CHAPTER 2

CIRCULATION

Adopted: November 29, 1994

Last Revised: April 4, 2006
(Council Resolution No. 9785, 2006 Series)

CHAPTER 2 - CIRCULATION

TABLE OF CONTENTS

LIST OF FIGURES

CIRCULATION ELEMENT

Introduction

1.0 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.

1.1 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. This Circulation Element is a revision of the 1982 element. By incorporating policies and programs addressing scenic roadways, this Element replaces the Scenic Highways Element adopted September, 1983. This Element's preparation was coordinated with the preparation of a revised Land Use Element.

1.2 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 during 1991 and 1992. A public hearing draft of the Element was published for public review in May, 1992. 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 October, 1993. In January and February, 1994 the Planning Commission held public hearings to review the Circulation Element and EIR and forwarded recommendations to the City Council. In August 1994, the City Council certified the Final EIR for the Circulation and Land Use Elements as accurate and complete. In September through November 1994, the City Council held public hearings to consider the adoption of the Circulation Element. The City Council adopted this Circulation Element on November 29, 1994.

1.3 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.

1.4 Definitions

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

1.5 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.

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 and compact work weeks.

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.

Transportation Objectives

1.6 Encourage Better Transportation Habits

San Luis Obispo should:

1. Increase the use of alternative forms of transportation (as shown on Figure #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.

1.7 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 2000, and extend the system to serve new growth areas.
2. Complete improvements to the city's transit system serving existing developed areas by 2000, 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.

1.8 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.

1.9 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 fueling 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.

1.10 Support a Shift in Modes of Transportation.

San Luis Obispo will:

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

1.11 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.

FIGURE 1 MODAL SPLIT OBJECTIVES

Type of Transportation	% of City (1) Resident Trips	By (Year)	Estimated City Resident Trips	% Increase in Participation Over Base Year
Motor Vehicles	71	1990 (base year) (2)	42,600	-
Transit	6		3,600	-
Bicycles	10		6,000	-
Walking, Car Pools, and other Forms	13		7,800	-
Motor Vehicles	66	2000	45,100	+ 6%
Transit	7		4,800	+33%
Bicycles	12		8,200	+37%
Walking, Car Pools, and other Forms	15		10,300	+32%
Motor Vehicles	62	2010	48,300	+13%
Transit	8		6,200	+72%
Bicycles	14		11,000	+83%
Walking, Car Pools, and other Forms	16		12,500	+60%
Motor Vehicles	59	2020	52,500	+23%
Transit	8		7,200	+100%
Bicycles	16		14,200	+136%
Walking, Car Pools, and other Forms	17		15,100	+94%

1) The proposed changes in the use of various forms of transportation during the next thirty years assume that the total number of city-resident trips will grow by about 42% during that time. This growth is due to projected population growth and economic development in the city and county.

2) A "base year" estimate was derived from a random sample survey of city residents. The modal split profile from the survey results was adjusted to reflect the age profile for city population as defined in the Federal Decennial Census (1990).

3) The City will pursue the greatest shift toward alternative transportation.

4) These modal split objectives shall be reviewed every five years as part of a periodic review of the Circulation Element (reference Policy 15.10). If objectives are not met, the City will examine programs that discourage the use of motor vehicles as a way of achieving these objectives

TRAFFIC REDUCTION

INTRODUCTION

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

POLICIES AND PROGRAMS

COMMUNITY TRIP REDUCTION

2.0 Policies

2.0.1 Multi-level Programs

The City should support county-wide and community programs in order to substantially reduce the number of vehicle trips and parking demand.

2.0.2 Flexible Work Schedules

The City should support flex time programs and alternative work schedules where they reduce peak hour traffic levels.

2.0.3 Work-based Trip Reduction

Employers should participate in trip reduction programs.

2.0.4 Downtown Congestion

The City should establish programs that reduce congestion in the downtown in a way that does not damage the downtown's long-term economic viability.

2.0.5 Long-term Measures

The City will support trip reduction programs as a long-term sustained effort to reduce traffic congestion and maintain air quality. If air quality degrades or levels of service (LOS) standards are exceeded, the City will pursue more stringent measures to achieve its transportation goals.

2.1 Programs

2.1.1 Agency Cooperation

The City will participate and cooperate with the County Air Pollution Control District's and other agencies' efforts in establishing county-wide trip reduction programs.

2.1.2 Average Vehicle Ridership

The City recommends that county-wide trip reduction programs include an Average Vehicle Ridership (AVR) standard of 1.60 or larger.

2.1.3 Trip Reduction

The City will support aggressive efforts of the Air Pollution Control District to establish trip reduction programs that affect downtown employers, Cal Poly and Cuesta College, and the California Mens Colony.

2.1.4 City Trip Reduction

City government will aggressively pursue a trip reduction plan for City employees with the goal of achieving an AVR of 1.7 or larger.

2.1.5 Large Employers

The City will work with area employers, the Chamber of Commerce, Air Pollution Control District, Transportation Management Association, and other agencies to support a voluntary trip reduction program. For employers with 50 or more employees, the program will be structured as follows:

A. Candidate employers will be surveyed to determine base year average vehicle ridership (AVR) levels.
B. Candidate employers will be offered assistance in preparing plans to reduce automobile dependency of their work forces.
C. Twenty-four months from the initiation of this assistance program, candidate employers will again be surveyed. If meaningful progress is made toward achieving AVR targets (a 10% or greater increase in AVR of the candidate work force), the voluntary participation program will continue. If meaningful progress has not been made toward achieving AVR targets, then the City will consider adopting a mandatory trip reduction ordinance.

TRANSIT SERVICE

3.0 Policies

3.0.1 Transit Development

The City should encourage transit development, expansion, coordination and aggressive marketing throughout San Luis Obispo County to serve a broader range of local and regional transportation needs including commuter service.

3.0.2 City Bus Service

The City should improve and expand city bus service to make the system more attractive, convenient and accessible. Transit ridership should be expanded so that it accounts for:

A. 7% of all in-city trips in San Luis Obispo by 2000.

B. 8% of all in-city trips in San Luis Obispo by 2010.

3.0.3 Paratransit Service

Paratransit service for the elderly and handicapped should continue to be provided by public and private organizations.

3.0.4 Campus Service

The City should continue to work with Cal Poly to maintain and expand the "no fare program" for campus service and Cal Poly should continue to provide financial support. The City should encourage Cuesta College and other agencies to establish similar programs.

3.0.5 Unmet Transit Needs

The definition of Unmet Transit Needs used by the San Luis Obispo Regional Transportation Agency should continue to include transit service for a broad range of purposes.

3.0.6 Service Standards

The city supports the following service standards for its transit system and for development that is proximate to the transit network:

A. Bus fares will be set at levels where cost is not a constraint for people to use buses.
B. The frequency of City transit service will compare favorably with the convenience of using private vehicles.
C. Routes, schedules and transfer procedures of the City and regional transit systems should be coordinated to encourage commuter use of buses.
D. In existing developed areas, transit routes should be located within 1/4 mile of existing businesses or dwellings.
E. 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.

3.0.7 Transit Service Access

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

3.1 Programs

3.1.1 Transit Plans

The City will adopt a short-range Transit Plan (5-year time frame) and a long-range Transit Master Plan (20-year time frame).

3.1.2 Employee Transit Passes

To help reduce traffic and the demand for parking, employers should be encouraged to purchase monthly transit passes in bulk and make them available to their employees. The City will develop a bulk discount rate for passes.

3.1.3 Downtown Trolley

The City will maintain a downtown trolley service as part of its overall transit system.

3.1.4 Commuter Bus Service

The City of San Luis Obispo should encourage the San Luis Obispo Regional Transit Authority (SLORTA) to expand commuter bus service to Cuesta College and the California Mens Colony during peak demand periods.

3.1.5 Transit Service Evaluation

The City will cooperate with efforts of the San Luis Obispo Council of Governments (SLOCOG) to evaluate the effectiveness of centralizing transit service.

3.1.6 Marketing and Promotion

The City will develop a comprehensive marketing and promotion program to reach target audiences.

BICYCLE TRANSPORTATION

4.0 Policies

4.0.1 Bicycle Use

Bicycle transportation should be encouraged.

4.0.2 Cal Poly Trips

At least 33% of all Cal Poly trips should be made by bicycle by the year 2000.

4.0.3 Continuous Network

The City shall complete a continuous network of safe and convenient bikeways that connect neighborhoods with major activity centers and with county bike routes as specified by the Bicycle Transportation Plan.

4.0.4 New Development

New development should provide bikeways, secure bicycle storage, parking facilities and showers, consistent with City plans and standards.

4.0.5 Bikeway Design

Bikeways should be designed and maintained to improve bicycling safety, convenience, and encourage people to use bicycles to commute to work or school.

4.0.6 Bikeway Development

Bikeways designated in the Bicycle Transportation Plan should be established 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; or
C. The construction of bike lanes or paths are called for by the City's Capital Improvement Plan.

4.0.7 Arterial Streets

All arterial street projects should provide bicycle lanes. Residential Arterials may or may not be able to accommodate bike lanes; the evaluation of bike lanes on these streets will consider the neighborhood context.

4.1 Programs

4.1.1 Incentives

Cal Poly and Cuesta College shall be encouraged to provide incentives to all students, faculty and staff to use alternative forms of transportation.

4.1.2 Bicycle Transportation Plan

The City will update its bicycle plan consistent with the objectives, policies and standards of this Circulation Element. The Bicycle Transportation Plan shall establish official city bike routes.

4.1.3 Campus Bicycle Plans

Cal Poly and Cuesta College shall be requested to adopt a bike plan, coordinated with other agency plans, that shows the location of all on-campus bike lanes and bike storage areas and includes programs that encourage the use of bicycles.

4.1.4 Campus Master Plans

In cooperation with the City, Cal Poly and Cuesta College shall be requested to revise their campus master plans to de-emphasize the use of automobiles and promote the use of alternative forms of transportation.

4.1.5 Zoning Regulations

The City will modify its zoning regulations to establish standards for the installation of lockers, and secured bicycle parking, and showers.

4.1.6 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.

4.1.7 Funding Priority

The City will give a high priority to using street funds for ongoing maintenance of bicycle lanes and paths or other public bicycle facilities.

WALKING

5.0 Policies

5.0.1 Promote Walking

Walking should be encouraged as a regular means of transportation for people who live within a 20-minute walk of school, work, or routine shopping destinations.

5.0.2 Sidewalks and Paths

The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into city and county open areas that avoid sensitive areas.

5.0.3 New Development

New development shall provide sidewalks and pedestrian paths consistent with City policies, plans, programs and standards.

5.0.4 Pedestrian Access

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

5.0.5 Pedestrian Crossings

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

A. Install crossing controls, where warranted, that provide adequate time for pedestrians to cross the street.

B. In the downtown, install textured cross walks and landscaped 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.

5.0.6 Commercial Core

Sidewalk areas in the commercial core should allow for the free flow of pedestrians and should include conveniently-located rest areas with shade and seating.

5.1 Programs

5.1.1 Pedestrian Transportation Plan

The city will adopt a Pedestrian Transportation Plan to encourage walking and to expand facilities that provide pedestrian linkages throughout the community.

5.1.2 Sidewalk Network

The City will pursue the installation of sidewalks to complete a continuous network throughout the community.

5.1.3 Handicapped Ramps

The City will continue its annual program of replacing existing curbs with handicapped ramps.

5.1.4 School Routes

The City should work with parents and teachers of elementary school students to establish a "suggested routes to school" program for bicycling and walking.

TRAFFIC MANAGEMENT

INTRODUCTION

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.

Policies and Programs Standards

Purpose

6.0 Overall Purpose

The primary purpose of street corridors is to enable the movement of vehicles (automobiles, transit, delivery vehicles, bicycles) and pedestrians. 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.

Types of Streets

6.1 Design Standards

The following descriptions and standards apply to streets shown on Figure #2:

6.1.1 Average Daily Traffic (ADT)

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

6.1.2 Level of Service (LOS)

The quality of traffic flow during the peak traffic hour of the day.

- Level of Service (LOS) "A" is free-flowing traffic while LOS "F" is extreme congestion.
- At LOS "D," the recommended standard, drivers can expect delays of 25 to 40 seconds and sometimes have to wait through more than one cycle of a traffic signal. Vehicle may stack up at intersections but dissipate rapidly.
- At LOS "E," delays increase to 40 to 60 seconds and drivers frequently have to wait through more than one cycle of a traffic signal. Stacked lines of cars at intersections become longer.

6.2 Descriptions and Standards for Figure 2 STREETS CLASSIFICATION MAP

Descriptions (2) of Street Types	Existing ADT/LOS (1)	Desired Maximum ADT/LOS	Desired maximum Speeds (3)	Travel Lanes
Local Commercial Streets directly serve non-residential development that front them and channel traffic to commercial collector streets (reference black line streets on Figure #2).		5,000	25 mph	2
Local Residential Streets directly serve residential development that front them and channel traffic to residential collector streets (reference black line streets on Figure #2).		1,500	25 mph	2
Commercial Collector Streets collect traffic from commercial areas and channel it to commercial arterials.		10,000	25 mph	2
Residential Collector Streets collect traffic from residential areas and channel it to arterials.		3,000 (3)	25 mph	2
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	35 mph	2-4
Arterial Streets provide circulation between major activity centers and residential areas		LOS E (Downtown) LOS D (other routes)	25 mph 40 mph	2-4

6.2 Descriptions and Standards for Figure 2 STREETS CLASSIFICATION MAP				
Descriptions (2) of Street Types	**Existing ADT/LOS (1)**	**Desired Maximum ADT/LOS**	**Desired maximum Speeds (3)**	**Travel Lanes**
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	45 mph	4-6
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	45 mph in City	2-6
Freeway is a regional route of significance where access is controlled.		LOS D	55 mph	4-6

NOTES

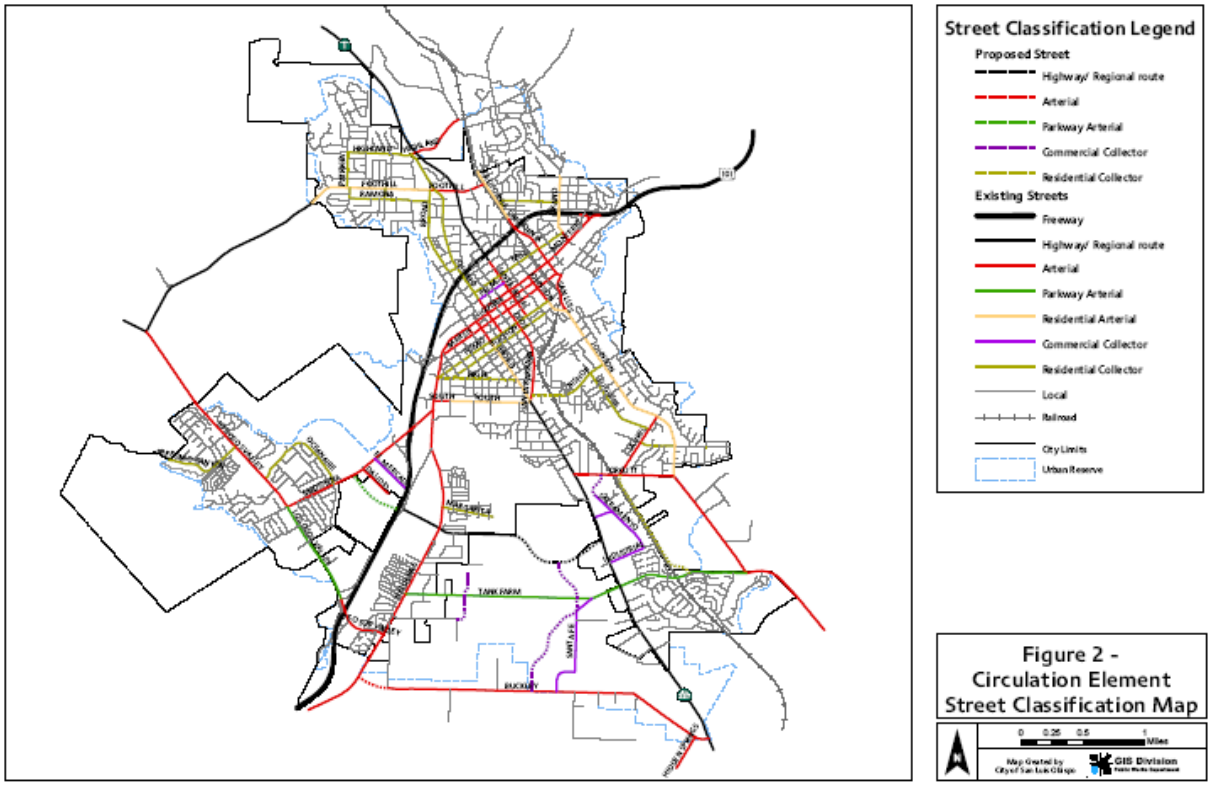
1. To determine the classification of a particular street segment, refer to Figure #2: Streets Classification Map and Appendix E. Appendix E includes the most recent traffic counts and estimates of level of service (LOS). Traffic counts will be different for various segments of a particular street. In 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.

2. Desired maximum speed means that 85% of the motorist using the street will drive at or slower than this speed.

3. For Chorro Street, north of Lincoln Street, the maximum desired ADT goal is 5,000 ADT.

4. Changes to the classification of any street shown on Figure #2 will require amendment to this Circulation Element.

FIGURE 2 CIRCULATION ELEMENT STREETS CLASSIFICATION MAP



6.3 Programs

6.3.1 Cooperative Street Design

The City and County should jointly develop and adopt design and construction standards for streets within the City's Urban Reserve.

6.3.2 Subdivision Regulations

The City will revise its Subdivision Regulations to include right-of-way and design standards for each type of street shown in 5.2.

NEIGHBORHOOD TRAFFIC MANAGEMENT

7.0 Policies

7.0.1 Through Traffic

Through traffic should use Regional Routes and Highways, Arterials, Parkway Arterials and Residential Arterial streets and should not use, Collectors or Local streets.

7.0.2 Residential Streets

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

7.0.3 Neighborhood Traffic Management

The City should ensure that neighborhood traffic management projects:

A. Provide for the mitigation of adverse impacts on all residential neighborhoods.
B. Allow for adequate response conditions for emergency vehicles.
C. Allow for convenient through bicycle or pedestrian traffic.

7.0.4 Expansion Areas

In the Irish Hills Special Design Area and the Margarita and Orcutt Expansion Areas, 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.

7.1 Programs

7.1.1 Traffic Management Plans

The City will adopt neighborhood traffic management plans for residential areas shown on Figure #3 in order to protect neighborhood areas from intrusive traffic problems.

Other areas not shown on Figure #3 may be eligible for traffic management plan preparation when the Public Works Director determines that traffic volumes and speeds exceed maximum levels established in Policy 5.2. If these standards are exceeded:

A. The Public Works Director will define the neighborhood planning area and will survey the area's households. If more than 10% of the area's households respond to the survey and more than 50% of the respondents to the survey

support the preparation of a traffic management plan, the Public Works Department will proceed with plan preparation.

B. The plan will be prepared on an area-wide basis to ensure that traffic problems along specific street corridors are not shifted to adjacent corridors or areas.

7.1.2 Traffic Control Measures

The City will undertake measures to control traffic in residential areas where traffic speeds or volumes exceed standards set by policy 5.2. Measures that will be considered include:

A. Installation of signs on arterial routes that encourage motorists to use routes that do not pass through residential areas.
B. Operational changes (eg. signalization, turn lanes and turn pockets at intersections) on arterial streets that encourage their use as inter-community connectors.
C. Bulbouts or other traffic calming devices at intersections on streets leading into residential areas to inform motorists that they are entering a neighborhood area.
D. Meandering street designs, traffic circles, road humps, raised cross walks, stop signs, speed tables, planters, textured streets, offset intersections and other traffic control devices designed to slow traffic speeds without increasing City liability.
E. Community educational programs to promote selection of routes within the City that do not pass through residential areas.

7.1.3 Traffic Calming Workshops

The City shall help organize neighborhood traffic calming workshops that assist residents in redesigning their own streets for a safer and more human environment.

7.1.4 Quality of Life

When requested by neighborhoods, residential streets shall be analyzed for their livability with regards to traffic noise, volumes and speed. Traffic calming or other intervening measures may be necessary to maintain the resident's quality of life.

7.1.5 City Vehicle Operation

Operators of City vehicles, excluding police patrols, should not use Residential Collector or Residential Local streets as shortcut routes for non-emergency City business.

TRAFFIC FLOW

8.0 Policies

8.0.1 Level of Service

The City will attempt to manage the use of arterial streets and regional routes/highways to accommodate increases in traffic levels limited to and permitted by the City's adopted growth management plan so that levels of traffic congestion do not exceed the peak hour LOS standards shown in Policy 5.2. To maintain these standards, the City will pursue the following strategy:

A. When traffic reaches LOS "C," the City will pursue the following:
    1. Limit increases in all traffic via traffic management programs identified in this document.

2. Institute programs that require the use of alternative forms of transportation and establish policies and programs that act as disincentives to the use of vehicles.
3. Make minor changes within existing roadways to improve pedestrian and bicycling safety while improving traffic flow.

B. When traffic reaches LOS "E," the City will consider the selective widening of Arterial Streets, Regional Routes and Highways when improvements to public safety and traffic flow outweigh the fiscal and environmental costs, and do not hinder this plan's alternative transportation policies.

8.0.2 Peak Hour and Daily Traffic

The City should cooperate with county and state government to institute programs that reduce the levels of peak-hour and daily vehicle traffic.

8.0.3 Street Network

The City should manage the street network so that the standards presented in Policy 5.2 are not exceeded. This will require new development to mitigate the traffic impacts it causes or the City to limit development which affects streets where congestion levels may be exceeded. The standards may be met by strengthening alternative modes to the single occupant motor vehicle.

8.0.4 Driveway Access

Driveway access from development fronting arterial streets should be minimized wherever possible.

8.1 Programs

8.1.1 Traffic Reduction Priority

Those traffic programs identified in Policy 7.1.A which have the greatest potential to reduce traffic increases permitted by the City's growth management plan shall have priority for implementation.

8.1.2 Transportation Monitoring

The City will establish an on-going 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 bike lanes.
E. The location, type and frequency of accidents.

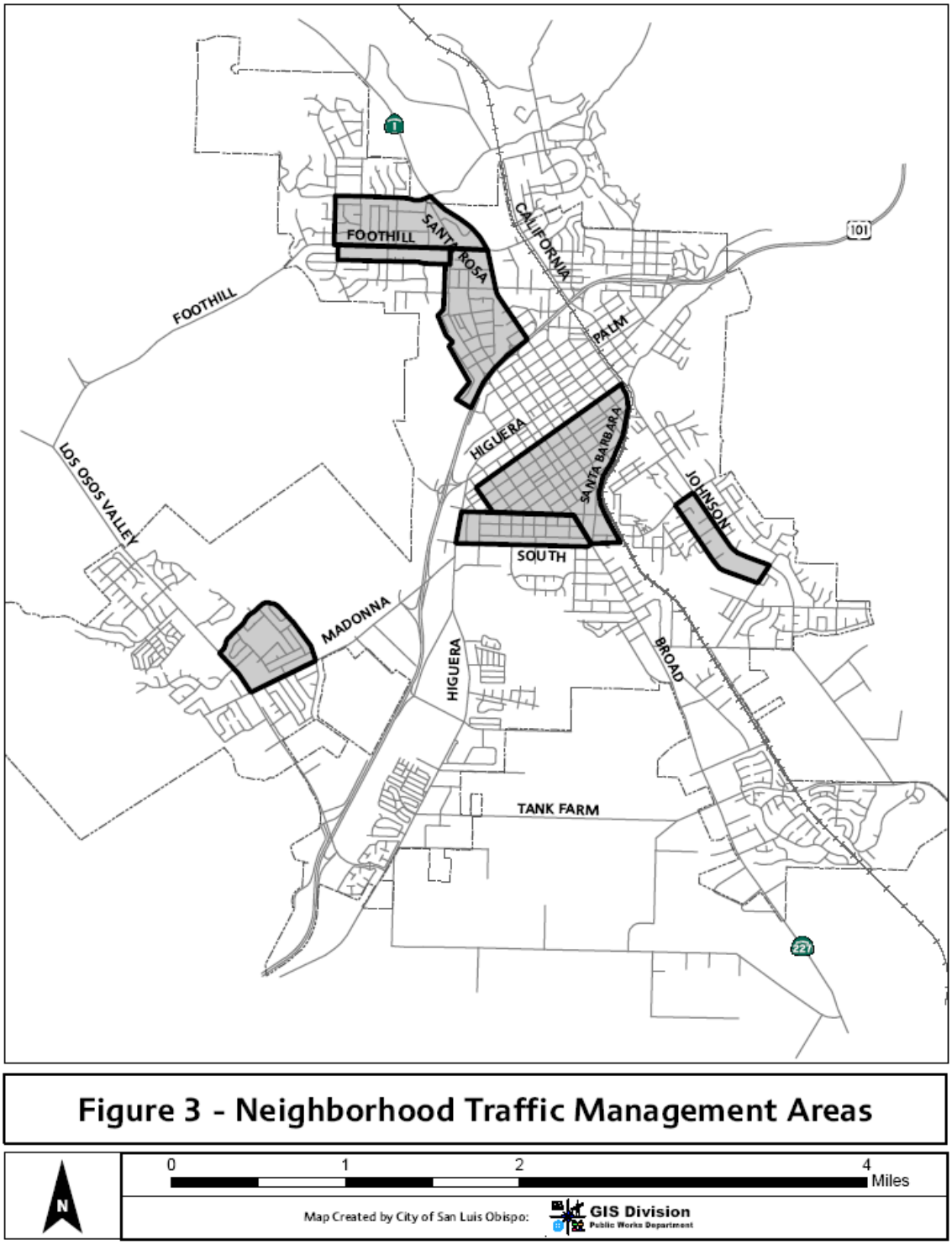
8.1.3 Transportation Survey

The City will bi-annually conduct a survey of residents to estimate their use of different types of transportation.

8.1.4 Transportation Model

The City will maintain a computerized traffic model of the city's circulation system and cooperate with the Regional Transportation Agency in maintaining a traffic model for San Luis Obispo County.

FIGURE 3: NEIGHBORHOOD TRAFFIC MANAGEMENT AREAS



8.1.5 Highway 227 Relocation

The City will cooperate with State and Regional agencies in evaluating the effectiveness of high occupancy vehicle (HOV) lanes on state highways. If State Routes 101 or 227 are widened to add travel lanes, the additional capacity should be reserved for HOV/transit use.

STREET NETWORK CHANGES

9.0 Policies

9.0.1 New Development

New development will be responsible for constructing new streets, bike lanes, sidewalks, pedestrian paths and bus turn-outs or reconstructing existing facilities.

9.0.2 Specific Plans

Specific Plans prepared for areas within the city's urban reserve should include a street system that is consistent with the policies, programs and standards of this Circulation Element.

9.0.3 Public Participation

The City will facilitate public participation in the planning, design and construction of major changes to the street network.

9.0.4 Street Network Changes

Major changes to the city's street network (not listed on Figure #4) may be initiated (included in the budget) only after amendment to this Circulation Element.

9.0.5 Arterial Street Corridors

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

9.0.6 Project Implementation

Street projects should be implemented as development occurs.

9.0.7 Right-of-Way Reservation

Rights-of-way should be reserved through the building setback line process or through other mechanisms so that options for making transportation improvements are preserved.

9.1 Programs

9.1.1 Building Setback Lines

The City will establish building setback lines for routes listed on Figure #4.

9.1.2 Highway 227 Relocation

The City will ask the California Department of Transportation to designate Prado Road between Broad Street and Highway 101 as State Highway 227.

9.1.3 Prado Road Improvements

The City will ensure that changes to Prado Road (projects A.1, A.2, B.4 and C.1) 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 (project C.1) 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.

9.1.4 Street Amenities Plan

The City will adopt a plan and standards for the installation and maintenance of landscaped medians, parkways, signs, utilities, street furniture, sidewalks and bicycle lanes.

9.1.5 Conceptual Plan for the City's Center

The City will evaluate optional street designs as a method for achieving an overall objective of the Conceptual Physical Plan for the City's Center to improve the pedestrian environment in the commercial core.

9.1.6 Santa Barbara Street Connection

During Fiscal Year 1995-1996, the City will evaluate the feasibility of establishing an arterial street connection between Santa Barbara Street and the south end of Santa Rosa Street.

9.1.7 Council of Governments

The City shall ask the San Luis Obispo Council of Governments (as the designated Metropolitan Planning Organization) to:

A. Monitor the pattern of development throughout San Luis Obispo County and provide feedback to agencies on its impact on the transportation system.
B. Sponsor a study that addresses the traffic needs of regional corridors that serve east-west traffic between San Luis Obispo and the coast to include an evaluation of:
    1. Reconstructing the Santa Rosa Street interchange to improve Route 101/Route 1 connections.
    2. Widening Santa Rosa Street to six lanes between Olive Street and Foothill Boulevard.
    3. Constructing an underpass or an overpass at Foothill Boulevard and Santa Rosa Street to reduce intersection congestion.
    4. Constructing a reliever route for Route 1.

This study should be conducted within the context of the City's transportation policies and priorities.

9.1.8 Dalidio/Madonna Road/McBride Development

As part of any proposal to further develop the Dalidio-Madonna-McBride Area, the alignment and design of a road connecting Prado Road (west of Route 101) with Los Osos Valley Road shall be evaluated and established.

9.1.9 Main-Madonna Area Development

As part of any proposal to further develop the Maino-Madonna Area, the need for- and design of a frontage road paralleling the west side Route 101 between Marsh Street and Madonna Road shall be evaluated.

9.1.10 Streetscapes and major roadways.

In the acquisition, design, construction or significant modification of major roadways (highways / regional routes and arterial streets), the City will 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 will:

A. Establish streetscape design standards for major roadways;
B. Encourage the creation and maintenance median planters and widened parkway plantings;
C. Retain mature trees in the public right-of-way;
D. Emphasize the planting and maintaining 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.
E. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented feataures to enhance the streetscape appearance, comfort and safety.
F. Encourage and where possible, required undergrounding of overhead utility lines and structures.
G. When possible, signs in the public right-of-way should be consolidated on a single, low-profile standard.

Figure 4: Transportation Capital Projects

FIGURE 4: TRANSPORTATION CAPITAL PROJECTS					
I.	**Alternative Transportation and Design Projects**				
A.	Transit Programs: include projects identified in the adopted Short Range Transit Plan; maintain a downtown shuttle service as part of the City's overall transit system (re 2.8 – 2.12)				
B.	Bike Lanes and Paths: Compete a continuous network of bike lanes and paths by 2000 (re # 3.3 and Objective #3, page 7)				
C.	Railroad Bicycle Path: Obtain railroad right-of-way to establish a separated bike path and pedestrian trail re 3.13)				
D.	Pedestrian Paths and Sidewalks: Complete a "Pedestrian Transportation Plan" and program the construction of pedestrian facilities (re 4.7, 4.8)				
E.	Neighborhood Traffic Management: Install traffic control facilities and devices in neighborhoods to support the street classification standards (re 5.2, 6.5 and 6.6)				
F.	Livable Streets: Adopt standards, redesign and landscape arterial streets to improve their livability (re 8.5, 8.12, 14.10)				
G.	Highway 101 Visual Enhancement: Work with Caltrans and the County to enhance the visual character of Highway 101 (re 14.7)				
II.	**Potential Major Street Network Changes Projects**				
Project #	Street Section	Description of Potential Change	Lead Agency	Primary Funding Responsibiity	Implementation
New Roads					
A.1	Prado Road	Build to Highway/Regional Route standards w/ Class I bike paths & bridges for wildlife corridors (City Limits to Broad Street)	City	Development (1)	Build if Dalidio area develops
A.2	Prado Road	Build to Parkway Arterial Street standards (Freeway W / to Madonna Road)	City	Development	Build if Dalidio area develops
A.3	Buckley Road	Extend as Arterial Street westward to South Higuera St	City	Development	Build if development occurs
A.4	Bullock Lane	Extend a Residential Collector to connect with Tank Farm Road	City	Development	Build if Orcutt area develops
A.5	Sacramento Drive	Extend as Commercial Collector to connect with Orcutt Road at Duncan Road	City	Development	Build if area south of Orcutt develops

FIGURE 4: TRANSPORTATION CAPITAL PROJECTS					
A.6	Bishop Street	Extend Bishop Street to connect with South Street	City	City	CIP Project; will require redesign of South-Broad intersection
A.7	Sante Fe Road	Extend road to connect with Prado Road (extended)	City/County	Development	Build if area north of Tank Farm develops
Road Widening Projects					
B.1	Higuera Street (High to Marsh)	Acquire property and widen to allow four travel lanes, center turn lane, bike lanes, etc., & implement Downtown Plan concepts	City	City	CIP Project and as adjoining parcels redevelop
B.2	Orcutt Road (Broad to Johnson)	Complete widening to 4 lanes	City	Development/City	Build as adjoining parcels develop or redevelop and fill in gaps
B.3	Tank Farm Road (S. Higuera to Broad)	Widen to Parkway Arterial standards	City / County	Development	Build as part of Airport Area development
B.4	Prado Road (Higuera west to 101)	Widen street and bridges to 4 lanes	City	Development/City	Secure ROW and construct as area develops
B.5	South Higuera St (Madonna to City Limits)	Complete widening to 4 lanes	City	Development/City	Capital Improvement Project
B.6	Los Osos Valley Toad (Madonna to Highway 101)	Widen to Parkway Arterial standards	City	Development	Build if Irish Hills area develops
B.7	Santa Rosa (Olive to Foothill)	Install turn lanes and median access controls (see Appendix D)	City	State / City	State/Federal Programs
Freeway Interchanges					
C.1	Prado Road (3) Interchange	Build full interchange at 101	Caltrans	Development	Build if funding secured from Airport area and Dalidio area development
C.2	Los Osos Valley Road	Modify ramps	Caltrans	State/ Development	Needed when LOVR widened as Parkway Arterial from Madonna to Freeway (project

FIGURE 4: TRANSPORTATION CAPITAL PROJECTS					
	Interchange				B.6)
C.3	Route 101/ Santa Rosa Interchange	Changes to ramp system (2)	Caltrans	State	STIP
C.4	Broad Street @ 101	Close north on and north off ramps	Caltrans	State	State Program
Other Projects					
D.1	Monterey St (Santa Rosa north to Grand)	Preserve right-of-way for up to 4 lanes & other uses	City	City	Capital Improvement Project
D.2	Orcutt Road (at the Railroad)	Build an overpass at the railroad	City	State	Subject to State funding priorities
D.3	Prefumo Cyn Rd (Los Osos Valley Rd west)	Install landscaped median	City	City	Needed to improve the street's visual quality
D.4	Garden Street (Marsh to Higuera)	Establish one (1) travel lane with pedestrian enhancements with possible closure in the future	City	City	Accomplish as part of implementing a downtown master plan
D.5	Broad Street (Palm to Higuera) Monterey Street (Nipomo to Broad)	Close streets, maintain services access, expand Mission Plaza	City	City	Close streets consistent with the Conceptual Physical Plan for the City's Center
NOTES					
1)	"Development" means that the proposed changes to the street system would be paid for by the developers of adjoining property or properties that directly impact the street section or facility. In general, development-funded projects will be constructed at the time that development occurs. However, projects may be built prior to development when it is necessary to complete an important circulation link. In these cases, future developments may be assessed for existing improvements.				

FIGURE 4: TRANSPORTATION CAPITAL PROJECTS	
2)	Freeway access should be improved at the Route 101 / Route 1 interchange by maximizing the use of existing street corridors and minimizing the removal of buildings.
3)	The design of the Prado Road interchange and modifications to the ramp system for the Los Osos Valley Road interchange will be determined as part of Project Study Reports (PSRs) required by CalTrans. The alignment of Prado Road northwest of Route 101 and its connection point to Madonna Road will be coordinated with the City's consideration of plans to expand commercial development consistent with the General Plan Land Use Element.

TRUCK TRANSPORTATION

INTRODUCTION

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.

POLICIES AND PROGRAMS

10.0 Policies

10.0.1 Truck Routes

Commercial trucks should use the City's established truck routes.

10.0.2 Downtown Truck Deliveries

When the level of congestion on downtown streets reaches LOS "D," truck deliveries should not be made during peak traffic periods.

10.1 Programs

10.1.1 Idling Trucks

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

10.1.2 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.

10.1.3 Truck Route Plan

As part of this element, the City adopts the truck route plan shown on Figure #5.

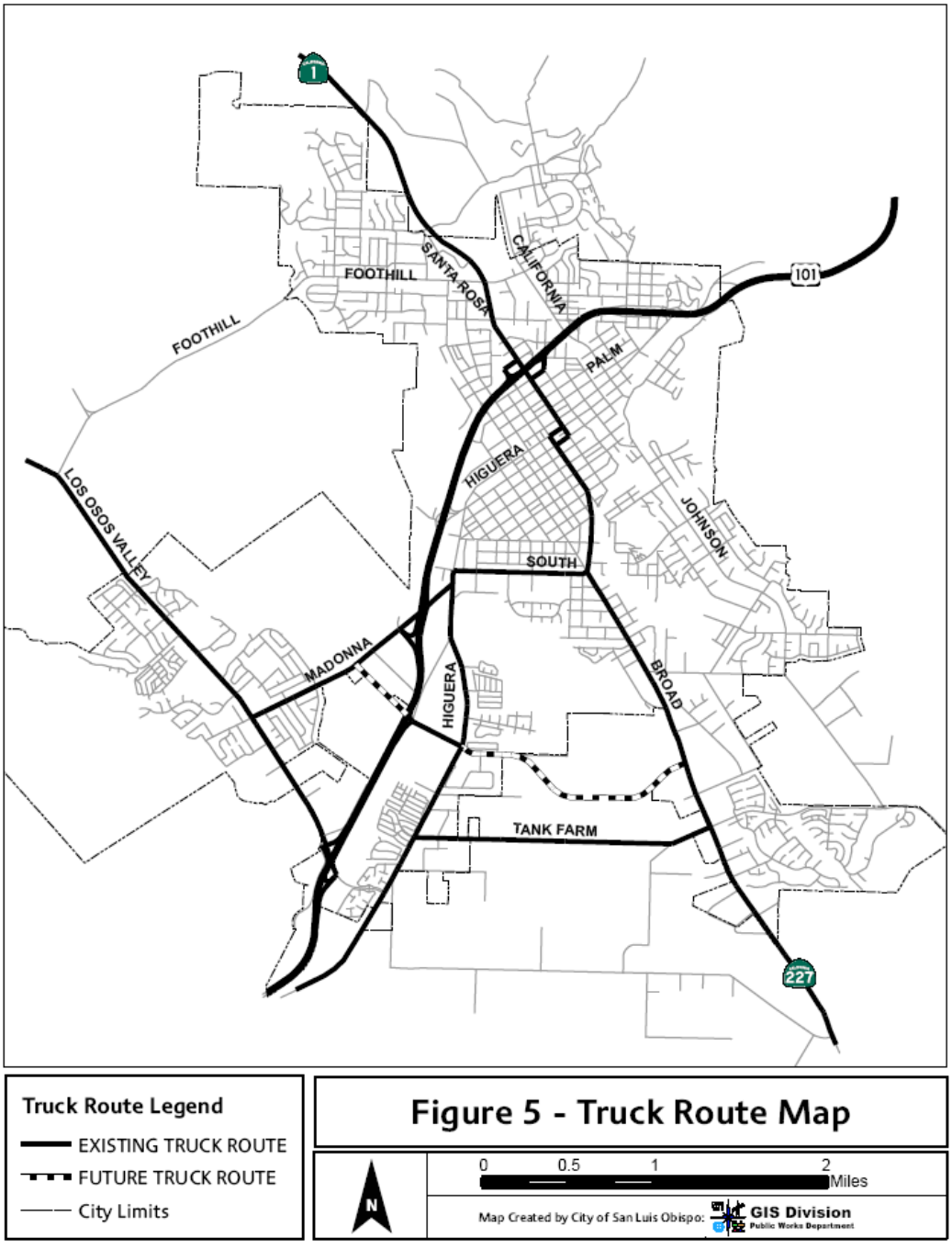
10.1.4 Commercial Loading Zones

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

10.1.5 Truck Delivery Ordinance

If level of service (LOS) standards are exceeded, the city will adopt an ordinance that limits delivery times for commercial trucks in the commercial core.

Figure 5: Truck Route Map



AIR TRANSPORTATION

INTRODUCTION

San Luis Obispo city and county 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.

11.0 Policies

11.0.1 Airport Land Use Plan

The City should respect the recommendations of the Airport Land Use Plan as it relates to noise and safety concerns.

11.0.2 County Airport

The County airport should provide for general aviation and commuter air service to San Luis Obispo.

11.0.3 Compatible Land Uses

The City and the County should regulate land use surrounding the airport so that it is compatible with airport operations and does not threaten the continued use of the airport.

11.0.4 Development Projects

The City will require development projects and subdivisions within Airport Planning Zones #1 through #4 to include measures that protect the health, safety and comfort of residents and employees.

11.0.5 County Aircraft Operations

The City should encourage the County to continue to appropriately 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.

11.0.6 Public Transit Service

Public transit service should be encouraged to serve the county airport as soon as practical.

11.1 Programs

11.1.1 Environmentally Sensitive Aircraft

The City should work with the County Airport Land Use Commission to encourage the use of quieter and more environmentally sensitive aircraft.

11.1.2 Update of the Airport Land Use Plan

The City shall encourage the County Airport Land Use Commission to complete its update of the Airport Land Use Plan for the San Luis Obispo County Airport.

RAIL TRANSPORTATION

INTRODUCTION

The Southern Pacific Transportation Company owns and maintains a railroad that extends through the county. AMTRAK uses the Southern 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.

12.0 Policies

12.0.1 Interstate Rail Service

The City supports increased availability of rail service for travel within the state and among states.

12.0.2 County Rail Service

The City supports increased availability of rail service for travel within the county.

12.0.3 State and Federal Programs

State or federal programs that support passenger rail service to San Luis Obispo should be maintained and expanded.

12.0.4 Transit Service Connections

The City should provide transit service to the train station in accordance with its *Short Range Transit Plan*.

12.0.5 Intra-city Transportation Needs

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

12.1 Programs

12.1.1 Daily Train Connections

There should be daily train service connecting San Luis Obispo with points north and south, with departures and arrivals in the morning and evening, to complement the current mid-afternoon long-distance Amtrak service.

12.1.2 Intra-county Rail Service

The San Luis Obispo Council of Governments should evaluate the feasibility of passenger rail service to connect points within the county.

PARKING MANAGEMENT

INTRODUCTION

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

13.0 Policies

13.0.1 Alternative Transportation

To reduce congestion, people working in the commercial core should use alternative forms of transportation to get to and from work. Workers who do drive individual vehicles should use parking structures or common facilities rather than curb parking.

13.0.2 Curb Parking

Curb parking in the commercial core is intended for short-term use by those visiting businesses and public facilities.

13.0.3 City Parking Programs

City parking programs will be financially self supporting. The City, County, merchants, business owners and users of parking spaces should provide the funds needed to maintain and create parking spaces.

13.1 Programs

13.1.1 Parking Management Plan

The City will periodically update its *Parking Management Plan*.

13.1.2 Monitor Public Parking

The City will monitor the use of public parking in the commercial core.

13.1.3 Park and Ride Lots

The City will work with Caltrans to consider park-and-ride lots that serve commute purposes.

13.1.4 Parking Structures

Additional parking structures should only be built after a comprehensive parking study (that includes the evaluation of alternative transportation possibilities) is completed and its results considered.

13.1.5 Curb Parking Evaluation

The City will work with the Business Improvement Association (BIA) to evaluate the use of curb space in the downtown and identify opportunities for creating additional parking spaces.

13.1.6 Downtown Trolley

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

Neighborhood Parking Management

14.0 Policies

14.0.1 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 parking spaces.

14.1 Programs

14.1.1 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.

SCENIC ROADWAYS

INTRODUCTION

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

15.0 Policies

15.0.1 Views

The City will preserve and improve views of important scenic resources form streets and roads. In particular, the route segments shown in Figure 6 and the Conservation and Open Space Element are designated as scenic roadways.

A. Development projects shall not wall off scenic roadways and block views.
B. Development projects, including signs, in the viewshed of a scenic roadways shall be considered “sensitive” and require architectural review.

15.0.2 Scenic Routes

The route segments shown on Figure 6 and in Figure 11 of the Conservation and Open Space Element – Scenic Roadways Map --are designated as scenic roadways.

15.0.3 Development Along Scenic Routes

Development along scenic roadways should not block views or detract from the quality of views.

A. Projects 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.

15.0.4 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.

15.0.5 County Role

The County should protect and enhance scenic roadways that connect San Luis Obispo with other communities and recreation areas.

15.0.6 Scenic Highways

The City will promote the creation of Scenic Highways within San Luis Obispo and adjoining county areas. This support can happen 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.

15.0.7 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.

15.1 Programs

15.1.1 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

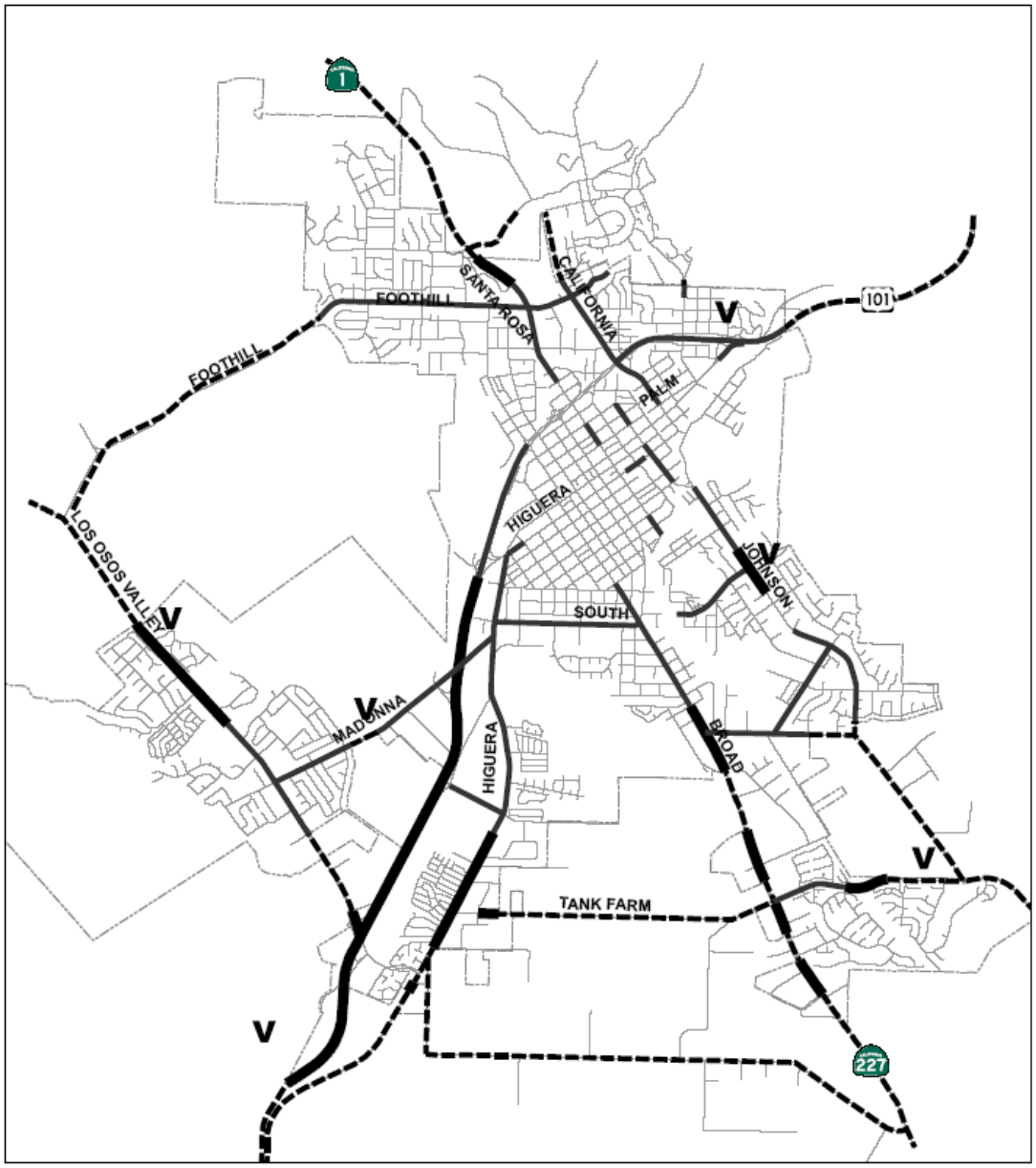


Figure 6 - Scenic Roadways Map

15.1.2 Architectural Review Guidelines

The City will revise its Architectural Review Guidelines to incorporate concern for the protection of views and vistas from scenic roadways.

15.1.3 Street Corridor Landscaping

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

15.1.4 Billboards

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

15.1.5 Sign Regulations

The City will amend its sign regulations to prohibit billboards along designated scenic roadways.

CIRCULATION ELEMENT IMPLEMENTATION, PROGRAM FUNDING AND MANAGEMENT

INTRODUCTION

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

16.0 Policies

16.0.1 City and Regional Growth

The City should focus efforts on managing city and regional growth because they are the principal causes of traffic increases.

16.0.2 Encourage Alternative Transportation

Programs that reduce dependence on single-occupant vehicles and encourage the use of alternative forms of transportation should be implemented first.

16.0.3 City Funding

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

16.0.4 Non-Vehicular Program Objectives

Funding for street projects and parking structures should not prevent the city from meeting its non-vehicular program objectives.

16.0.5 Cost Allocation

The City should allocate more of the cost of constructing and maintaining facilities that accommodate automobile use to the users of these facilities.

16.0.6 Alternative Transportation Costs

The City should reduce user costs for alternative forms of transportation.

16.0.7 Development Project Costs

Development projects should bear the costs of new transportation facilities or upgrading existing facilities needed to serve them.

16.0.8 Transportation System Costs

Mechanisms for spreading the cost of transportation systems among the users of the systems, the City and County, and State and Federal agencies should be developed.

16.0.9 Transportation Services Management

The City should reorganize and expand its transportation programs to improve the planning, delivery and management of transportation services.

16.0.10 Circulation Element Update

The City intends to update its Circulation Element every five years.

16.0.11 Development Proposal Evaluation

The City shall evaluate development proposals to determine their effect on the entire community.

16.1 Programs

16.1.1 Transportation Work Program

Transportation Work Program will be incorporated into each City Financial Plan. The work program must be consistent with the Circulation Element, will cover a four-year period, 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.

16.1.2 Transportation Impact Fee

The City will adopt a transportation impact fee ordinance that requires developers to fund projects and programs that mitigate city-wide transportation impacts associated with their projects.

16.1.3 Evaluation of Alternatives

Prior to implementation of a project identified in this element, it shall be thoroughly reevaluated. The reevaluation shall include the 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.

16.1.4 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.

APPENDICES

Appendix A: Level of Service (LOS) Definitions

Appendix B: Scenic Roadway Survey Methodology

Appendix C: Summary of Circulation Element Projects & Programs

Appendix D: Operational Changes to Santa Rosa Street

Appendix E: List of Streets and Estimated ADT/LOS

Appendix F: City Council Resolution Adopting This Circulation Element

APPENDIX A

LEVEL OF SERVICE DEFINITIONS

Street Segments

Level of services (LOS) is a qualitative measurement of the degree of congestion on a roadway. LOS is described by a letter scale from A to F. "A" represents the best service and "F" represents the worst service. LOS E occurs when the volume of traffic approaches the road's capacity. LOS E is characterized by low operating speeds and numerous delays with much congestion. LOS F represents a forced flow situation with more traffic attempting to use the road than it can handle. LOS F is characterized by stop-and-go traffic with numerous, lengthy delays.

The photographs (taken from the Highway Capacity Manual) illustrate the six grades of level of service. The level of service on urban streets and intersections are described with the same scale and have similar congestion associated with them.

Level of Service Definitions

Level of Service (LOS)	Description of Signalized Intersections	Volume / Capacity Ratio
A	Little or no delay (under 5 seconds per vehicle. Most vehicles arrive during the green phase and do not stop at all.	< .59
B	Minimal delays in the range of 5 – 15 seconds per vehicle. Generally occurs with good progression and short cycle lengths. An occasional approach phase is fully used.	.60 - .69
C	Acceptable delays in the range of 15 – 25 seconds per vehicle. Individual cycle failures may begin to appear at this level, and most drivers feel somewhat restricted. A significant number of vehicles stop, although many still pass through the intersection without stopping.	.70 - .79
D	Moderate delays in the range of 25 – 40 seconds per vehicle. The influence of congestion becomes more noticeable, with drivers sometimes having to wait through more than one red indication. Individual cycle failures are noticeable. Queues develop but dissipate rapidly.	.80 - .89
E	Significant delays in the range of 40 – 60 seconds per vehicle. This is considered to be the limit of acceptable delay. Individual cycle failures are frequent occurrences, with long queues forming upstream of intersections. Drivers may have to wait through several red indications.	.90 - .99
F	Represents jammed conditions with excessive delays of over 60 seconds per vehicle. This condition often occurs with over-saturation, when arrival flow rates exceed the capacity of the intersection. Resulting queues may block upstream intersections.	> 1.0

Source: Highway Capacity Manual, Transportation Research Board, 1985

APPENDIX B

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 #2).
   - B. Designate points of view along each street.
   - C. Record observations.
3. Transfer field observations onto a worksheet and assign valences to each visual unit.
4. 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)
5. Sum the products for each point to determine a visual index value at each point.
6. Calculate the statistical mean, median, and mode.
7. Categorize the visual quality index numbers into High, Moderate, and Low classifications.
8. Map the Scenic Roadways with a High or Moderate classification.

APPENDIX C

SUMMARY OF CIRCULATION ELEMENT PROJECTS AND PROGRAMS

Reference	Summary Description	New Program	Expanded Program	Existing Program
Trip Reduction				
Objective 6	Education Programs for Alternative Transportation	X		
Objective 17	City Employee Tellecommute Guidelines	X		
1.4	Downtown Congestion Reduction	X		
1.8	Route 1 Trip Reduction Efforts	X		
1.9	Trip Reduction Plan for City Employees	X		
1.10	Voluntary Employer Trip Reduction Program	X		
Transit Programs				
2.4	Cal Poly / Cuesta “No Fare” Transit Programs		X	
2.8	Long-Range Transit Plan	X		
2.9	Bulk-Rate Transit Pass Program	X		
2.10	Downtown Trolley System			X
2.11	Cuesta Commute Bus Service	X		
2.12	Centralize Transit Service Management	X		
2.13	Comprehensive Marketing Program			
Bicycle Transportation				
3.3	Complete Bikeway Network		X	
3.8	Cal Poly Incentive Program	X		
3.9	Bicycle Transportation Plan Update			X
3.10	Cal Poly & Cuesta Bicycle Plans	X		
3.11	Cal Poly & Cuesta Master Plan Updates	X		
3.12	Modifications to Zoning Regulations	X		
3.13	Railroad Bicycle Path		X	
Walking				
4.5 (A)	Install Crossing Controls		X	

Reference	Summary Description	New Program	Expanded Program	Existing Program
4.5 (B)	Downtown Bulb Outs & Crosswalks		X	
4.5 (C)	Median Islands at Intersections	X		
4.7	Prepare Pedestrian Transportation Plan	X		
4.8	Sidewalk Installation		X	
4.9	Handicapped Ramp Program			X
4.10	Suggested Route to School Program	X		
Street Standards				
5.3	Joint City / County Design Standards	X		
5.4	Subdivision Regulations Revisions	X		
Neighborhood Traffic Management				
6.5	Neighborhood Traffic Management Plans	X		
6.6	Neighborhood Protection Methods	X		
6.7	Traffic Calming Workshops	X		
6.8	Other Neighborhood Traffic Studies		X	
6.9	Managed City Vehicle Routing	X		
Traffic Flow				
7.1	Traffic Management Priorities	X		
7.6	Ongoing Traffic Monitoring	X		
7.7	Transportation Surveys	X		
7.8	Computerized Traffic Model	X		
7.9	HOV Lane Evaluation	X		
Street Network Changes				
8.8	Building Setback Lines (Projects on Figure #4)			
	Prado Road (A.1)	X	(establish as part of Margarita Area Specific Plan)	
	Prado Road (A.2)	X	(establish as part of Dalidio Area Development Plan)	
	Buckley Road (A.3)	X	(work with county to establish alignment)	

Reference	Summary Description	New Program	Expanded Program	Existing Program
	Bullock Lane (A.4)	X	(establish as part of Orcutt Area Specific Plan)	
	Sacramento Drive (A.5)			X
	Bishop Street (A.6)	X		
	Sante Fe Road (A.7)	X	(work with County to establish alignment)	
	Higuera Street (B.1)			X
	Orcutt road (B.2)			X
	Tank Farm Road (B.3)	X		
	Prado Road (B.4)	X		
	South Higuera (B.5)			X
	Los Osos Valley (B.6)	X	(work with county to establish requirements)	
	Santa Rosa Operational Improvements (B.7)	X	(work with CalTrans)	
	Prado Road Interchange (C.1)	X	(work with CalTrans)	
	Los Osos Valley Interchange (C.2)	X	(work with CalTrans)	
	Santa Rosa / Route 101 Interchange (C.3)	X	(work with CalTrans)	
	Monterey Street (D.1)		X	
	Orcutt Road Overpass (D.2)			X
8.9	Prado Road as Route 227	X		
8.10	Project Study Report: Prado Road Interchange			X
8.11	Landscape Plans and Standards	X		
8.12	Commercial Core Street Design Analysis	X		
8.13	Santa Barbara – Santa rosa Street Connection Study	X		
8.14	North Coastal Routes Transportation Study	X		
8.15	Dalidio Area Connector Road Study		X	
8.16	Maino-Madonna Area Frontage Road Study	X		
Figure #4	Street Network Changes Coordination		X	
Figure #4	City-Sponsored Street Network Changes (1)			
	Bishop Street Extension (A.6)	X		

Reference	Summary Description	New Program	Expanded Program	Existing Program
	Higuera Street Widening (B.1)		X	
	Santa Rosa Operational Improvements (B.7)	X		
	Route 1 – 101 Interchange (C.3)	X		
	Broad Street Ramp Closures (C.4)	X		
	Orcutt Road Overcrossing (D.2)			X
	Prefumo Road Medians (D.3)	X		
	Garden Street Modifications (D.4)	X		
	Downtown Broad-Monterey Streets Modifications (D.5)	X		
Truck Routes				
9.3	Truck Idling Regulations	X		
9.4	Home Occupation Permit Regulations	X		
9.6	Provision of Commercial Loading Zones		X	
9.7	Commercial Truck Parking Regulations	X		
Air Transportation				
10.6	Transit Service to Airport	X		
10.7	Environmentally Sensitive Aircraft	X		
10.8	Airport Land Use Plan Update		X	
Parking Management				
12.4	Update Parking Management Plan	X		
12.5	Monitor Downtown Parking Use		X	
12.6	Park & Ride Lot Analysis	X		
12.8	Downtown Curb Space Utilization Study	X		
13.2	Neighborhood Parking Permit Programs		X	
Scenic Roadways				
14.8	Highway 101 Corridor Enhancement	X		
14.9	ARC Guidelines Revision	X		
14.10	Landscape Plans for Scenic Roadways	X		
14.11	Billboard Abatement Program		X	
14.12	Billboard Controls	X		

Reference	Summary Description	New Program	Expanded Program	Existing Program
Element Implementation				
15.10	5-Year Circulation Element Updates		X	
15.12	Transportation Work Program	X		
15.13	Transportation Impact Fee Program	X		
15.14	Capital Projects Reevaluation		X	
15.15	Major Projects Impact Reporting		X	
	Number of Programs	**69**	**20**	**10**

(1) City sponsored street projects are those listed on Figure #4 and referenced above 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 D

OPERATIONAL CHANGES TO SANTA ROSA STREET

Project	Intersection	Description
B.8 (a)	Santa Rosa/Foothill	Construct an east-bound right turn lane on Foothill
B.8 (b)	Santa Rosa/Olive	Construct a north-bound right turn lane on Santa Rosa
B.8 (c)	Santa Rosa/Walnut	Construct a west-bound left turn lane and an east-bound left turn lane on Walnut

APPENDIX E
LIST OF STREETS AND CURRENT ADT/LOS ESTIMATES

Street Segment	Count Location	ADT (2)	Count Date	LOS (3)	Year Estimated
Commercial Collector					
Capitolio (Broad – Sacramento)	E / Broad	5,100	8-13-92	--	--
El Mercado (S / Madonna)	S / Madonna	9,500	8-15-91	--	--
Industrial (Broad – Sacramento)	E / Broad	2,300	4-4-92	--	--
Palm (Chorro – Santa Rosa)	W / Osos	4,700	11-12-92	--	--
Sacramento (Orcutt – Industrial)					
Santa Fe (Buckley – Prado)					
Residential Collector					
Augusta (Bishop – Laurel)	W / Laurel	2,900	6-26-91	--	--
Bishop (Johnson – Broad)	W / Johnson	2,700	3-22-90	--	--
Broad (Foothill – Lincoln)	N / Murray	4,400	1-15-92	--	--
	S/ Serrano	2,500	1-30-92	--	--
Buchon (High – Johnson)	E / Osos	5,300	10-15-92	--	--
	W / Carmel	1,700	3-18-88	--	--
Bullock (Orcutt – Tank Farm)	S / Orcutt				
Chorro (1) (Palm – Highland)	N / Lincoln	11,000	1-15-92	--	--
Flora (N / Southwood)	S / Sydney	800	12-18-92	--	--
Fredricks (Grand – Hathaway)	W / Kentucky	1,200	10-18-92	--	--
High (Broad – Higuera)	E / King	2,700	2-6-92	--	--
Highland (Ferrini – Patricia)	W / Stanford	2,400	3-22-90	--	--
Laurel (Johnson – Flora)					
Lincoln (Broad – Chorro)	W / Chorro	3,700	1-15-92	--	--
Margarita (E / Higuera)	E / Higuera	2,600	7-10-91	--	--
Mill (Grand – Chorro)	W / Pepper	2,300	7-23-92	--	--
Oceanaire (LOVR – Madonna)	S / Lakeview	1,900	8-07-86	--	--

Street Segment	Count Location	ADT (2)	Count Date	LOS (3)	Year Estimated
Patricia (N / Foothill)	N / Foothill S / Foothill	3,900	4-4-92	--	--
Pismo (Higuera – Johnson)	W / Johnson	4,200	5-7-92	--	--
Prefumo (LOVR – CL)	W / LOVR	3,400	10-8-92	--	--
Ramona (Patricia – Broad)	W / Broad	4,500	1-16-92	--	--
San Jose – La Entrado (Ramona – Luneta)	S / Foothill	1,200	12-12-88	--	--
San Luis (Calif – Andrews)	E / California	1,700	4-9-92	--	--
Southwood (E / Laurel)	E / Laurel	1,800	11-30-88	--	--
Sydney (Flora – Johnson)	E / Johnson	1,700	10-10-86	--	--
Residential Arterial					
Broad (South – Pismo)		--	--	A	1991
California (Taft – Cal Poly)		--	--	A – B	1991
Foothill (Broad – CL)		--	--	A	1991
Grand (Mill – Cal Poly)		--	--	A	1991
Johnson (Pismo – Orcutt)		--	--	A	1991
South (Beebe – Broad)		--	--	A	1991
Arterial					
Broad (Pismo – Higuera)		--	--	A-F	1991
Buckley (Broad – Higuera)		--	--	A	1991
California (Taft – San Luis)		--	--	A	1991
Chorro (Palm – Pismo)		--	--	A-C	1991
Foothill (Broad – California)		--	--	A-D	1991
Highland (Ferrini – Cal Poly)		--	--	A	1991
Higuera (Johnson – City Limits)		--	--	A-E	1991
Johnson (Pismo – Monterey)		--	--	A	1991
Laurel (Johnson – Orcutt)		--	--	A	1991
Los Osos Valley (Route 101 – Higuera)		--	--	B-D	1991

Street Segment	Count Location	ADT (2)	Count Date	LOS (3)	Year Estimated
Los Osos Valley (North City Limits / Madonna)		--	--	A	1991
Madonna (Higuera – LOVR)		--	--	A-C	1991
Marsh (Higuera – California)		--	--	A-B	1991
Monterey (Chorro – Route 101)		--	--	A-F	1991
Orcutt (Broad – Tank Farm)		--	--	A-C	1991
San Luis (California – Johnson)		--	--	A	1991
Santa Barbara / Osos (Broad – Higuera)		--	--	A-D	1991
Santa Rosa (Walnut – Pismo)		--	--	A-C	1991
Parkway Arterials					
Los Osos Valley (Madonna – Route 101)		--	--	A	1991
Prado (Route 101 – Madonna)		--	--	NA	
Tank Farm (Higuera – Orcutt)		--	--	A	1991
Highway / Regional Routes					
Broad (S / South)		--	--	A-D	1991
Foothill (CL – Los Osos Valley)		--	--	A	1991
Los Osos Valley (W / City Limits)		--	--	A	1991
Orcutt (S / City Limits)		--	--	A	1991
Prado (Route 101 – Broad)		--	--	A	1991
Santa Rosa (N / Walnut)		--	--	A-C	1991
South Higuera (S / City Limits)		--	--	A	1991
Freeway					
Route 101 (throughout)		--	--	A	1991

NOTES

1) For Chorro Street, north of Lincoln Street, the maximum ADT goal is 5,000 ADT.

2) Traffic counts will be different for various segments of a particular street.

3) 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.

APPENDIX F

APPENDIX F

RESOLUTION NO. 8376(1994 Series)

A RESOLUTION OF THE SAN LUIS OBISPO CITY COUNCIL ADOPTING A REVISED CIRCULATION ELEMENT OF THE GENERAL PLAN, MAKING ENVIRONMENTAL FINDINGS AND RESCINDING THE SCENIC HIGHWAY ELEMENT

The Council of the City of San Luis Obispo resolves as follows:

1. Record of Proceedings

The City Council has reviewed and considered the Planning Commission recommendations, the staff recommendation, correspondence, and public testimony concerning the revised Circulation Element. The City Council has reviewed and considered the draft Environmental Impact Report (EIR) and EIR Supplement, and comments and responses to them.

Drafts of the revised Circulation Element have been widely available for review and comment by interested agencies and individuals.

2. Environmental Considerations

The City Council has certified the final EIR as accurate and complete and prepared pursuant to the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines (reference Resolution 8392). These items are on file in the office of the City Clerk.

The City Council has considered how changes to the Circulation Element made during the hearings may affect the environment, and has determined that further environmental review is not needed because the adopted Circulation Element proposes projects and programs that are within the scope of projects, programs and alternatives evaluated by the draft EIR and Supplement.

3. Status of Environmental Impacts and Mitigation

No new significant environmental impacts have been raised based on changes made to the Circulation Element during the adoption process. Resolution 8332 certifying the final EIR for the Circulation Element stipulates specific measures needed to mitigate the impacts of Circulation Element projects or including *statements of overriding considerations* where significant impacts will not be mitigated. Supplementary findings are included below:

A. Significant, adverse impacts, despite proposed mitigation, for which findings of overriding considerations are hereby made:

(1) Impacts on conversion of prime agriculture land by extending Prado Road from Madonna Road to Route 101.

Page 2: Resolution 8376 (1994 Series)

Overriding Consideration: Project needed to serve a reasonable share of anticipated regional growth within the urban reserve line, contiguous to existing development, while preserving land outside the urban reserve line.

B. Impacts not significant with mitigation recommended by the draft EIR and EIR Supplement and included in the draft Circulation Element.

(1) Aesthetic impacts of street extensions in residential areas

Mitigation Summary:	Inclusion of Objective #20, Policy 8.5 and Program 8.11 that calls for the preparation of landscape plans for city streets.
Monitoring:	Project level design and environmental review.

(2) Traffic speed in residential areas

Mitigation Summary:	Adoption of Neighborhood Traffic Management Plans (Program 6.5) and application of traffic calming measures within residential areas (Program 6.6).
Monitoring:	City to establish ongoing traffic monitoring program and neighborhood traffic management programs

(3) Traffic congestion on arterial streets

Mitigation:	Trip Reduction programs to achieve an AVR of 1.6 or greater (Program 1.10); implementation of a long-range transit plan (Program 2.8), establishing transit use incentives (Program 2.9), and evaluating the centralization of transit service (Policy 2.12); promoting bicycle transportation (Programs 3.7-3.13); promoting pedestrianism and improving pedestrian safety (Policy 4.5 and programs 4.7-4.10).
Monitoring:	Annual transportation monitoring program (Program 7.6).

4. Internal Consistency

Council hereby determines that the revised Circulation Element is consistent with all elements of the General Plan.

Page 3: Resolution 8376 (1994 Series)

5. Conformance with State Law and Guidelines

Council hereby determines that the revised Circulation Element conforms with requirements of the California Government Code and the advisory General Plan Guidelines of the State Office of Planning and Research.

6. Repeal of Previous Circulation Element

The 1982 General Plan Circulation Element, as amended, is hereby repealed, on the effective date of the revised Circulation Element.

7. Repeal the General Plan Scenic Highway Element

Since this revised Circulation Element includes polices and programs that address the preservation of scenic roadway resources, the 1983 General Plan Scenic Highway Element is hereby repealed, on the effective date of the revised Circulation Element.

8. Adoption of Revised Circulation Element

The revised Circulation Element, consisting of text and maps dated November 29, 1994, on file in the City Clerk's Office, is hereby adopted.

9. Publication and Availability

The Public Works Director shall cause the newly adopted Circulation Element to be published and provided to City officials, concerned agencies, and public libraries, and to be made available to the public at a cost not to exceed the cost of reproduction.

10. Effective Date

The newly adopted Circulation Element shall be effective on the thirtieth day after passage of this Resolution.

On motion of Settle, seconded by Roalman, and on the following roll call vote:

AYES: Vice Mayor Settle, Council Member Roalman and Mayor Pinard

NOES: Council Member Romero

ABSENT: Council Member Rappa

Page 4: Resolution 8376(1994 Series)

the foregoing resolution was passed and adopted this 29th of November, 1994.

Peg Pinard
Mayor Peg Pinard

ATTEST:

Diane R. Gladwell
City Clerk Diane R. Gladwell

APPROVED:

Jeffrey G. Jorgensen
City Attorney Jeffrey G. Jorgensen