Farm Road as a Parkway Arterial with 2 lanes in each direction, a center turn lane/landscaped median, Class II bike lanes, sidewalks and Class I bike lanes (where feasible) from Higuera to Broad. (See AASP)	City County	▪ Developer Const. ▪ Dev. Impact Fees
12	South Higuera	Widen Higuera to 4 lanes, with a center turn lane, Class II bikeways from Madonna to southern City Limits	City CalTrans	▪ Grant Funding ▪ General Fund
New Connections				
13	Hwy 1 (Santa Rosa)	Construct a non-vehicle grade separated crossing at Boysen and Hwy 1 (Santa Rosa).	City CalTrans CalPoly	▪ Regional Funds ▪ Grant Funding ▪ General Fund
14	Tank Farm to Buckley Collector	Construct a new North / South collector between Tank Farm Road & Buckley Road in the vicinity of Horizon Lane.	City County	▪ Developer Const. ▪ Dev. Impact Fees
15	LOVR Bypass	As part of LOVR Creekside Special Planning Area, the project shall analyze impacts of a new roadway connection in some form from Los Osos Valley Road to Higuera; and/or The City shall conduct a detailed subarea traffic analysis to determine final feasibility of connecting a roadway from US 101 to Higuera Street. Issues to be studied should include, but are not limited to impacts to: sensitive noise receptors, agriculture operations, open space, creek, traffic and biological resources.	City	▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund
16	Froom Ranch Road	Construct a new collector between Prado/Dalido Rd. and Los Osos Valley Road.	City County	▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding

	Project	Description	Agencies	Potential Funding
Interchange Upgrades				
17	Highway 1 (Santa Rosa) & US 101 Interchange Upgrade	Construct some form of interchange upgrade consolidating ramps. (See Hwy 1 MIS report)	City CalTrans	▪ Regional Funds ▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund
18	Broad St. & US 101 Interchange Closure	Close NB & SB Broad street ramps at Highway 101. Highway 1 & 101 project is a prerequisite until otherwise addressed.	City Caltrans	▪ Regional Funds ▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund
19	Prado Road & US 101 Interchange	Build full interchange at 101. Development of San Luis Ranch (Dalidio) Area shall include a circulation analysis of alternatives to a full access interchange, an analysis of compact interchange designs that minimize open space / ag. land impacts, and an analysis of potential incremental phasing of the interchange elements.	City Caltrans County	▪ Regional Funds ▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding
Reconfigurations				
20	Monterey Street Right of Way	Preserve right-of-way on Monterey Street from Santa Rosa to Grand for the purposes of expanding to four travel lanes and/or bicycle & pedestrian facilities	City	▪ Developer Cooperation ▪ General Fund
21	Prefumo Canyon Rd. Median	Install landscaped median on Prefumo Canyon Road between Los Osos Valley Road and Hedley Dr.	City	▪ Grant Funding ▪ General Fund
22	Garden Street Makeover	Reconfigure Garden Street to a one-way street with pedestrian enhancements.	City	▪ Developer Const.
23	Marsh & Higuera 2-Way Conversion	Convert Marsh & Higuera Streets between Santa Rosa & Johnson to 2-way flow.	City	▪ Grant Funding ▪ General Fund
24	Chorro, Broad, & Boysen Realignments	Redevelopment of University Square shall incorporate a detailed circulation, safety & access management analysis for the intersections of Boysen & Santa Rosa (Potential Grade Separated Crossing / Restriction) Foothill & Chorro, and Foothill & Broad as well as driveway access points along adjacent roadways; and recommend improvements, if any.	City	▪ Developer Const. ▪ General Fund
25	Madonna/ Higuera Realignment	As part of redevelopment of the properties north or south of Madonna Road west of Higuera, or as part of update to the Mid Higuera Plan, analyze potential relocation of Madonna Road at Higuera Street.	City	▪ Developer Const. ▪ General Fund
26	Pismo/Higuera/ High Street	Redevelopment of properties at the intersection of High & Pismo at Higuera shall incorporate a detailed traffic analysis and evaluation of intersection realignment; and recommend improvements, if any.	City	▪ Developer Const. ▪ General Fund

Project		Description	Agencies	Potential Funding
27	Various Intersection Upgrades	Grand & Slack, California & Taft, Grand & US 101 SB, San Luis & California, Higuera & Tank Farm, Broad & High, Broad & Rockview, Broad & Capitolio, Johnson & Orcutt, Broad & TankFarm, Broad & Airport.	City CalTrans	▪ Dev. Impact Fees ▪ Developer Const. ▪ Grant Funding ▪ General Fund
Ancillary Plans				
28	Various Specific Plans	Margarita Area, Airport Area, Orcutt Area, Broad Street Corridor, R.R. Dist., Mid-Higuera, Downtown Concept, and Future Plans as Adopted.	City County CalTrans CalPoly	▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund
29	Various Trans. Plans	Bicycle Plan, Downtown Pedestrian Plan, Short Range Transit Plan, Access & Parking Mgmt. Plan, and Future Plans as Adopted.	City County CalTrans CalPoly	▪ Developer Const. ▪ Dev. Impact Fees ▪ Grant Funding ▪ General Fund

9.2.6. Streetscapes and major roadways

In the acquisition, design, construction or significant modification of major roadways (highways / regional routes and arterial streets), the City shall promote the creation of "streetscapes" and linear scenic parkways or corridors that promote the city's visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City shall:

A. Establish streetscape design standards for major roadways;

B. Establish that where feasible roundabouts shall be the City's preferred intersection alternative due to improved aesthetics, reduction in impervious surface areas, and additional landscaping area;

C. Encourage the creation and maintenance median planters and widened parkway plantings;

D. Retain mature trees in the public right-of-way;

E. Emphasize the planting and maintaining of California Native tree species of sufficient height, spread, form and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics, consistent with the Tree Ordinance or as recommended by the Tree Committee or as approved by the Architectural Review Commission.

F. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance the streetscape appearance, comfort and safety.

G. Identify gateways into the City including improvements such as landscaped medians, wayfinding and welcoming signage, arches, lighting enhancements, pavement features, sidewalks, and different crosswalk paving types.

H. Encourage and where possible, require undergrounding of overhead utility lines and structures.

I. When possible, signs in the public right-of-way should be consolidated on a single, low-profile standard.

J. In the Downtown, streetscape improvements shall be consistent with the Downtown Pedestrian Plan.

10. TRUCK TRANSPORTATION

The delivery of most goods and materials to businesses in San Luis Obispo is done by trucks. Delivery services are essential to the functioning of the City. However, commercial trucks can cause traffic congestion in the downtown, and create noise and safety problems in residential areas.

The following policies and programs spell out how the City intends to manage delivery services so that problems associated with truck transportation are minimized.

10.1. Policies

10.1.1. Truck Routes

The City shall require STA-sized and CA legal trucks to use the City's truck routes as designated in Figure 2.

10.2. Programs

10.2.1. Idling Trucks 

Trucks should turn off motors when parked. The City shall work with the Air Pollution Control District (APCD) for guidance in establishing standards that address air and noise pollution from idling trucks.

10.2.2. Home Occupations

The City's Home Occupation Permit Regulations should be amended to ensure that commercial trucks are not used to make regular deliveries to home occupations in residential areas.

10.2.3. Commercial Loading Zones

The City shall continue to provide reserved commercial truck loading zones in appropriate downtown areas.

10.2.4. Truck Circulation

The City shall adopt an ordinance regulating the movement of heavy vehicles.

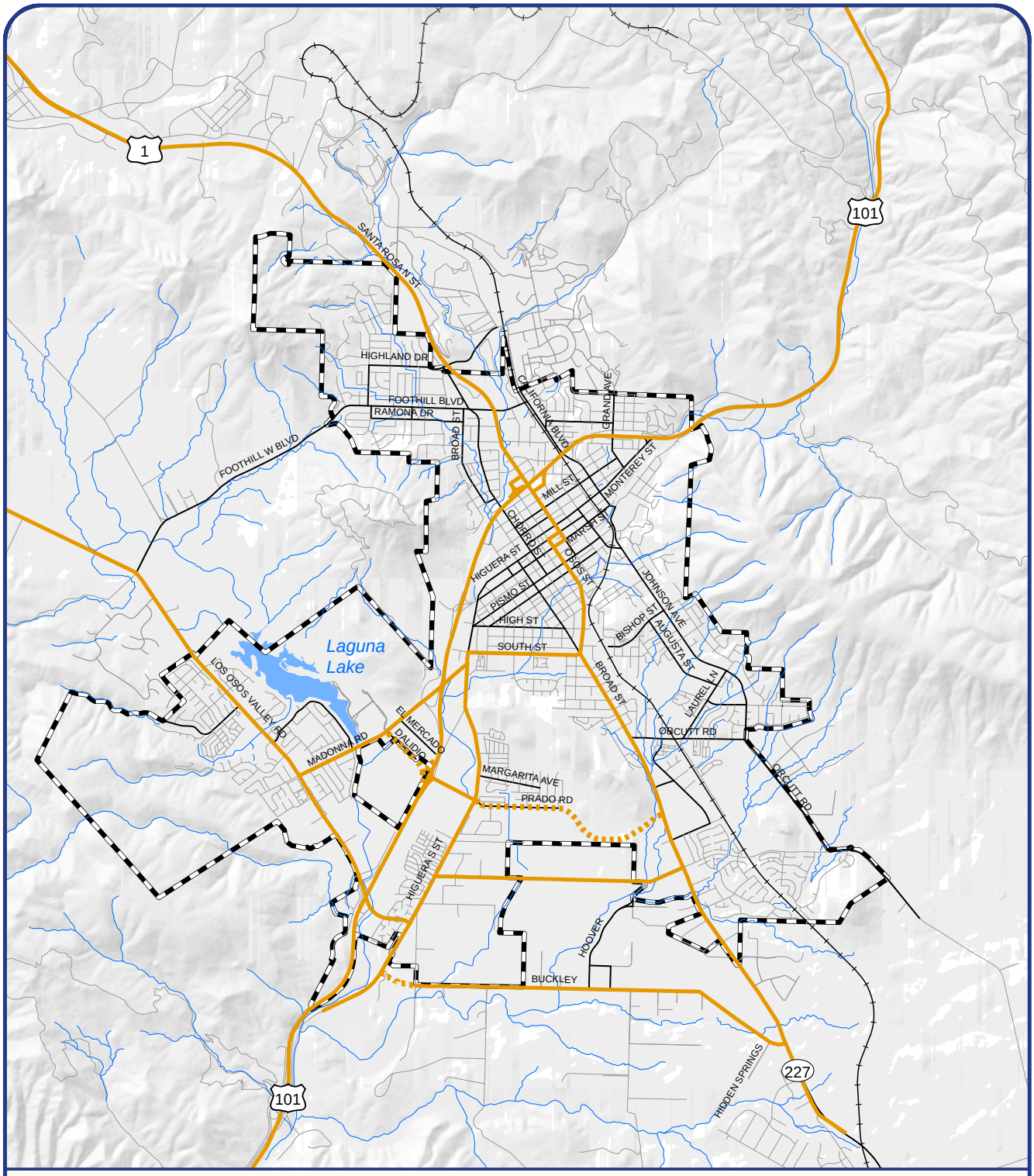


Figure 2
Designated STAA Truck Routes

11. AIR TRANSPORTATION

The City and County of San Luis Obispo are served by the county-owned airport located off Broad Street near Buckley Road. The airport allows people to fly private aircraft and to use commercial carriers to connect with national and global commercial carriers.

The following policies and programs address the continued use of the county airport. Additional policies and programs can be found in the City's Land Use Element.

11.1. Policies

11.1.1. Interstate Air Service

The City shall support and encourage expansion of air transportation services. as forecasted in the Airport Master Plan and approved by the FAA (Federal Aviation Administration).

11.1.2. County Aircraft Operations

The City shall work with the County to continue to address aircraft operations so that noise and safety problems are not created in developed areas or areas targeted for future development by the City's Land Use Element.

11.1.3. Public Transit Service

The City shall encourage improved public transit service to the County airport soon as practical.

11.2. Programs

11.2.1. Environmentally Sensitive Aircraft 

The City shall work with the County Airport to encourage the use of quieter and more environmentally sensitive aircraft.

11.2.2. Airport Facilities Development

The City shall work with the County Airport to support the further development of airport facilities and attract additional passenger airline services. Possible improvements include, but are not limited to: instrumented landing systems, radar, and improved passenger waiting facilities.

11.2.3. Airport Funding

The City shall work with the County Airport to pursue funding opportunities, such as Airport Improvement Program grants.

11.2.4. Update of the Airport Land Use Plan

The City shall work with the County Airport Land Use Commission to complete updates of the Airport Land Use Plan for the San Luis Obispo County Airport in regard to significant changes in noise, adjacent land impacts, and safety zones.

12. RAIL TRANSPORTATION

Coordination with Organizations Regarding Safety and Environmental Sensitivity

The Union Pacific Railroad owns and maintains railroad tracks that extend through the county. AMTRAK uses the Union Pacific line to provide passenger service to San Luis Obispo with connections to the San Francisco and Los Angeles metropolitan areas, and other coastal cities.

Rail transportation is energy efficient and can provide convenient connections to destinations throughout the state. The following policies identify how the city supports rail service.

12.1. Policies

12.1.1. Passenger Rail Service

The City shall support the increased availability of rail service for travel within the county, state and among states.

12.1.2. State and Federal Programs

The City shall support Regional, State and Federal programs for the expansion of passenger rail service to San Luis Obispo.

12.1.3. Transit Service Connections

The City shall provide transit service to and from the train station in accordance with its Short Range Transit Plan and work with the train station management to upgrade the facility and visitor services.

12.1.4. Intra and Inter-city Transportation Needs

The City supports using the railroad right-of-way to help meet multimodal intra and inter-city transportation needs.

12.2. Programs

12.2.1. Daily Train Connections

The City supports maintaining and increasing daily train service connecting San Luis Obispo with points north and south, with departures and arrivals in the morning, mid-afternoon and evening.

12.2.2. Intra-county Rail Service

The City shall support San Luis Obispo Council of Governments in evaluating the feasibility of passenger rail service to connect points within the county.

12.2.3. Interagency Cooperation

The City shall coordinate railroad facility infrastructure maintenance with the Union Pacific Railroad and the Public Utilities Commission. In addition, the City shall work with the Air Pollution Control District and others to discourage idling train engines in San Luis Obispo.

12.2.4. Railroad Hazards Reduction.

The City shall monitor and respond to changes, or proposed changes in passenger and freight rail traffic that may impact the safety and well-being of residents of the community including the transport of combustible materials.

12.2.5. Transport of Combustible Materials

The City shall discourage the transportation of oil and other combustible hydrocarbons through the City.

13. PARKING MANAGEMENT

San Luis Obispo's central business district includes the highest concentration of commercial, office and governmental uses in the city. Parking is needed for patrons of downtown businesses, tourists and employees.

Use of curb-side parking in residential areas can affect the character of these areas. The following policies identify the City's role in providing and managing downtown parking and addressing neighborhood parking needs.

Commercial Parking

13.1. Policies

13.1.1. Curb Parking

The City shall manage curb parking in the downtown to encourage short-term use to those visiting businesses and public facilities.

13.1.2. City Parking Programs

City parking programs shall be financially self-supporting.

13.2. Programs

13.2.1. Parking Management Plan

The City shall maintain and regularly update its Access and Parking Management Plan (every 5 years) including parking demand reduction strategies and consider emerging best practices such as unbundled parking, smart parking technologies and cash out programs.

13.2.2. Monitor Public Parking

The City shall regularly monitor the use of public parking in the downtown.

13.2.3. Park and Ride Lots

The City shall coordinate with SLOCOG during periodic updates to SLOCOG's Park and Ride Lot Development report to evaluate the need for and location of park-and-ride lots to serve commuters.

13.2.4. Public Parking Structures

The City shall only approve construction of additional public parking structures after considering the findings and results of a parking supply and demand study.

13.2.5. Curb Parking Evaluation

The City shall continue to work with the Downtown Association to evaluate the use of curb space in the downtown and identify opportunities for creating additional parking spaces.

13.2.6. Downtown Trolley

The City shall continue to operate the downtown trolley as a parking management tool to reduce congestion.

14. Neighborhood Parking Management

14.1. Policies

14.1.1. Residential Parking Spaces

Each residential property owner is responsible for complying with the City's standards that specify the number, design and location of off-street residential parking spaces.

14.1.2. Neighborhood Protection

The City shall facilitate strategies to protect neighborhoods from spill-over parking from adjacent high intensity uses.

14.1.3. Neighborhood Parking District

The City's Residential Parking District Program shall be updated to review the criteria and clarify the process for establishing a district. (Note: This is not a financing district.)

14.2. Programs

14.2.1. Neighborhood Parking Permits

Upon request from residents or other agencies, the City will evaluate the need for neighborhood parking permit programs or other parking management strategies in particular residential areas.

14.2.2. Financing Districts

The City will investigate the feasibility and desirability of establishing parking financing districts.

15. SCENIC ROADWAYS

The following provisions address the scenic importance of local roads and highways in the San Luis Obispo area.

15.1. Policies

15.1.1. Scenic Routes

The route segments shown on Figure 3 and in Figure 11 of the Conservation and Open Space Element – Scenic Roadways Map --are designated as scenic roadways.

15.1.2. Development Along Scenic Routes 

The City will preserve and improve views of important scenic resources form streets and roads. Development along scenic roadways should not block views or detract from the quality of views.

A. Projects, including signs, in the viewshed of a scenic roadway should be considered as "sensitive" and require architectural review.

B. Development projects should not wall off scenic roadways and block views.

C. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.

D. Signs along scenic roadways should not clutter vistas or views.

E. Street lights should be low scale and focus light at intersections where it is most needed. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed. However, safety priorities should remain superior to scenic concerns.

F. Lighting along scenic roadways should not degrade the nighttime visual environment and night sky per the City's Night Sky Preservation Ordinance.

15.1.3. Public Equipment and Facilities

The City and other agencies should be encouraged to avoid cluttering scenic roadways with utility and circulation-related equipment and facilities.

A. Whenever possible, signs in the public right-of-way should be consolidated on a single low-profile standard.

B. Public utilities along scenic highways should be installed underground.

C. The placement of landscaping and street trees should not block views from Scenic Routes. Clustering of street trees along scenic roadways should be considered as an alternative to uniform spacing.

D. Traffic signals with long mast arms should be discouraged along scenic roadways.

15.1.4. County Role

The City shall work with the County to protect and enhance scenic roadways that connect San Luis Obispo with other communities and recreation areas.

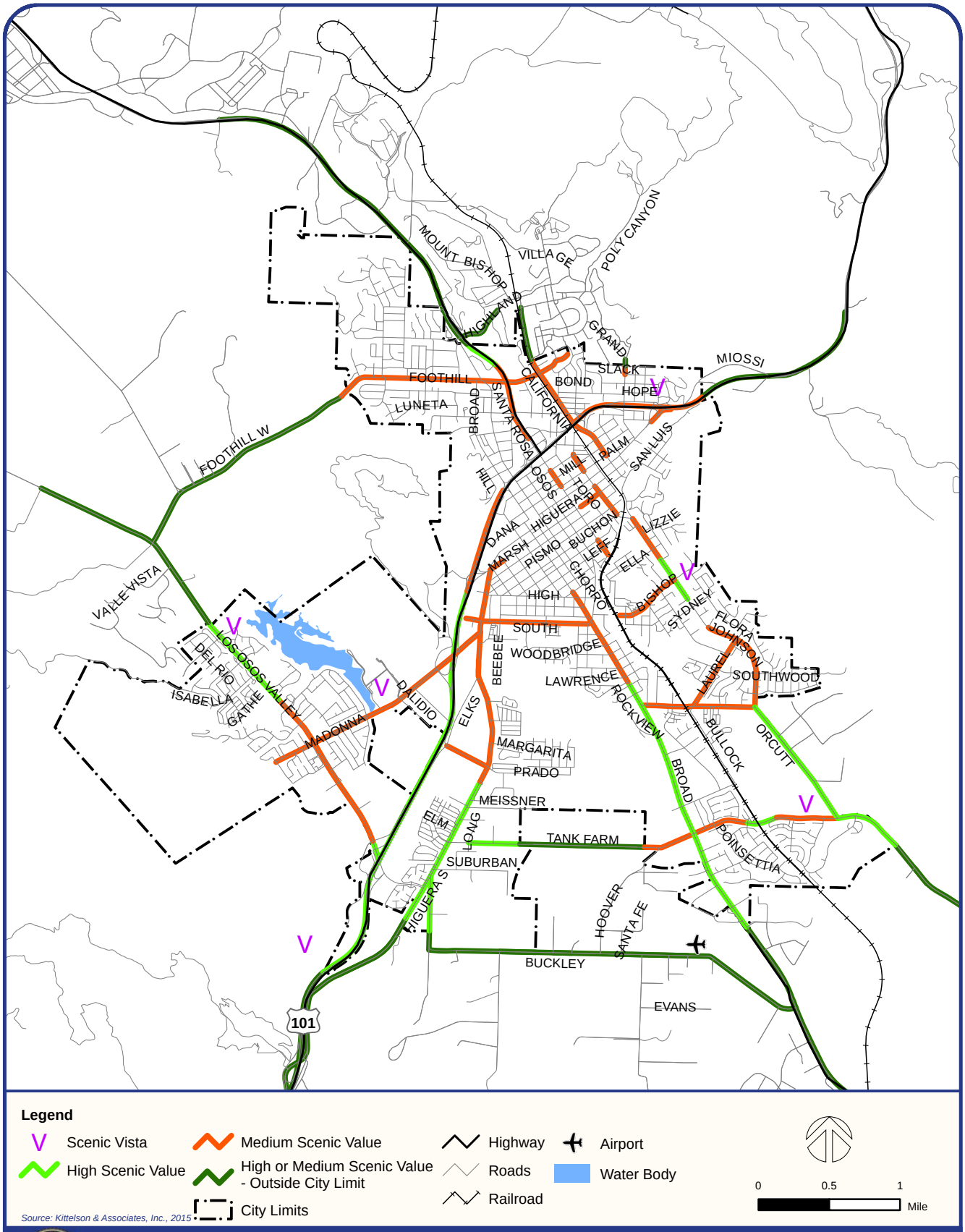


Figure 3
Scenic Roadways

15.1.5. Scenic Highways

The City will promote the creation of Scenic Highways within San Luis Obispo and adjoining county areas. This support should be strongly advocated when:

A. Reviewing draft county general plan elements or major revisions to them.

B. Reviewing changes to the Regional Transportation Plan (RTP) as a member agency of the San Luis Obispo Council Regional Transportation Agency.

C. Reviewing development projects that are referred to the city that are located along routes shown in the Conservation and Open Space Element.

D. Actively participating in the development and periodic updates of the Caltrans US 101 Aesthetic Study of San Luis Obispo County.

15.1.6. Designation of Scenic Highways

The City will advocate that the California Department of Transportation (Caltrans) or the County designate qualifying segments of Highways 1, 101 and 227 as Scenic Highways.

15.2. Programs

15.2.1. Visual Character

The City will participate with Caltrans, the County and other cities to establish a program for enhancing the visual character of the Highway 101 corridor consistent with the US 101 Aesthetic Study for San Luis Obispo County.

15.2.2. Architectural Review Guidelines

The City shall revise its Community Design Guidelines to incorporate concern for the protection of views and vistas from scenic roadways.

15.2.3. Street Corridor Landscaping

The City shall adopt a street corridor landscaping plan for scenic roadways. Indigenous species will be used unless shown to be inappropriate.

15.2.4. Billboards

Both the City and the County should enforce an amortization program for the removal of billboards along scenic roadways.

16. CIRCULATION ELEMENT IMPLEMENTATION, PROGRAM FUNDING AND MANAGEMENT

The following policies should guide city departments in budgeting for and implementing this Circulation Element.

16.1. Policies

16.1.1. City and Regional Growth

The City shall continue to be an active member of SLOCOG's regional board to address regional transportation issues in San Luis Obispo County.

16.1.2. Encourage Alternative Transportation

Programs or projects that reduce dependence on single-occupant vehicles and encourage the use of alternative forms of transportation shall be considered prior to roadway capacity increasing projects.

16.1.3. City Funding

The City's Financial Plan and Capital Improvement Program (CIP) shall support the programs, plans and projects identified in this Circulation Element.

16.1.4. Alternative Mode Program Objectives

Funding for parking structures shall not compromise the City's ability to fund its alternative mode programs or projects.

16.1.5. Circulation Element Update

The City shall update its Circulation Element regularly to address significant changes in transportation planning, programming, legislation, and/or city priorities.

16.1.6. Distribution of Transportation Funding

The City shall encourage SLOCOG to consider initiating a county wide revenue measure devoted to local transportation funding, so that San Luis Obispo County becomes a "self help" county.

16.2. Programs

16.2.1. Transportation Work Program

Transportation Work Program shall be regularly updated as part of the City Financial Plan. The work program must be consistent with the Circulation Element, will cover a five-year period, shall be updated to include modified projects and costs if warranted, and will establish:

A. Implementation schedules for all City transportation programs and projects including those described in the Circulation Element.

B. A comprehensive funding strategy which identifies funding for each program type by source and amount.

16.2.2. Multi-Modal Impact Fee

The City shall update its multimodal transportation impact fee ordinance in accordance with State Law (AB1600) that requires developers to fund their fair share of projects and programs that mitigate city-wide transportation impacts caused by new development.

16.2.3. Evaluation of Alternatives

Prior to implementation of a project identified in this element, the City shall reevaluate its need and include an analysis of alternatives that can achieve the desired results at lower costs and with less environmental impacts. Alternatives include:

A. Other projects listed in the Circulation Element; or

B. Projects made feasible by new or improved technology not existing when this Element was adopted.

16.2.4. Evaluate Transportation Effects

Major development proposals to the City will include displays of the proposal's interfaces with nearby neighborhoods, and indicate expected significant qualitative transportation effects on the entire community.

Circulation Element

APPENDICES

Appendix A. **Resolution 10586**

Appendix B:. **Multimodal Level of Service Definitions**

Appendix C:. **Scenic Roadway Survey Methodology**

Appendix D. **Summary of Circulation Element Projects & Programs**

Appendix E. **Local Roadway LOS (Using FDOT Procedures**

Appendix F. **Existing Intersection LOS**

Appendix G. **List of Preparers**

Please see the next page.

APPENDIX A. RESOLUTION 10586

A resolution of the Council of the City of San Luis Obispo, California, approving updates to the Land Use and Circulation Elements of the General Plan including associated amendments to the South Broad Street Area Plan, Noise Element, Safety Element, and Conservation and Open Space Elements; and, approving amendments to the General Plan Land Use designations for special focus areas associated with the General Plan Land Use and Circulation Element Update project (GPI/ER 15-12)

Please see the next page.

RESOLUTION NO. 10586 (2014 Series)

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN LUIS OBISPO, CALIFORNIA, APPROVING UPDATES TO THE LAND USE AND CIRCULATION ELEMENTS OF THE GENERAL PLAN INCLUDING ASSOCIATED AMENDMENTS TO THE SOUTH BROAD STREET AREA PLAN, NOISE ELEMENT, SAFETY ELEMENT, AND CONSERVATION AND OPEN SPACE ELEMENTS; AND, APPROVING AMENDMENTS TO THE GENERAL PLAN LAND USE DESIGNATIONS FOR SPECIAL FOCUS AREAS ASSOCIATED WITH THE GENERAL PLAN LAND USE AND CIRCULATION ELEMENT UPDATE PROJECT (GPI/ER 15-12)

WHEREAS, the City desires to update its General Plan Land Use and Circulation Elements (LUCE) with policies to guide development based on logical infill development patterns that discourage urban sprawl and provide for safe, high quality residential neighborhoods and supportive amenities and services; and

WHEREAS, the City was awarded a Strategic Growth Council Grant and the work scope authorized by Council and the State Department of Conservation included the following items:

- Community input regarding the physical, social, economic, cultural and environmental character of the City in order to develop a vision of San Luis Obispo through 2035.
- A comprehensive guide for decision-making based on land use, design, circulation and access, sustainability and the preservation of the quality of life in the community.
- Policies that balance development and conservation to preserve the City's natural beauty, unique character and heritage while supporting housing opportunities, a vibrant economy and addressing disadvantaged communities.
- Evaluate consistency with the Regional Blueprint and policies that guide development of a Sustainable Communities Strategy in collaboration with SLOCOG.
- Opportunities to create Complete Streets/neighborhoods and develop programs to achieve them.
- Identify areas appropriate for residential infill and densification.
- Identify the circulation system that is needed to appropriately balance the community's values and the need for growth
- Identify ways to achieve more affordable housing.
- Promote energy efficiency & conservation and incorporate Climate Action Plan strategies.
- Identify transit opportunities that may be enhanced to accommodate Transit Oriented Developments (TOD).
- Identifying programs to help migrate to transportation modes other than the single occupant vehicle.
- Identifying healthy food locations and opportunities for pedestrian and bike access.

WHEREAS, the South Broad Street Area Plan, incorporated as part of the LUCE update, was endorsed by City Council in Resolution 10460 to be included so that its impacts could be evaluated in the context of the larger update effort. The development of the area plan involved approximately 40 public outreach efforts and 27 hearings, in addition to the LUCE outreach efforts with participation by a focus group of residents, property owners, and business owners who assisted in developing the plan; and

WHEREAS, the policies and programs proposed in the LUCE Update reflect the sentiment of the community as a whole. Since the LUCE Update process was initiated in January 2012, there have been 34 LUCE Task Force (TF-LUCE) meetings; 6 community workshops; 6 open houses; a community survey distributed to every city address; an interactive on-line virtual town forum called MindMixer; a workshop held at Cal Poly; 12 Planning Commission hearings and 19 City Council hearings held to refine the LUCE project description and ensure that its policies and programs reflect the goals and desires of the community; and

WHEREAS, the community input efforts were supported by outreach in the form of flyers at Farmers' Markets; news releases and media outreach to all local print, radio, and television outlets; utility bill flyers and ads; flyers to local school children; posters on local buses and at local businesses; display ads in local newspapers; community calendar postings; banners on the library and across Marsh Street in advance of workshops; newsletters; Theater public service announcements at all Cinemark downtown movie screens for a period of 12 weeks; media releases to all area Spanish language outlets; a dedicated project web site with project materials, agendas, presentations and products; and over 75 e-mails throughout the process to an interested parties list of over 3,500 members; and

WHEREAS, the Planning Commission of the City of San Luis Obispo conducted public hearings in the Council Chamber of City Hall, 990 Palm Street, San Luis Obispo, California, on December 12th and 16th, 2013, for the purpose of reviewing recommendations of the Task Force for the Land Use and Circulation Elements Update (TF-LUCE) and recommending a set of policy changes for the Land Use and Circulation Elements (LUCE) to be studied through the environmental review process; and

WHEREAS, the City Council of the City of San Luis Obispo reviewed the recommendations of the Planning Commission at public hearings conducted January 14th and 28th, 2014 in the Council Chamber of City Hall, 990 Palm Street, San Luis Obispo, California, for the purpose of endorsing a LUCE update project description to be considered through the Environmental Impact Report (EIR) process; and

WHEREAS, the Draft EIR was released on June 13, 2014 with a 45 day comment period that closed on July 28, 2014, and the Final EIR was issued on September 3, 2014; and

WHEREAS, the Final EIR responded to 25 comments from agencies and members of the public and 6 comments from City advisory bodies and was certified by the City Council of the City of San Luis Obispo on September 16, 2014; and

WHEREAS, the Planning Commission of the City of San Luis Obispo conducted public

hearings in the Council Chamber of City Hall, 990 Palm Street, San Luis Obispo, California, on September 10th, 11th, 17th, & 18th 2014, for the purpose of considering General Plan Amendments proposed as part of the Land Use and Circulation Element Update project including General Plan Land Use Element diagram and Zoning map changes; and

WHEREAS, the City Council of The City of San Luis Obispo, conducted a public hearing in the Council Chamber of City Hall, 990 Palm Street, San Luis Obispo, California on September 16, 2014; and adopted resolutions certifying the programmatic EIR, approving the Bishop Knolls and General Hospital Special focus areas, and closing out the Sustainable Communities Grant; and

WHEREAS, the City Council of The City of San Luis Obispo, conducted a public hearing in the Council Chamber of City Hall, 990 Palm Street, San Luis Obispo, California on September 30, 2014, and reviewed and provided direction on the draft Airport Overlay Zone (AOZ), draft Special Focus Overlay Zone, remaining Chapter 8 focus areas and Chapter 11 of the Circulation Element; and

WHEREAS, the City Council of The City of San Luis Obispo, conducted public hearings in the Council Chamber of City Hall, 990 Palm Street, San Luis Obispo, California on October 7, 2014, and completed review of Land Use Element Chapter 8 Special Focus Areas, and reviewed and provided direction on draft Land Use Element update Introduction and Chapters 1-6 and 9-12; and, reviewed and provided direction on Circulation Element introduction and Chapters 1-10 & 12-16; and

WHEREAS, the LUCE update and associated Airport Overlay Zoning Regulations have previously been found inconsistent with the ALUP by the Airport Land Use Commission (ALUC), and the City Council has overruled the ALUC in accordance with requirements of the State Aeronautics Act and is consistent with the purposes of Article 3.5 as stated in Section 21670; and

WHEREAS, changes to the Noise, Safety, and Conservation and Open Space Element are necessary to retain internal consistency and implement an FEIR mitigation; and

WHEREAS, the City Council of The City of San Luis Obispo, conducted public hearings in the Council Chamber of City Hall, 990 Palm Street, San Luis Obispo, California on October 21, 2014, December 2, 2014, and December 9, 2014 for the purpose of final adoption of the Land Use and Circulation Element update project (LUCE).

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of San Luis Obispo as follows:

SECTION 1. Findings.

1. The Land Use and Circulation Element Update project (LUCE) included extensive efforts at outreach to receive community input and encourage community involvement, including but not limited to: surveys sent to every

household with 2,198 responses, six public workshops, community wide promotion, neighborhood open houses, 34 task force meetings, advisory committee meetings, e-blasts, newsletters, website and social media coverage, theater public service announcements, Spanish language outreach, newspaper articles and media interviews.

2. LUCE update policies and programs were strongly informed by community survey results which showed strong preference for sustainable growth, protection and expansion of City open space, infill commercial and housing, and redevelopment of underutilized sites with compatible uses and buildings.

3. LUCE update policies are consistent with the work scope of the Strategic Growth Council Grant which included the following grant-focus items:

   - Community input regarding the physical, social, economic, cultural and environmental character of the City in order to develop a vision of San Luis Obispo through 2035.
   - A comprehensive guide for decision-making based on land use, design, circulation and access, sustainability and the preservation of the quality of life in the community.
   - Policies that balance development and conservation to preserve the City's natural beauty, unique character and heritage while supporting housing opportunities, a vibrant economy and addressing disadvantaged communities.
   - Evaluate consistency with the Regional Blueprint and policies that guide development of a Sustainable Communities Strategy in collaboration with SLOCOG.
   - Opportunities to create Complete Streets/neighborhoods and develop programs to achieve them.
   - Identify areas appropriate for residential infill and densification.
   - Identify the circulation system that is needed to appropriately balance the community's values and the need for growth
   - Identify ways to achieve more affordable housing.
   - Promote energy efficiency & conservation and incorporate Climate Action Plan strategies.
   - Identify transit opportunities that may be enhanced to accommodate Transit Oriented Developments (TOD).
   - Identify programs to help migrate to transportation modes other than the single occupant vehicle.
   - Identify healthy food locations and opportunities for pedestrian and bike access.

4. The Land Use and Circulation Element Update project's multi-modal transportation focus and emphasis on infill growth within the urban reserve line are consistent with community input, recommendations of the LUCE Task Force, and advisory body recommendations, received throughout the LUCE update

process including various workshops, surveys, task force meetings, public hearings, and comments received through public review of the associated environmental impact report.

5. Amendments to the Land Use Element support development and redevelopment of sites that will accommodate the community's future growth.

6. Updates to Chapter 8 of the Land Use Element of the General Plan provide policy direction to address development areas in the City or in the City's urban reserve areas which have special constraints or considerations. Special focus areas in the community present opportunities to develop customized land use and circulation approaches or special design implementation to enhance their appearance and achieve their respective development potential in a manner that is consistent with community values.

7. Amendments to Chapter 8 of the Land Use Element provide important policy direction for future planning efforts, especially subsequent specific plan development for Avila Ranch, San Luis Ranch, and Madonna at Los Osos Valley Road sites.

8. Amendments to Chapter 8 of the Land Use Element include implementation of The South Broad Street Area Plan: a plan to help revitalize and beautify a particular area of the city. The plan also includes rezoning to encourage mixed-use development and higher density housing. This plan was developed and reviewed through a separate planning effort involving 27 public hearings and approximately 40 public outreach efforts.

9. Policies and programs in the Land Use Element support neighborhood wellness and enhancement, including compatibility policies for new development in existing neighborhoods.

10. New chapters have been added to the Land Use Element to incorporate policies and programs related to Healthy Cities and Sustainability.

11. Additional policies and programs have been added to the Land Use Element to ensure the Downtown remains the cultural core of the community and a safe and pleasant place to be at all times.

12. A new chapter has been added to the Circulation Element to reflect multi-modal circulation policies and programs.

13. Additional policies and programs have been included in the Circulation Element to focus on traffic reduction, shift in modal priorities, and completion of our local and regional bicycle network connections.

14. Additional focus on neighborhoods has been incorporated into the Circulation Element through updates to the policies and programs calling for updates to the Neighborhood Traffic Management Guidelines and Parking District programs, and evaluation of vehicle speeds in residential neighborhoods.

15. The LUCE update will protect public health, safety, and welfare consistent with

the purposes of Article 3.5 as stated in Section 21670 of the Public Utilities Code.

16. Amendments to the Noise Element, Safety Element, and Conservation and Open Space Element are required to maintain General Plan Internal Consistency and incorporate minor policy adjustments as mitigations in the LUCE update project associated EIR.

SECTION 2. Environmental. The Draft EIR for the Land Use and Circulation Element Update was released on June 13, 2014 with a 45-day comment period that closed on July 29, 2014 and the Final EIR was issued on September 3, 2014. For each identified potentially significant effect under the categories of Agricultural Resources, Cultural Resources, and Public Services, mitigation measures were included and incorporated into the LUCE Update project to reduce the identified potentially significant adverse impacts to less than significant levels. The significant effects identified in the Air Quality, Traffic and Circulation, and Noise sections of the EIR will not be fully mitigated to a degree of insignificance with the incorporation of all the identified mitigation measures included in the EIR. On September 10, 2014, the Planning Commission reviewed and recommended Council adoption of a Statement of Overriding Considerations that the project benefits warrant project approval despite the identified adverse environmental impacts. On September 16, 2014, the City Council held a duly noticed public hearing and duly considered all evidence, including the testimony of interested parties, and the evaluation and recommendations by the TF-LUCE, Planning Commission, and staff presented at said hearing, and certified the Final EIR pursuant to the required findings, including a Statement of Overriding Considerations. Pursuant to Section 15162 of the State CEQA Guidelines, no subsequent or supplemental EIR shall be required unless: (a) Project changes require major revisions of the EIR; (b) Changed circumstances have occurred that require major revisions of the EIR; or (c) New information becomes available that was not known and could not have been known at the time the EIR was certified. The minor LUCE Update policy amendments that have occurred since certification of the Final EIR do not trigger any of these requirements for supplemental review under CEQA and in fact most have the effect of reducing project impacts.

SECTION 3. Action. The City Council does hereby adopt the following updates to the City of San Luis Obispo General Plan Land Use and Circulation Elements: (1) Land Use and Circulation Element updates as shown in Volume 2, Appendices A-C, including the South Broad Street Area Plan, dated June 2013 and incorporated by reference; (2) Compendium of changes to the documents listed above and endorsed by the City Council, attached hereto, and also including updates to the Noise, Safety, and Conservation and Open Space Elements to maintain General Plan Internal Consistency and incorporate minor policy adjustments as mitigations in the LUCE update project associated EIR, as described and shown in Exhibit A, attached hereto; and (3) Land Use Element map amendments as described and shown in Exhibit B, attached hereto. The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect. The recitals contained in this resolution are incorporated by reference.

Resolution No. 10586 (2014 Series)
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Upon motion of Vice Mayor Ashbaugh, seconded by Council Member Christianson, and on the following roll call vote:

AYES:	Council Members Christianson and Rivoire, Vice Mayor Ashbaugh and Mayor Marx
NOES:	Council Member Carpenter
ABSENT:	None

The foregoing resolution was adopted this 9th day of December 2014.

Mayor Jan Marx

ATTEST:

Anthony J. Mejia, MMC
City Clerk

APPROVED AS TO FORM:

J. Christine Dietrick
City Attorney

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of San Luis Obispo, California, this 15th day of December, 2014.

Anthony J. Mejia, MMC
City Clerk

Please see the next page.

APPENDIX B. MULTIMODAL LEVEL OF SERVICE DEFINITIONS

Multimodal LOS Evaluation Methodology

The phrase, "Complete Streets" in present-day planning and policy lexicons introduces confusion about the meaning of the phrase. Streets considered complete are those which meet the transportation needs for all users, such as pedestrians, bicyclists, transit riders, children, older adults, differently abled people, freight vehicle drivers, and taxis. However, many roadways do not serve all of these user types, nor are all roadways intended for use by everyone. For example, most freeways prohibit access by pedestrians and bicyclists. Most trails prohibit access by motorized vehicles. However, if a roadway provides access to some type of land use, such as a retail store, civic building, school, residence, or employment, it can be expected that a variety of people will use that roadway. The degree to which a street is considered complete depends on several factors, including who are the likely and the desired users.

Urban Streets Methodology from the 2010 HCM

The HCM 2010 Urban Streets is an integrated methodology that evaluates multimodal levels of service (LOS). LOS is analyzed for each of the four primary roadway users: pedestrians, bicyclists, motorists, and transit passengers. The multimodal LOS methodology utilizes a number of factors, most of which are infrastructure-related, to assess a qualitative LOS score based on user perception. Roadways are analyzed for each mode in one-hour increments for each direction of travel.

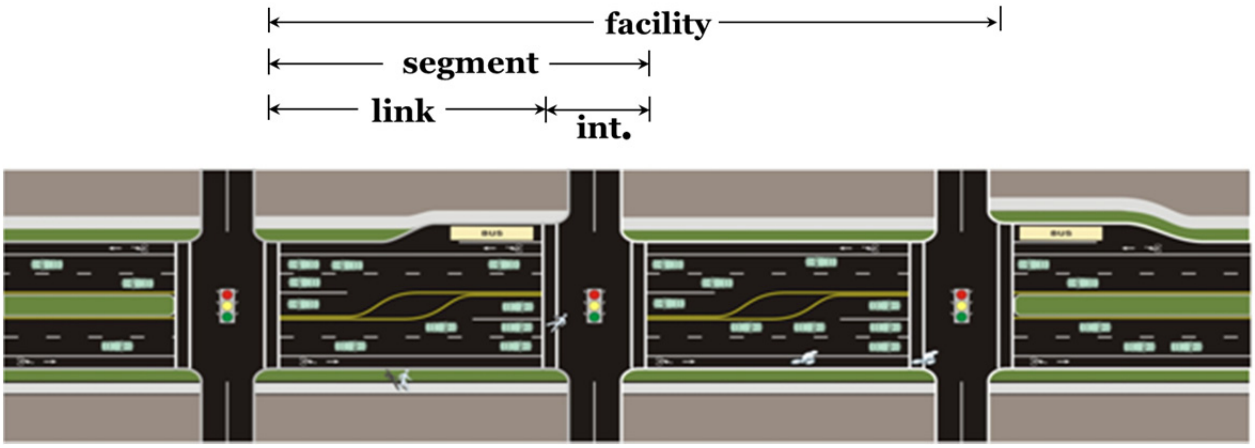
There is no single LOS score in the Urban Streets methodology that combines results for all travel modes. Combining the scores into an overall roadway score has the potential to mask important deficiencies for a certain mode because of weighting. To illustrate, a roadway with large volumes of vehicles and a favorable LOS for motorists may subsume LOS deficiencies for other roadway users if a singular multimodal LOS score were analyzed for the corridor.

The LOS for each mode is analyzed individually, although input factors can affect the analysis for more than one travel mode. For example, the percent of occupied on-street parking is a factor for both the bicyclist and pedestrian LOS. Generating LOS scores for each roadway user type allows the comparison of the quality of service amongst the different modes. Furthermore, the individual scores facilitate quantification and examination of tradeoffs between modes for a given streetscape design feature or strategy, which assist with the analysis of project alternatives and prioritization of pedestrian, bicyclist, motorist, and transit passenger facility improvements.

This methodology can also enable local jurisdictions to adopt a street classification system that is multimodal and identifies priority users for which LOS thresholds can be established. Traditional street classification systems (Freeway, Arterial, Collector, Local) tend to be derived from a motorist's perspective. As such, thresholds are established for motorist LOS, but have not been established for other modes. A multimodal classification system may expand or redefine the streets to include transit, pedestrian, or bicyclist priority. Thus, LOS thresholds could be established for the priority mode by the street classification. As an example, central business district roadways could have LOS thresholds for pedestrian and transit access but no thresholds for motorist or bicyclist access.

As illustrated in Figure B-1, the methodology analyzes and provides the directional LOS results for a facility, which is a combination of two or more segments (roadway link with a downstream intersection that is typically signalized). Additionally, pedestrian and bicyclist LOS analysis and results further divide each segment into the links and downstream intersections. When reviewing LOS results, it's suggested that attention is paid to the component results, as the facility scores have the potential to mask deficiencies.

Figure B-1 Multimodal LOS Analysis Components



Factors included in the evaluation of LOS for each mode are based on the roadway user's perspective, as described below, for pedestrians, bicyclists, and transit passengers.

Pedestrian LOS Factors

The following factors lead to a superior level of service for pedestrians on an urban street:

- Providing a walkway on both sides of the roadway with ample width that allows side-by-side walking
- Distancing the walkway away from vehicular traffic using bike lanes, shoulders, on-street parking, buffers, trees, and landscaping
- Reducing vehicle volumes and speeds, particularly those closest to the walkway
- Limiting delay for pedestrians at signalized intersections
- Providing raised medians that can serve as pedestrian refuges at both signalized and unsignalized locations
- Removing permitted left turn movements by vehicles at signalized intersections
- Prohibiting right turn movements on red by vehicles
- Narrowing the crossing distances at intersections

A pedestrian density LOS can override the pedestrian quality of service calculations if sidewalk crowding is an issue. This may be the case in dense urban areas or near stadiums or concert halls before or after major events.

Bicyclist LOS Factors

The following factors lead to a superior level of service for bicyclists on an urban street:

- Providing bikes lanes on both sides of the roadway with ample width
- Excellent pavement condition that is free of potholes, damage, and debris
- Distancing the bike lane away from vehicular traffic as much as possible
- Reducing vehicle volumes and speeds, particularly those closest to the bike lane
- Reducing the number of trucks, particularly those closest to the bike lane
- Removing or reducing on-street parking
- Narrowing the crossing distances at intersections
- Providing bike lanes through intersections
- Limiting the number of commercial driveways or driveways serving high-density residential buildings along the street
- Limiting or reducing the number of unsignalized intersections along the street

Transit Passenger LOS Factors

Transit passenger level of service can be derived for buses, streetcars, and light rail operating on surface streets. The following factors lead to a superior level of service for transit passengers on an urban street:

- Reliable transit service with frequencies of 15 minutes or less
- Higher transit travel speeds
- High quality walkways leading to the transit stops (derived from the pedestrian LOS score)
- Numerous transit stop locations with benches and shelters
- On-board crowding less than 80%, meaning passengers can have a choice of seats

Safety Factors

The methodology does not include collisions as a factor. However, perceived safety is incorporated into the methodology by way of vehicle volumes and speeds along the corridor links as well as the number of conflicting vehicle movements at intersections.

Study Facilities

As part of the General Plan Update, staff from the City of San Luis Obispo and the consultant team identified thirteen roadways for multimodal level of service evaluation. Those roadways are:

- Broad Street between Higuera Street and Orcutt Road
- Higuera Street between Johnson Avenue and High Street
- Marsh Street between Johnson Avenue and Higuera Street
- Monterey Street between Grand Avenue and Chorro Street
- Chorro Street between Foothill Boulevard and Marsh Street
- Santa Rosa Street between Highland Drive and Pismo Street
- High Street between Higuera Street and Broad Street
- South Higuera Street between High Street and Los Osos Valley Road
- Madonna Road between Higuera Street and Los Osos Valley Road
- Foothill Boulevard between California Boulevard and Patricia Drive
- Johnson Avenue between Monterey Street and Laurel Lane
- California Boulevard between Foothill Boulevard and San Luis Drive
- Osos Street between Palm Street and Upham Street

These roadways were analyzed for both the AM and PM peak hours for each direction of travel. Multimodal analysis of these roadways establishes baseline conditions and sets the stage for future examination and evaluation of these and other roadways. The purpose for selecting these roadways was to establish a cross-section of facility and area types, providing opportunities to compare and contrast performance on various facilities and in assorted areas. Future analysis of these and additional roadways will contribute to development of a multimodal network within the city.

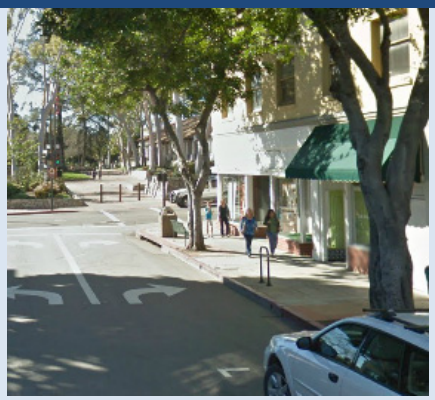
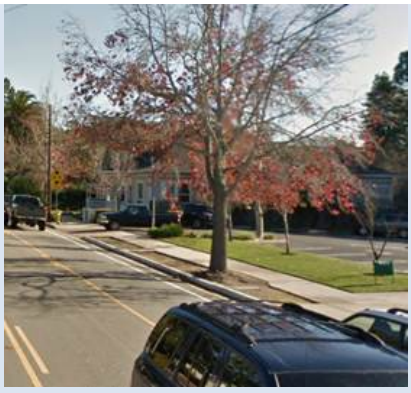
Note: Multimodal Level of Service is based on the user's perspective of a given mode's quality of service. Quality of Service is based on multiple factors including the physical features within the shared right-of-way environment as well as traffic operations and service provisions.

Table B-1. Bicyclist Link Level of Service (LOS) Summary

LOS	Sample Description	Photo
A **Superior Level of Service**	■ Bike lane with ample width (buffered bike lane is shown here) ■ Excellent pavement condition that is free of potholes, damage, and debris ■ Bike lane positioned away from vehicular traffic ■ Vehicle volumes and speeds are minimized, particularly those closest to the bike lane ■ The percentage of heavy trucks is minimal, particularly in the travel lane closest to the bike lane ■ On-street parking is prohibited	 *Image source: City of Bloomington buffered bike lane* Location: East 3rd Street between Jordan and Bryan, Bloomington, IN
B **Very Good Level of Service**	*Compared to LOS A results:* ■ Narrower bike lane width ■ On-street parking allowed	 *Image source: Google Maps Street View* Location: Johnson Avenue between Monterey and Marsh
C **Good Level of Service**	*Compared to LOS B results:* ■ Higher vehicle volumes and speeds in lane closest to bike lane	 *Image source: Google Maps Street View* Location: Foothill Boulevard between Broad and Tassajara

LOS	Sample Description	Photo
D **Fair Level of Service**	*Compared to LOS C results:* ■ Higher vehicle volumes and speeds in lane closest to bike lane ■ Higher percent of heavy vehicles	 *Image source: Google Maps Street View* Location: Johnson Avenue between Laurel and Bishop
E **Poor Level of Service**	*Compared to LOS D results:* ■ No bike lane ■ Shoulder width narrow	 *Image source: Google Maps Street View* Location: Osos Street between Pismo and Marsh
F **Very Poor Level of Service**	*Compared to LOS E results:* ■ No bike lane ■ Poor pavement condition ■ High vehicle volumes and speeds ■ High percent of on-street parking ■ Higher percent of heavy vehicles	 *Image source: Google Maps Street View* Location: Osos Street between Pismo and Marsh

Table B-2. Pedestrian Link Level of Service (LOS) Summary

LOS	Sample Description	Photo
A **Superior Level of Service**	■ Walkway with ample width that allows side-by-side walking ■ Walkway is buffered from vehicular traffic using bike lanes, shoulders, on-street parking, buffers, trees, and landscaping ■ Vehicle volumes and speeds are minimized, particularly those closest to the walkway	 *Image source: Google Maps Street View* Location: Monterey Street between Morro and Chorro
B **Very Good Level of Service**	*Compared to LOS A results:* ■ Higher vehicle volumes and speeds due to one-way street system ■ Less of a buffer between the sidewalk and due lower percentage of parked vehicles	 *Image source: Google Maps Street View* Location: Marsh Street between Broad and Garden
C **Good Level of Service**	*Compared to LOS B results:* ■ Less distance between traffic and sidewalk ■ Higher volumes of traffic in the lane closest to sidewalk	 *Image source: Google Maps Street View* Location: Johnson Avenue between Marsh and San Luis

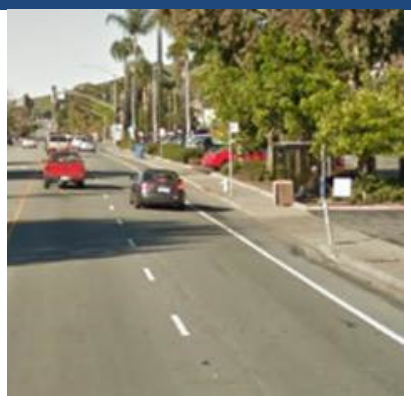
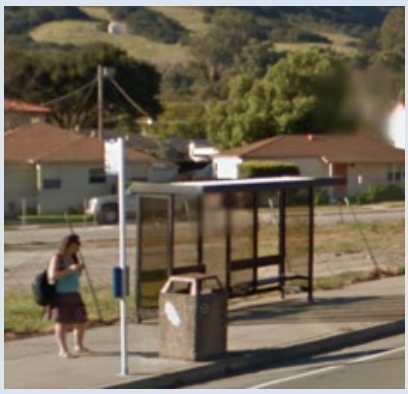
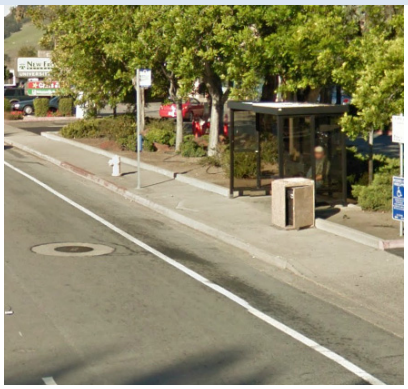
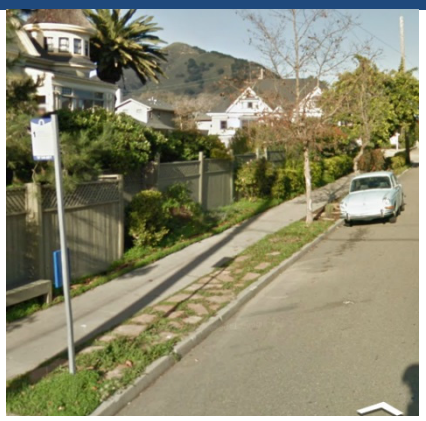
LOS	Sample Description	Photo
D **Fair Level of Service**	*Compared to LOS C results:* ■ Higher vehicle volumes and speeds	 *Image source: Google Maps Street View* Location: Foothill Boulevard Santa Rosa and Chorro
E **Poor Level of Service**	*Compared to LOS D results:* ■ No sidewalk ■ Bike lane serves as a shoulder ■ Higher vehicle volumes	 *Image source: Google Maps Street View* Location: Madonna Road between Oceanaire and Los Osos Valley
F **Very Poor Level of Service**	*Compared to LOS E results:* ■ No walkway or shoulder ■ No buffered area between where pedestrians walk and traveling vehicles ■ Vehicle volumes and speeds are high	 *Image source: Google Maps Street View* Location: West Lane between West Lane Frontage and Pyrenees in Stockton, CA

Table B-3. Transit Passenger Segment Level of Service (LOS) Summary

LOS	Sample Description	Photo
A **Superior Level of Service**	■ Reliable transit service with frequencies of 15 minutes or less ■ Higher transit travel speeds ■ High quality walkways leading to the transit stops ■ Numerous transit stop locations with benches and shelters ■ Passengers can easily find seats on-board	 *Image source: Google Maps Street View* Location: Foothill Boulevard between Chorro and Santa Rosa
B **Very Good Level of Service**	*Compared to LOS A results:* ■ Fewer transit stop amenities ■ Narrower sidewalk that is closer to the vehicle travel lanes	 *Image source: Google Maps Street View* Location: Marsh Street between Broad and Garden
C **Good Level of Service**	*Compared to LOS B results:* ■ Transit service not as frequent or reliable ■ Bus speeds lower	 *Image source: Google Maps Street View* Location: Osos Street between Palm and Monterey

LOS	Sample Description	Photo
D **Fair Level of Service**	*Compared to LOS C results:* ■ Transit service not as frequent or reliable ■ Bus speeds lower ■ Fewer transit stop amenities	 *Image source: Google Maps Street View* Location: Broad Street between High and Buchon
E **Poor Level of Service**	*Compared to LOS D results:* ■ Transit service not as frequent or reliable	 *Image source: Google Maps Street View* Location: Johnson Avenue between Lizzie and Ella
F **Very Poor Level of Service**	*Compared to LOS E results:* ■ No transit service	 *Image source: Google Maps Street View* Location: Osos Street between Pismo and Marsh

LOS Thresholds – Based on AADT

SH Urban (>5,000 Population) Uninterrupted Flow Highways

Lanes	Divided	Level of Service				
		A	B	C	D	E
2	Undivided	1,680	5,520	10,320	14,560	19,920
2	Undivided	2,100	6,900	12,900	18,200	24,900
2	Divided	2,205	7,245	13,545	19,110	26,145
4	Undivided	13,950	22,650	32,700	42,375	48,150
4	Undivided	17,670	28,690	41,420	53,675	60,990
4	Divided	18,600	30,200	43,600	56,500	64,200
6	Undivided	20,925	33,900	49,125	63,525	72,150
6	Undivided	26,505	42,940	62,225	80,465	91,390
6	Divided	27,900	45,200	65,500	84,700	96,200

Urban (> 5,000 Population) Interrupted Flow Arterial (Signalized)

Lanes	Divided	Level of Service				
		A	B	C	D	E
2	Undivided	0	3,200	10,480	12,400	13,040
2	Undivided	0	4,000	13,100	15,500	16,300
2	Divided	0	4,200	13,755	16,275	17,115
4	Undivided	3,450	20,925	24,600	25,650	25,650
4	Undivided	4,370	26,505	31,160	32,490	32,490
4	Divided	4,600	27,900	32,800	34,200	34,200
6	Undivided	5,175	32,100	36,975	38,550	38,550
6	Undivided	6,555	40,660	46,835	48,830	48,830
6	Divided	6,900	42,800	49,300	51,400	51,400

Urban (> 5,000 Population) Interrupted Flow Arterial (Signalized > 2 per mile)

Lanes	Divided	Level of Service				
		A	B	C	D	E
2	Undivided	0	0	8,400	11,600	12,240
2	Undivided	0	0	10,500	14,500	15,300
2	Divided	0	0	11,025	15,225	16,065
4	Undivided	0	2,775	18,300	22,950	24,150
4	Undivided	0	3,515	23,180	29,070	30,590
4	Divided	0	3,700	24,400	30,600	32,200
6	Undivided	0	4,500	28,500	34,575	36,300
6	Undivided	0	5,700	36,100	43,795	45,980
6	Divided	0	6,000	38,000	46,100	48,400

Rural Uninterrupted Flow Arterials in Undeveloped Areas						
Lanes	Divided	Level of Service				
		A	B	C	D	E
2	Climb Lane	2600	5300	8600	13800	22300
2	Climb Lane	3250	6625	10750	17250	27875
2	Undivided	2,080	4,240	6,880	11,040	17,840
2	Undivided	2,600	5,300	8,600	13,800	22,300
2	Divided	2,730	5,565	9,030	14,490	23,415
4	Undivided	13,125	21,450	30,600	39,300	43,725
4	Undivided	16,625	27,170	38,760	49,780	55,385
4	Divided	17,500	28,600	40,800	52,400	58,300
6	Undivided	19,650	32,100	45,900	58,950	65,550
6	Undivided	24,890	40,660	58,140	74,670	83,030
6	Divided	26,200	42,800	61,200	78,600	87,400

LOS Criteria – Signalized Intersections

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	< 10	LOS A represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.
B	> 10 and < 20	LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
C	> 20 and < 35	LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
D	> 35 and < 55	LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
E	> 55 and < 80	LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
F	> 80	LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Source: Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2000. (For signalized intersections)

Level of Service Criteria – Unsignalized Intersections

Level of Service (LOS)	Average Delay (seconds / vehicle)	Description
A	< 10	Little or no delay
B	> 10 and < 15	Short traffic delay
C	> 15 and < 25	Average traffic delays
D	> 25 and < 35	Long traffic delays
E	> 35 and < 50	Very long traffic delays
F	> 50	Extreme delays potentially affecting other traffic movements in the intersection

Suorce: Transportation Research Board, Highway Capacity Manual, Washington, D.C., 2000.

Multimodal LOS Objectives, Service Standards, and Significance Criteria

The City shall strive to achieve level of service objectives and shall maintain level of service minimums for all four modes of travel; Pedestrians, Bicyclists, Transit, & Vehicles per the table below and the Highway Capacity manual.

Travel Mode	LOS OBJECTIVE	MINIMUM LOS STANDARD
Bicycle [1]	B	D
Pedestrian [2]	B	C
Transit [3]	C	Baseline LOS or LOS D, whichever is lower
Vehicle	C	E (Downtown), D (All Other Routes)

Notes:

(1) Bicycle LOS objectives & standards only apply to routes identified in the City's adopted Bicycle Transportation Plan.

(2) Exceptions to minimum pedestrian LOS objectives & standards may apply when its determined that sidewalks are not consistent with neighborhood character including topography, street design and existing density.

(3) Transit LOS objectives & standards only apply to routes identified in the City's Short Range Transit Plan.

Multimodal Priorities

In addition to maintaining minimum levels of service, Multimodal service levels should be prioritized in accordance with the established modal priorities designated in the table below, such that construction, expansion, or alteration for one mode should not degrade the service level of a higher priority mode.

Complete Streets Areas	Priority Mode Ranking	
Downtown & Upper Monterey Street	1. Pedestrians	3. Transit
	2. Bicycles	4. Vehicle
Residential Corridors & Neighborhoods	1. Pedestrians	3. Vehicle
	2. Bicycles	4. Transit
Commercial Corridors & Areas	1. Vehicles	3. Transit
	2. Bicycles	4. Pedestrians
Regional Arterial and Highway Corridors	1. Vehicles	3. Bicycles
	2. Transit	4. Pedestrians

Notes:

Exceptions to multimodal priorities may apply when in conflict with safety or regulatory requirements or conflicts with area character, topography, street design, and existing density.

Please see the next page.

Appendix C. Scenic Roadway Survey Methodology

1. Identify the visual resources.
2. Conduct field investigations:
   (a) Identify the Freeway, Highway-Regional Routes and arterial streets (reference Figure 1).
   (b) Designate points of view along each street.
   (c) Record observations.
1. Transfer field observations onto a worksheet and assign valences to each visual unit.
2. Multiply good or fair or poor (3, 2, 1) views by major or minor (2, 1) assessments.
   (a) Good (3) Major visual unit (2)
   (b) Fair (2) X or = 1 - 6
   (c) Poor (1) Minor visual unity (1)
1. Sum the products for each point to determine a visual index value at each point.
2. Calculate the statistical mean, median, and mode.
3. Categorize the visual quality index numbers into High, Moderate, and Low classifications.
4. Map the Scenic Roadways with a High or Moderate classification.

Please see the next page.

Appendix D. Summary of Circulation Element Projects and Programs

Reference	Summary Description	New Program	Expanded Program	Existing Program
Traffic Reduction				
2.2.1	Agency Cooperation	X		
2.2.2	City Trip Reduction			X
2.2.3	Large Employers			X
2.2.4	Incentives for Educational Institutions	X		
Transit Service				
3.2.1	Transit Plans			X
3.2.2	Bulk Rate Transit Passes			X
3.2.3	Commuter Bus Service		X	
3.2.4	Transit Service Evaluation	X		
3.2.5	Marketing and Promotion	X		
3.2.6	Short Range Transit Plan			X
3.2.7	New Development	X		
3.2.8	Regional Transit Center	X		
Bicycle Transportation				
4.2.1	Bike Share	X		
4.2.2	Bicycle Transportation Plan		X	
4.2.3	Campus Master Plans			X
4.2.4	Zoning Regulations			X
4.2.5	Railroad Bikeway and Trail			X
4.2.6	Bicycle Friendly Community	X		
4.2.7	Regional Coordination	X		
4.2.8	Bicycle Licensing	X		
Walking				
5.2.1	Downtown Pedestrian Plan	X		
5.2.2	Pedestrian Network		X	
5.2.3	Americans with Disabilities Act Compliance			X
5.2.4	Safe Routes to School			X
5.2.5	Consolidated Bicycle and Pedestrian Plan	X		
Multi-Modal Circulation				
6.2.1	Traffic Count Program		X	
Traffic Management				
7.2.1	Traffic Reduction Priority	X		
7.2.2	Transportation Monitoring		X	
7.2.3	Transportation Survey			X

Reference	Summary Description	New Program	Expanded Program	Existing Program
7.2.4	Transportation Model			X
7.2.5	Cooperative Street Design			X
7.2.6	Subdivision Regulations			
7.2.7	Traffic Access Management	X		
7.2.8	State Highway HOV Lanes			X
7.2.9	Transportation Funding	X		
Neighborhood Traffic Management				
8.2.1	Traffic Management Plans			X
8.2.2	Traffic Control Measures			X
8.2.3	Quality of Life	X		
8.2.4	Regional Cut-trough Traffic	X		
Street Network Changes (1)				
9.2.1	Building Setback Lines			X
9.2.2	Prado Road Improvements			X
9.2.3	Street Amenities Plan			X
9.2.4	Conceptual Plan for the City's Center		X	
9.2.5	San Luis Ranch/Dalidio Development		X	
1	Prado Road Extension West		X	
2	Prado Road Extension East			X
3	Buckley Road Extension			X
4	Bullock Lane Extension			X
5	Santa Fe Road Extension		X	
6	Bishop Street Extension		X	
7	Mission Plaza Expansion	X		
8	Victoria Ave. Extension	X		
9	Mid Higuera (Marsh to High Street)			X
10	Orcutt Road (Johnson to UPRR)		X	
11	Tank Farm Road (Higuera to Broad)		X	
12	South Higuera (Madonna to City Limits)			X
13	Hwy 1 (Santa Rosa)	X		
14	Tank Farm to Buckley Collector	X		
15	LOVR Bypass	X		
16	Froom Ranch Road	X		
17	Highway 1 (Santa Rosa) & US 101 Interchange Upgrade			X
18	Broad St. & US 101 Interchange Closure		X	
19	Prado Road & US 101 Interchange			X
20	Monterey Street Right of Way (Santa Rosa to Grand)			X
21	Prefumo Canyon Rd. Median			X

Reference	Summary Description	New Program	Expanded Program	Existing Program
22	Garden Street Makeover			X
23	Marsh & Higuera 2-Way Conversion	X		
24	Chorro, Broad, & Boysen Realignments	X		
25	Madonna / Higuera Realignment	X		
26	Pismo / Higuera / High Street	X		
27	Various Intersection Upgrades	X		
28	Various Specific Plans	X		
29	Various Trans. Plans	X		
9.2.6	Streetscapes and Major Roadways	X		
Truck Transportation				
10.2.1	Truck Idling Regulations			X
10.2.2	Home Occupation Permit Regulations			X
10.2.3	Commercial Loading Zones			X
10.2.4	Truck Circulation		X	
Air Transportation				
11.2.1	Environmentally Sensitive Aircraft			X
11.2.2	Airport Facilities Development	X		
11.2.3	Airport Funding	X		
11.2.4	Update of the Airport Land Use Plan			X
Rail Transportation				
12.2.1	Daily Train Connections			X
12.2.2	Intra-county Rail Service			X
12.2.3	Interagency Cooperation	X		
12.2.4	Railroad Hazards Reduction	X		
12.2.5	Transport of Combustible Materials	X		
Parking Management				
13.2.1	Parking Management Plan		X	
13.2.2	Monitor Public Parking			X
13.2.3	Park and Ride Lots		X	
13.2.4	Public Parking Structures			X
13.2.5	Curb Parking Evaluation			X
13.2.6	Downtown Trolley			X
Neighborhood Parking Management				
14.2.1	Neighborhood Parking Permits			X
14.2.2	Financing Districts	X		
Scenic Roadways				
15.2.1	Visual Character			X

Reference	Summary Description	New Program	Expanded Program	Existing Program
15.2.2	Architectural Review Guidelines			X
15.2.3	Street Corridor Landscaping			X
15.2.4	Billboards			X
Circulation Element Implementation, Funding & Management				
16.2.1	Transportation Work Program			X
16.2.2	Multi-modal Impact Fee		X	
16.2.3	Evaluation of Alternatives			X
16.2.4	Evaluate Transportation Effects			X
Number of Programs		**37**	**17**	**48**

(1) City sponsored street projects are those listed on Table 5 where:

The City is identified as the "lead agency," and

The City has primary funding responsibility or the street project is not associated with new development.

Appendix E. Local Roadway LOS (Using FDOT Procedures)

ID #	Location	Road Type	Lanes	Divided Roadway	Left Turn Lanes	Baseline	
						AADT	LOS
1	Augusta (Bishop – Laurel) W / Laurel	Collector	2	NO	YES	2,688	B
3	Broad (S / South)	Regional Route	4	YES	YES	29,980	C
4	Broad (Foothill – Lincoln)	Collector	2	NO	NO	4,799	C
5	Broad (Monterey - Marsh)	Collector	2	NO	NO	5,867	C
6	Broad (Marsh – Upham)	Arterial	2	NO	NO	9,479	C
7	Broad (Upham – South)	Arterial	4	YES	YES	13,526	B
8	Broad (South – Orcutt)	Arterial	4	YES	YES	29,980	C
9	Broad (Orcutt – Tank Farm Road)	Regional Route	4	YES	YES	26,308	B
10	Broad (Tank Farm Road – Buckley)	Regional Route	4	YES	YES	18,771	B
11	Broad (Buckley South)	Regional Route - County	2	NO	YES	15,573	E
12	Buchon (High – Santa Rosa)	Collector	2	NO	NO	1,340	B
13	Buchon (Santa Rosa – Johnson)	Collector	2	NO	NO	3,543	C
17	California (Cal Poly – Foothill)	Arterial	4	NO	YES	8,675	B
18	California (Foothill – Taft)	Arterial	4	YES	YES	17,302	B
19	California (Taft – Monterey)	Arterial	2	YES	YES	10,469	C
20	California (Taft – San Luis)	Arterial	2	YES	YES	10,676	C
21	Capitolio (Broad – Sacramento) E / Broad	Collector	2	NO	YES	3,427	B
22	Chorro (Highland – Foothill)	Collector	2	NO	NO	4,878	C
23	Chorro (Foothill – Lincoln)	Collector	2	NO	NO	8,570	C
24	Chorro (Lincoln – Palm)	Arterial	2	YES	YES	5,662	C
25	Chorro (Palm – Pismo)	Arterial	2	NO	NO	5,555	C
26	Foothill (Los Osos Valley - Patricia)	Residential Arterial	2	NO	NO	9,500	C
27	Foothill (Patricia – Broad)	Residential Arterial	2	YES	YES	13,621	C
28	Foothill (Broad – Santa Rosa)	Arterial	4	YES	YES	17,650	B
29	Foothill (Santa Rosa – California)	Arterial	4	YES	YES	16,638	B
32	Grand (Cal Poly - Mill)	Arterial	4	YES	YES	9,612	B
33	High (Higuera - Broad)	Collector	2	NO	NO	2,460	B
34	Highland (Patricia - Ferrini)	Arterial	2	NO	NO	4,401	C
35	Highland (Ferrini - Cal Poly)	Collector	2	NO	YES	7,032	C
36	Higuera (Johnson – Santa Rosa)	Arterial	2	NO	NO	3,058	B
37	Higuera (Santa Rosa – Nipomo)	Arterial	2	YES	YES	7,750	C
38	Higuera (Nipomo – Marsh)	Arterial	2	YES	YES	9,029	C
39	Higuera (Marsh – South)	Arterial	2	YES	YES	11,976	C
40	Higuera (South – Madonna)	Arterial	4	YES	YES	26,342	B
41	Higuera (Madonna – Prado)	Arterial	4	YES	YES	14,773	B
42	Higuera (Prado – Tank Farm Road)	Arterial	4	YES	YES	16,487	B
43	Higuera (Tank Farm Road – LOVR)	Arterial	4	YES	YES	21,789	B
44	Higuera (LOVR – South of City Limits)	Arterial	2	NO	YES	7,024	C
45	Industrial (Broad – Sacramento) E / Broad	Collector	2	NO	YES	5,696	C
46	Johnson (Monterey - San Luis Drive)	Arterial	2	YES	YES	10,774	C

ID #	Location	Road Type	Lanes	Divided Roadway	Left Turn Lanes	Baseline	
						AADT	LOS
47	Johnson (San Luis Drive - Laurel)	Arterial	4	YES	YES	15,695	B
48	Johnson (Laurel – Orcutt)	Arterial	2	YES	YES	6,851	C
50	Laurel (Johnson – Orcutt)	Arterial	4	NO	YES	8,811	B
52	Los Osos Valley (W / City Limits)	Arterial	2	NO	NO	10,107	C
53	Los Osos Valley (North City Limits - Prefumo Canyon)	Arterial	4	YES	YES	20,542	B
54	Los Osos Valley (Prefumo Canyon - Madonna)	Arterial	4	YES	YES	24,893	B
55	Los Osos Valley (Madonna – Route 101)	Arterial	4	YES	YES	29,560	C
56	Los Osos Valley (Route 101 – Higuera)	Arterial	4	YES	YES	26,028	B
57	Los Osos Valley (Route 101 – Higuera) Southern Bypass Buckley	Arterial	4	YES	YES	27,028	B
58	Madonna (LOVR - Oceanaire)	Arterial	4	YES	YES	20,105	B
59	Madonna (Oceanaire - US-101)	Arterial	4	YES	YES	23,606	B
60	Madonna (US-101 - Higuera)	Arterial	4	YES	YES	24,175	B
61	Margarita (E / Higuera) E / Higuera	Collector	2	YES	YES	3,735	B
62	Marsh (Higuera – Santa Rosa)	Arterial	2	YES	YES	10,156	C
63	Marsh (Santa Rosa - California)	Arterial	2	YES	YES	4,498	C
64	Mill (Grand – Chorro) W / Pepper	Collector	2	NO	NO	2,042	B
65	Monterey (Chorro – Santa Rosa)	Arterial	2	YES	YES	4,220	C
66	Monterey (Santa Rosa - California)	Arterial	2	YES	YES	10,425	C
67	Monterey (California - US-101)	Arterial	2	YES	YES	10,167	C
69	Oceanaire (LOVR – Madonna) S / Lakeview	Collector	2	NO	NO	2,403	B
70	Oceanaire (LOVR – Madonna) South Side	Local	2	NO	NO	702	B
71	Orcutt (Broad – Laurel)	Arterial	4	YES	YES	14,640	B
72	Orcutt (Laurel – Johnson)	Arterial	2	NO	NO	2,416	B
73	Orcutt (Johnson – Tank Farm)	Arterial	2	NO	NO	6,819	C
74	Orcutt (S / City Limits)	Arterial	2	NO	YES	2,151	B
75	Palm (Chorro – Santa Rosa) W / Osos	Collector	2	NO	NO	4,194	C
77	Pismo (Higuera - Santa Rosa)	Collector	2	NO	NO	3,218	C
78	Pismo (Santa Rosa - Johnson)	Collector	2	NO	NO	3,013	B
79	Prado (Madonna - US-101)	Arterial	2	NO	YES	6,818	C
80	Prado (US-101 - Higuera)	Arterial	2	NO	YES	6,818	C
81	Prado (Higuera - Broad Street)	Regional Route	2	NO	YES	3,302	B
82	Prefumo (LOVR – CL) W / LOVR	Collector	2	NO	YES	4,825	C
83	Ramona (Patricia – Broad) W / Broad	Collector	2	NO	NO	4,873	C
84	Sacramento (Orcutt – Industrial)	Collector	2	NO	NO	3,558	C
85	San Luis (California – Johnson)	Arterial	2	NO	YES	9,761	C
86	SR-1-Santa Rosa St (US-101-Foothill)	Arterial - Caltrans	4	PARTIAL	YES	27,800	C
87	SR-1-Cabrillo Hwy (Foothill to northern city limit)	Arterial - Caltrans	4	YES	YES	25,000	B

Source: Kittelson & Associates, Inc.

Appendix F. Existing Intersection LOS

AM and PM Peak Hours

Int. #	Intersection			AM Peak Hour				PM Peak Hour			
	North-South	East-West	Traffic Control [1]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]
1	Chorro St	Highland Dr	SSSC	NB	B	11.1	0.21	NB	A	9.8	0.11
2	Patricia Dr	Foothill Blvd	Signal		B	11.0	0.65		A	6.3	0.5
3	Tassajara Dr	Foothill Blvd	Signal		A	4.2	0.36		A	4.3	0.46
4	Broad St	Foothill Blvd	Signal		C	31.4	0.39		C	27.3	0.41
5	Chorro St	Foothill Blvd	Signal		C	30.6	0.69		D	42.9	0.75
6	*Hwy 1 / Santa Rosa St*	*Foothill Blvd*	*Signal*		*C*	*25.8*	*0.79*		*D*	*41.7*	*0.91*
7	California Blvd	Foothill Blvd	Signal		B	14.7	0.44		B	18.6	0.6
8	Grand Ave	Slack St	AWSC	SB	D	26.1	0.7	SB	D	28.6	0.35
9	Broad St	Murray St	SSSC	WB	A	9.6	0.07	WB	B	10.2	0.11
10	Chorro St	Murray St	AWSC	NB	A	9.4	0.24	NB	A	10.0	0.22
11	*Hwy 1 / Santa Rosa St*	*Murray St*	*Signal*		*B*	*13.0*	*0.58*		*C*	*21.6*	*0.75*
12	California Blvd	Taft St	SSSC	WB	D	26.8	0.59	**WB**	**F**	**405.9**	**1.65**
13	Grand Ave	Hwy 101 SB	SSSC	WB	C	21.9	0.49	WB	C	23.8	0.26
14	Grand Ave	Hwy 101 NB	Signal		B	12.6	0.57		A	9.3	0.4
15	Broad St	Lincoln St	AWSC	WBL	A	8.8	--	EB	A	9.6	--
16	Chorro St	Lincoln St	AWSC	WB	B	10.9	--	EBR	B	11.1	--
17	*Hwy 1 / Santa Rosa St*	*Olive St*	*Signal*		*A*	*6.0*	*0.55*		*A*	*4.5*	*0.52*
18	*Hwy 1 / Santa Rosa St*	*Walnut St*	*Signal*		*B*	*15.1*	*0.72*		*B*	*14.8*	*0.7*
19	Broad St	Palm St	AWSC	WBL	A	9.6	--	WBL	A	9.3	--
20	Chorro St	Palm St	Signal		A	9.7	0.2		B	10.2	0.22
21	Chorro St	Monterey St	Signal		A	6.6	0.16		A	8.4	0.22

Int. #	Intersection			AM Peak Hour				PM Peak Hour			
	North-South	East-West	Traffic Control [1]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]
22	Morro St	Monterey St	Signal		A	9.4	0.16		A	7.5	0.15
23	Osos St	Monterey St	Signal		B	15.1	0.14		A	10.6	0.23
24	Nipomo St	Higuera St	Signal		B	10.6	0.21		B	10.4	0.31
25	Broad St	Higuera St	Signal		B	13.5	0.24		B	14.7	0.35
26	Chorro St	Higuera St	Signal		C	25.6	0.16		C	22.6	0.27
27	Morro St	Higuera St	Signal		C	22.6	0.21		C	21.5	0.22
28	Osos St	Higuera St	Signal		B	12.7	0.28		B	12.0	0.35
29	Higuera St	Hwy 101	Signal		B	14.0	0.46		B	17.1	0.55
30	Nipomo St	Marsh St	Signal		A	9.5	0.25		B	10.1	0.28
31	Broad St	Marsh St	Signal		A	7.2	0.26		A	7.8	0.33
32	Chorro St	Marsh St	Signal		A	6.1	0.21		A	8.6	0.34
33	Morro St	Marsh St	Signal		A	4.6	0.21		A	7.4	0.25
34	Osos St	Marsh St	Signal		B	11.7	0.22		A	8.8	0.33
35	Broad St	Pacific St	Signal		A	5.0	0.29		A	9.1	0.41
36	Pismo St	High St	Signal		B	10.1	0.44		B	15.9	0.53
37	Broad St	Pismo St	Signal		A	6.6	0.35		A	9.3	0.42
38	Chorro St	Pismo St	AWSC	EBR	A	7.7	--	NB	A	8.3	--
39	Osos St	Pismo St	Signal		B	10.7	0.39		B	11.0	0.42
40	Broad St	Buchon St	Signal		A	5.0	0.28		A	5.2	0.3
41	Osos St	Buchon St	Signal		A	9.0	0.5		A	9.0	0.52
42	*Hwy 101 NB*	*California Blvd*	*SSSC*	*SB*	*D*	*26.1*	*0.7*	*SB*	*D*	*28.6*	*0.35*
43	Santa Rosa St	Mill St	Signal		A	6.2	0.33		A	5.8	0.33
44	Johnson Ave	Mill St	AWSC	NB	A	8.2	0.38	NB	A	8.7	0.24
45	California Blvd	Mill St	Signal		A	6.4	0.44		A	5.1	0.37
46	Santa Rosa St	Palm St	Signal		B	11.9	0.39		B	10.6	0.49
47	Santa Rosa St	Monterey St	Signal		A	9.3	0.38		B	17.7	0.44
48	Johnson Ave	Monterey St	Signal		B	13.0	0.5		B	12.1	0.5

Int. #	Intersection			AM Peak Hour				PM Peak Hour			
	North-South	East-West	Traffic Control [1]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]
49	California Blvd	Monterey St	Signal		C	29.3	0.72		C	32.8	0.71
50	Grand Ave	Monterey St	Signal		B	11.3	0.5		A	8.9	0.5
51	Santa Rosa St	Higuera St	Signal		A	6.0	0.31		A	7.4	0.32
52	Johnson Ave	Higuera St	SSSC	WB	C	15.5	0.04	WB	C	15.6	0.08
53	Santa Rosa St	Marsh St	Signal		A	9.6	0.4		A	8.9	0.46
54	Johnson Ave	Marsh St	Signal		C	26.9	0.53		D	41.2	0.68
55	San Luis Dr	California Blvd	AWSC	NBL	E	46.5	--	NBL	E	45.3	--
56	Santa Rosa St	Pismo St	AWSC	NB	B	11.2	0.38	WB	B	11.8	0.03
57	Johnson Ave	Pismo St	SSSC	WB	C	24.7	0.11	WB	B	12.4	0.03
58	Johnson Ave	Buchon St	SSSC	EB	D	33.9	0.68	WB	C	18.4	0
59	San Luis Dr	Johnson Ave	Signal		B	18.4	0.77		B	14.5	0.49
60	Johnson Ave	Lizzie St	Signal		B	11.4	0.51		B	11.7	0.42
61	Fixlini St (Exit)	Lizzie St	SSSC	NB	A	9.7	0.09	NB	B	9.6	0.03
62	Fixlini St (Entrance)	Lizzie St	None	EB	A	7.2	0.13	EB	A	5.4	0.05
63	Johnson Ave	Ella St	Signal		B	11.2	0.51		A	9.3	0.41
64	Fixlini St	Johnson Ave	SSSC	WB	B	13.1	0.02	WB	B	11.9	0.01
65	Los Osos Valley	Descanso St	Signal		A	5.3	0.39		A	2.8	0.39
66	Los Osos Valley Rd	Laguna Lane	Signal		B	12.2	0.59		B	14.0	0.57
67	Los Osos Valley Rd	Royal Way	Signal		B	13.6	0.62		B	12.7	0.43
68	Los Osos Valley Rd	Madonna Rd	Signal		D	38.5	0.57		E	58.1	0.6
69	Pereira Dr	Madonna Rd	SSSC	SB	C	22.3	--	SB	B	10.8	--
70	Oceanaire Dr	Madonna Rd	Signal		B	13.5	0.8		A	9.0	0.78
71	Dalidio Dr	Madonna Rd	Signal		B	12.1	0.51		B	18.3	0.61
72	El Mercado	Madonna Rd	Signal		B	11.4	0.41		B	16.6	0.51
73	Madonna Inn Dwy	Madonna Rd	Signal		C	24.7	0.62		C	28.5	0.72
74	*Hwy 101 NB*	*Madonna Rd*	*Signal*		*B*	*13.7*	*0.47*		*B*	*17.9*	*0.68*
75	Higuera St	Madonna Rd	Signal		B	14.8	0.49		C	20.4	0.69

Int. #	Intersection			AM Peak Hour				PM Peak Hour			
	North-South	East-West	Traffic Control [1]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]
76	Higuera St	South St	Signal		A	8.3	0.42		A	8.3	0.42
77	Los Osos Valley Rd	Garcia Dr	Signal	NB	A	9.5	0.01	SB	B	10.6	0.03
78	Los Osos Valley Rd	Froom Ranch Way	Signal		B	17.0	0.41		D	36.3	0.58
79	Los Osos Valley Rd	Calle Joaquin	Signal		A	7.1	0.36		B	11.1	0.54
80	Los Osos Valley Rd	Hwy 101 NB	Signal		C	20.8	0.73		C	27.0	0.72
81	*Hwy 101 NB*	*Los Osos Valley Rd*	*Signal*		*B*	*18.0*	*0.78*		*B*	*18.4*	*0.61*
82	Higuera St	Los Osos Valley Rd	Signal		B	13.0	0.67		B	15.6	0.88
83	Higuera St	Vachell Lane	SSSC	**WB**	**F**	**181.0**	**1.02**	**WB**	**F**	**127.6**	**0.87**
84	Higuera St	Suburban Rd	Signal		A	6.7	0.5		B	11.8	0.64
85	Higuera St	Tank Farm Rd	Signal		C	21.6	0.46		C	28.5	0.66
86	Higuera St	Prado Rd	Signal		B	17.1	0.47		C	20.1	0.59
87	Higuera St	Margarita Ave	Signal		A	9.9	0.4		A	9.9	0.34
88	Santa Barbara St	Upham St	Signal		A	3.9	0.41		A	5.1	0.48
89	Broad St	High St	SSSC	WB	B	13.9	0.04	WB	C	16.1	0.05
90	Broad St	South St	Signal		C	25.6	0.7		C	27.5	0.71
91	Johnson Ave	Bishop St	Signal		B	19.0	0.75		A	9.3	0.42
92	Broad St	Orcutt Rd	Signal		B	19.6	0.51		C	22.4	0.62
93	Laurel Lane	Johnson Ave	Signal		B	14.9	0.47		B	16.4	0.59
94	Broad St	Rockview Pl	SSSC	EB	C	20.5	0.18	EB	C	23.4	0.12
95	Broad St	Capitolio Way	SSSC	WB	B	14.5	0.1	WB	C	17.9	0.32
96	Johnson Ave	Orcutt Rd	AWSC	NB	C	15.4	0.05	NB	B	11.4	0.11
97	Broad St	Industrial Way	Signal		B	10.1	0.47		B	17.6	0.67
98	Broad St	Tank Farm Rd	Signal		C	32.8	0.73		D	51.1	0.95
99	Poinsettia St	Tank Farm Rd	SSSC	NB	B	11.4	0.11	NB	B	12.5	0.08
100	Brookpine Dr	Tank Farm Rd	SSSC	NB	B	13.8	0.28	NB	C	16.4	0.22
101	Broad St	Aero Dr	Signal		A	7.5	0.46		A	9.3	0.51
102	Broad St	Airport Way	SSSC	EB	C	20.0	0.05	**EB**	**F**	**91.9**	**0.3**

Int. #	Intersection			AM Peak Hour				PM Peak Hour			
	North-South	East-West	Traffic Control [1]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]	Critical Move [2]	LOS	Delay (seconds)	v/C Ratio [3]

Intersections operating at sub-standard conditions (LOS E or F) are highlighted; Intersections under state control are italicized.

[1] *Traffic control: Signal = Signalized; SSSC = Side-street stop-controlled; AWSC = All-way stop-controlled*

[2] *Critical Move = Critical movement; EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; R = Right turn; L = Left turn, does not apply to signalized intersections*

[3] *v/C = Volume to capacity*

Source: Kittelson & Associates, Inc.

Mid-Day

Int #	Intersection		Mid-day			
	North-South	East-West	Critical Move [1]	LOS	Delay (seconds)	v/C Ratio [2]
22	Morro St	Monterey St		A	8.2	0.15
25	Broad St	Higuera St		B	15.4	0.39
27	Morro St	Higuera St		C	20.5	0.22
30	Nipomo St	Marsh St		B	10.4	0.31
31	Broad St	Marsh St		A	7.9	0.31
33	Morro St	Marsh St		A	7.6	0.27
37	Broad St	Pismo St		A	8.8	0.44
53	Santa Rosa St	Marsh St		A	9.2	0.49
78	Los Osos Valley Rd	Froom Ranch Way		D	36.2	0.58
79	Los Osos Valley Rd	Calle Joaquin		B	11.9	0.53
80	Los Osos Valley Rd	Hwy 101 NB		C	28.0	0.73
81	Hwy 101 NB	Los Osos Valley Rd		B	17.9	0.59
87	Higuera St	Margarita Ave		B	14.3	0.40

[1] *Critical Move = Critical movement, does not apply to signalized intersections*

[2] *v/C = Volume to capacity*

Source: Kittelson & Associates, Inc.

Please see the next page.

APPENDIX G. LIST OF PREPARERS

City Staff

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- Derek Johnson — Director, Community Development Department
- Kim Murry — Deputy Director, Community Development Department
- Peggy Mandeville — Principal Transportation Planner
- Jake Hudson — Traffic Operations Manager

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- Tim Bochum, Deputy Director, Public Works Department
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- James David, Associate Planner, (Former) Community Development Department
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Please see the next page.