

# Community Outreach and Engagement Appendix

The following section summarizes community and stakeholder outreach and engagement conducted over the course of the Access and Parking Management Plan Update. These touchpoints occurred from September to December 2022 using a variety of methods including:

- Fourteen separate stakeholder interviews with participants including California Polytechnic University staff and students, City staff, the downtown business association, neighborhood groups, and housing provider organizations.
- An online survey in English and Spanish conducted in September 2022, which was completed by 297 people, asking about their transportation needs and patterns.
- One community virtual town hall conducted in September 2022, attended by 22 people, to present early ideas and hear from people about their access and parking concerns and aspirations.
- One online poll conducted in December 2022, completed by 216 people, seeking their input on draft strategies for potential inclusion in the Access and Parking Management Plan.

Some of the key points made by participants include:

- General **support for active transportation** facilities and improvements, especially as many people believe the bike network to be incomplete, sidewalks to have gaps, and transit service to be insufficient for many trip types.
- Many people expressed **confusion about the current range of parking prices, locations, and regulations** making it unclear where they could park and for how long.
- Strong **support** for the APMP boosting **efforts to achieve the reduced car travel mode share goals** of San Luis Obispo's General Plan **and the carbon emissions reductions goals** of the Climate Action Plan.
- Interest from many people about **revising parking requirements of development projects** – while this is not in the APMP's purview, it is useful to be aware of this area of concern.
- While many people were skeptical that car trips from outlying areas to Downtown could be reduced, people were **enthusiastic about options to “park once” and walk, bicycle, and use transit around the core areas** of San Luis Obispo.
- Support for **improving parking and transportation wayfinding** to make it easier to find available parking and to navigate to Downtown destinations.
- **Equity in transportation options** was a major theme, with many people supporting strategies to charge more for parking for tourists and nightlife visitors while trying to maintain lower-cost parking options for Downtown employees who may have no other transportation options, especially late at night.
- Respondents to the December 2022 online poll overall support some **opening of permit parking districts to non-permit holders** so long as availability for resident parking can be maintained.
- Among respondents to the December 2022 poll, **improving and adding bikeways, improving sidewalk connections, and adding secure bicycle parking** were the top

three selections for encouraging people to walk, bike, roll, or use transit around San Luis Obispo instead of driving.

- A plurality of December 2022 survey respondents were uninterested in **discounted 10-pass daily parking permits being added as a parking payment option**. However, nearly a third (32.9%) of people were interested, which shows promise that such a program could have a customer base.

This input influenced the way this Plan Update seeks to balance transportation modes and needs across different users, and to remedy inefficiencies and uncaptured costs in the parking system without then putting an undue cost and inconvenience burden on those people who are most dependent on cars to get around San Luis Obispo. Equally, through this outreach the team learned more about people who need a viable transit system and walking and biking routes to meet their daily needs and seeks to offer specific recommendations for improving those ways of traveling.

## STAKEHOLDER INTERVIEWS

The Project Team conducted one-on-one and group interviews with city stakeholders including those from California Polytechnic University's student organization and campus transportation and facilities managers, representatives from Residents for Quality Neighborhoods and Save Our Downtown, City of San Luis Obispo staff, and Downtown SLO, and others<sup>1</sup>. The people typically had deep and long-term knowledge of area access and parking issues and could help us understand the experiences of students, residents, downtown employees, tourists, and City staff in accessing the city and operating mobility services. Stakeholder interviews were conducted in-person unless noted otherwise.

### **California Polytechnic University (8/31/22)**

#### Meeting #1

- Courtney Kienow, Director of Public Relations

#### Meeting #2

- Michelle Crawford, ASI Executive Director
- Gracie Babatola, ASI President
- Marirose Evenden, ASI Board Chair

#### Meeting #3

- Marlene Cramer, Director of Transportation and Parking Services
- Anthony Palazzo, Executive Director Facilities Planning and Capital Projects

### **Residents for Quality Neighborhoods (8/31/22)**

#### Meeting #4

- Brett Cross, Sandra Rowley, Carolyn Smith, Paul Allen, Sharon Whitney, Karen Adler

### **City of San Luis Obispo (9/1/22)**

#### Meeting #5

- Rachel Cohen, Senior Planner

#### Meeting #6

- Adam Fukushima, Active Transportation Manager

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<sup>1</sup> R.A.C.E. Matters SLO and SLO Climate Coalition did not respond to requests for interviews, and Housing Authority of San Luis Obispo (HASLO) declined to participate when contacted about participating in stakeholder interviews.

#### Meeting #7

- Derek Johnson, City Manager

#### Meeting #8

- Matt Horn, City Engineer

#### **Save Our Downtown (9/1/22)**

#### Meeting #9

- David Brodie, Co-founder

#### **Downtown SLO (9/2/22)**

#### Meeting #10

- Stephanie Stackhouse, President of the Board of Directors
- Whitney Chaney, Program Director
- Shannon DalPorto, Operations & Public Space Manager

#### **Downtown SLO (9/19/22)**

#### Meeting #11 (virtual meeting)

- Bettina Swigger, CEO

#### **City of San Luis Obispo (10/13/22)**

#### Meeting #12 (virtual meeting)

- Shelly Stanwyck, Assistant City Manager
- Beya Makekau, Diversity, Equity, and Inclusion Manager

#### **Downtown SLO (12/6/22)**

#### Meeting #13 (virtual meeting)

- Bettina Swigger, CEO

#### **People's Self-Help Housing (12/12/22)**

#### Meeting #14 (virtual meeting)

- Anna Miller, Chief Operating Officer
- Jane Renahan, Property Manager

#### **Stakeholders Interview Summary**

- Key Concerns
  - What is the future of the parklet program and tradeoffs compared to more durable streetscape improvements?
  - A general concern about the cost and complexity of parking options, especially for long-distance employees
  - Many stakeholders lament the lack of non-drive options for many trip types and users
  - How does CalPoly impact on parking, transportation systems, and use of mobility routes?
  - What will be the result of the various permit system changes, parking fee increases, garage entry monitoring updates, and other program updates? Will this eliminate any of the parking affordability efforts and subsidies the City has created?
- Active transportation mode share, and emissions reduction goals will resonate strongly with Council. Try to link recommendations to fulfillment of these outcomes.

- Engage additional audiences and community members in the project process, especially underserved and underrepresented people, who may have some of the most challenging transportation circumstances in SLO.
- Leverage and emphasize priority projects from the Active Transportation Plan to better align APMP updates with other citywide and location-specific investments, policies, and infrastructure. This includes looking for priority access active routes and bolstering City goals for reducing drive-alone vehicle travel and reducing greenhouse gas emissions.
- Seek to better understand who is using parking districts (especially in the CalPoly) area, where any violations typically occur, and if changes to permit availability, cost, and enforcement are needed.
- Seek more clarity about downtown parking pricing, availability, and time limits. The current regime is sometimes confusing, both to find parking and for customers to easily comprehend recommendations.
- Look for opportunities to link CalPoly and Downtown with non-driving modes.
- Consider the impacts of downtown growth (especially planned-for housing) on parking demand and overall active mobility.
- Seek to diversify SLO Transit ridership beyond primarily CalPoly students in order to capture more commuters and visitors.
- Consider if long-term streetscape improvements are more viable for downtown enjoyment than the parklet program. Some people stated they find the parklets useful but a detraction from downtown character and favor instead more durable street designs.
- Support for permanent street closures is mixed and somewhat weak, while they more strongly support street design improvements.
- Numerous stakeholders note the challenges of supporting commute and travel options for agriculture workers, who have highly varied work shifts and locations. There may be potential to boost ridesharing among this population.

## VIRTUAL TOWN HALL

The Project Team of City of San Luis Obispo and Walker Consultants staff facilitated a virtual town hall through the City's Zoom account. The event was advertised on the City's website, press release, through word-of-mouth, via frequent social media posts, and print flyers handed out to downtown businesses. The event was timed to overlap with the online community survey, which ran for several weeks prior to the town hall. The event was scheduled to occur near the end of the Investigation and Data Collections phases of the project (during which the team collected parking occupancy data, conducted stakeholder interviews, and ran field tours to document existing access and parking conditions and needs) and just before the Draft Strategies phase of the project was set to kick off.

### *FORMAT*

The event ran from 6:00-8:00pm on September 21, 2022, virtual via Zoom videoconferencing. The content was a blend of presentation, live polling using Mentimeter (an online presentation software that provides slideshows and real-time polling of participants with responses displaying on screen for all to see), and breakout group discussion. The full results of the Mentimeter are attached to this report as an Attachment. During the first 50 minutes of the event, the Team presented the project background, parking data findings, and field observations; this was interwoven with pop-up poll questions to the audience about travel patterns and access concerns.

Following this, for approximately 25 minutes, the attendees were split into four breakout rooms, each facilitated by a Walker staff person. Each room held between four to six community members, who were prompted to discuss ideas for improving access and parking to Downtown SLO. This was followed by everyone returning to a single group to report back. The report back concluded at 7:30pm, after which Project Team staff briefly reviewed Next Steps in the project. Community members were then invited to stay until 8:00pm if they had any topics for further discussion.

**Figure 1 Screenshot of the September 2022 Virtual Town Hall**

The screenshot shows a YouTube video player with a Menti poll question: "Q7. In an area with many shops, restaurants, and attractions, like Downtown SLO, how important is it to provide space for each of the following?". The poll results are displayed as a horizontal bar chart with the following categories and scores:

Category	Score
Active travel access (such as walking and biking)	3
Transit access	3
Delivery of goods	2.4
Space for employees and business to drive and park their cars	1.8
Space for visitors to drive and park their cars	1.6
Space for community uses such as outdoor dining, public art, food trucks, and mini-parks	2.6

The video player interface includes a search bar, a video thumbnail of Ben Weber, and a video title: "Virtual Town Hall for the City of San Luis Obispo's Access and Parking Management Plan Update". The City of San Luis Obispo logo and a "Subscribe" button are also visible.

## COMMUNITY INPUT GATHERED

Twenty-two community members attended the event. Approximately 17 were able to participate in Mentimeter online voting. Several attendees noted that they had neither video nor audio functionality, and thus were limited in their participation.

Key findings include

- Participants primarily travel by personal vehicle, walking, bicycle, or public transportation.
- Many of the participants were employees of downtown businesses and thus offered insights about daylong parking needs and early-morning or late-evening transportation needs.

- Other respondents visit Downtown to dine, shop, attend events, and use recreation facilities.
- When asked what ideas come to mind regarding access and parking in Downtown San Luis Obispo, many responded negatively, saying: confusing, expensive, car-centric, bad transit.
- Respondents largely favored creating space for active mobility and transit, outdoor gathering spaces, and goods delivery over space for parking and strict vehicle movement.
- Respondents favor tactics to improve directional signage to parking, create more pickup and dropoff curbside space, charge more for parking in the busiest areas, and creating more shared parking agreement spaces.
- Respondents favor tactics to Improve sidewalk conditions and connectivity; Improve public transportation frequency and route options; provide cash benefits to downtown employees who don't drive alone to commute; construct more quality bike lanes; build more residential and commercial uses in downtown, which makes destinations closer by; and add more bike parking racks.
- During the free comment period, respondents expressed ideas around these (and other) topics:
  - Improving transit service and frequency
  - Boosting bikeway connections
  - Keeping first hour parking free to encourage business activity
  - Better parking efficiency and user-friendliness
  - Support for parklets and gathering/commercial zones
  - More use of pickup and drop-off zones
  - Preserve driving/parking as an option for those who need it, but don't prioritize and incentivize it
- Key points raised during breakout discussion groups included:
  - Confusion and upset over the switch to parking enforcement extending to 9:00pm (from 6:00pm previously) and a concern that it drives away customers and late-night diners.
  - A lack of non-driving options, especially for those who live far away and/or may have late-night-ending shifts, such as employees of restaurants
  - A need for more education and outreach to businesses about transportation options, including transit passes and employee parking permits
  - Overall agreement that parking supply and utilization is not congested downtown-wide, but that certain high-demand locations are regularly full and lacking in turnover.
  - Support for investment in transit, sidewalks, and biking routes; and commensurate support for disincentivizing drive-alone trips when possible.
  - Several attendees had questions about the financial impact of various access and parking reforms

## ONLINE COMMUNITY SURVEY (SEPTEMBER 2022)

The project team prepared an online survey for general community input and distributed it via social media, the City website, and several email contact lists. The survey ran from early

September to 30 September 2022 and obtained 297 respondents. The survey was available in English and Spanish; no Spanish surveys were completed. The full results of the survey are available as an Attachment.

## COMMUNITY SURVEY SUMMARY

- Predominate concerns about inability to find parking, lack of enforcement, and confusing regulation terms.
- Opinions were mixed and polarized about dedicating street space to parking versus active mobility infrastructure and gathering spaces.
- Feelings were mixed and balanced on expressing the importance of dedicating downtown space to active transportation, transit, parking, goods delivery, and gathering space creation.
- Regarding parking, respondents' biggest concerns were lack of enforcement of time limits and an inability to find parking near their destinations.
- Roughly 40-50% of respondents support parking strategies that: improve directional wayfinding to parking, promote shared parking agreements, add more pickup/drop-off zones, and creating more parking supply.
- People ranked which factors most influence their decision about where to park downtown. Of six options, nearness to destination, price, and ease of access from where they are traveling from were the top three responses.
- The survey asked people about favorability of parking and access solutions and priorities. When asked if on-street parking should be prioritized over other potential uses of the public right-of-way (for example, bike lanes, transit stops, curbside dining, street fairs, commercial delivery) in the busiest areas of Downtown and/or at the busiest times, responses were mixed and polarized. Strongly agree with 28%, Agree with 14%, Neither agree nor disagree with 15%, Disagree with 15% and Strongly Disagree with 14%. This suggests passionate opinions about the use of curb space.
- Encouragingly, 59% of people find walking, biking, and transit to Downtown to be somewhat or very easy. Thirty percent find is somewhat or very difficult. (Q28)
- When asked to rank goals for access management, results came back varied. Both making it easier to find parking and reducing vehicle congestion ranked highly. Making it easier and more pleasant to use other forms of travel like walking and biking was a popular second place. Further exploration of results shows that both making it easier to park and making it easier and more pleasant to use other forms of travel received a significant share of first rank votes (106 and 77, respectively) suggesting strong opinions about prioritization of parking or active modes.
- One question asked which active mobility solutions people would be willing to consider. Many received high marks, with improving sidewalks, improving public transportation service, and providing cash benefits to encourage people to not drive alone being the most popular three.

Further demographic questions at the end of the survey reveal the profile and respondents.

- 65% own their home and 33% rent a dwelling. (Q33)
- 81% are employed, 14% are retired, and nobody identified as a student
- The median respondent is age 35-50, with a somewhat even distribution around that, though skewing somewhat older into the 51-65 and 65+ brackets

- 75% of respondents are White/Caucasian. Approximately 6% each are Hispanic American / Latinx or Asian/Asian American/Desi. Other races and ethnicities comprise each 0-3%
- 56% of respondents are female, 32% male, 1% transgender or nonbinary, and 11% prefer not to say

## *COMMUNITY SURVEY DETAIL*

The first set of questions asked about general Downtown travel patterns and demographics. “Drive a personal vehicle”, at 74%, was the predominate mode people traveled by (Q1), and over 85% of respondents come to Downtown at least once a week (Q2). Forty-nine percent of people spend 1-3 hours downtown with another 21% staying six or more hours (crosstabulations show these mostly to be Downtown employees or residents) (Q3).

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Most respondents (84%) come Downtown for dining and retail activities; with being a downtown employee, downtown resident, or seeking professional services also being significant reasons. (Q4)

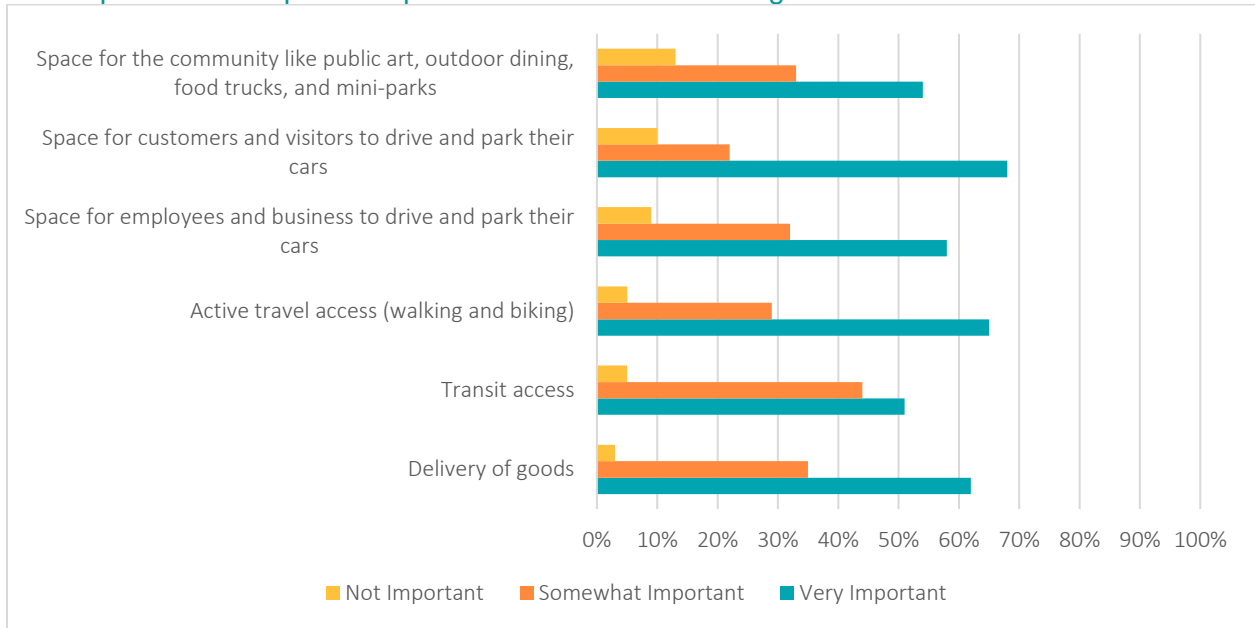
The survey described two key Citywide long-term planning goals, one for greenhouse gas emission reductions and one for travel mode shift goals away from cars. The survey asked how prominent a role these two goals should play in shaping the Access and Parking Management Plan’s policies. Over 75% of people said, “A lot” or “Some”, suggesting that sustainability goals resonate with the community during policy-making. (Q5)

When asked what modes of travel the City should prioritize, Walking, Biking, Public Transportation, and Driving each were supported at 40% or more. Driving was the top priority with 55% in favor. (Q6)

When asked how important it is for Downtown SLO to contain space for various activities, people broadly supported each of the options offered in the survey in Question 7 (see Figure # for details). Active travel access, employee parking, and customer parking were the most favored uses.



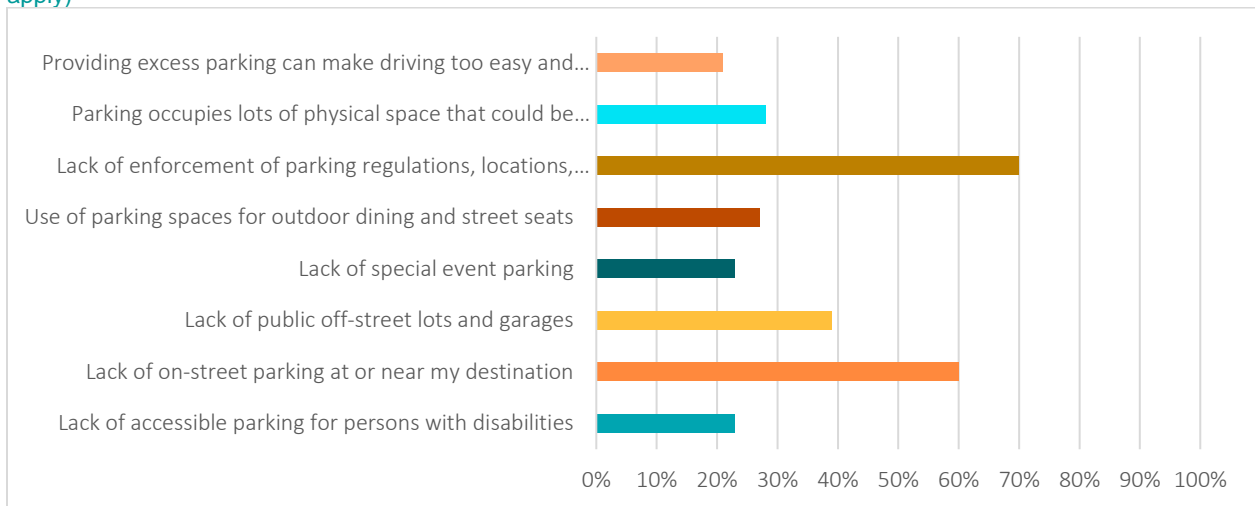
Q7. In an area with many shops, restaurants, and attractions, like Downtown San Luis Obispo, how important is it to provide space for each of the following functions?



A combined 57% of people feel it is somewhat or very difficult to find Downtown parking near their destination; compared to 39% who find it is somewhat or very easy. (Q22)

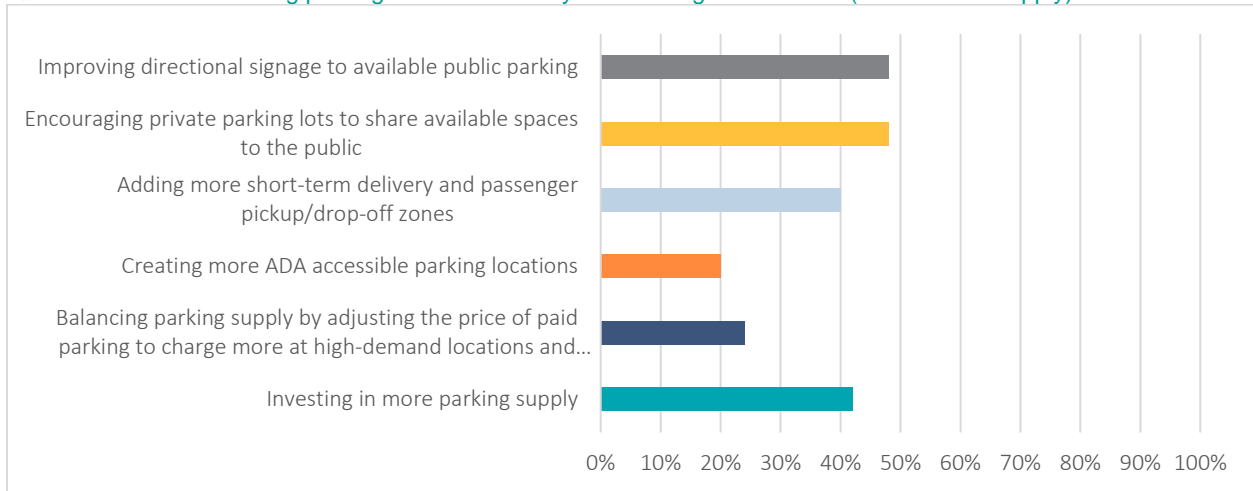
People selected a variety of options to express concerns about downtown parking. Lack of public on-street and off-street parking options were the primary concerns. The full range is displayed in Figure # below. (Q23)

Q23. Which of the following concerns do you have about parking in downtown San Luis Obispo? (Select all that apply)



Respondents were also willing to consider a range of parking solutions for Downtown, the full list displayed below. Investment in more parking supply, more shared parking arrangements, and improving directional signage were popular considerations. (Q24)

Q24. Which of the following parking solutions would you be willing to consider? (Select all that apply)



The survey asked if the respondent had ever purchased a three-month garage permit that is only available to downtown employees.. Twelve percent had, 32% had not, and 54% were not downtown employees. (Q25)

People ranked which factors most influence their decision about where to park in downtown. Of six options, nearness to destination, price, and ease of access from where they are traveling from were the top three responses. Full results are in the appendix. (Q26)

The survey continued to ask people about favorability of parking and access solutions and priorities. When asked if on-street parking should be prioritized over other potential uses of the public right-of-way (for example, bike lanes, transit stops, curbside dining, street fairs, commercial delivery) in the busiest areas of Downtown and/or at the busiest times, responses were mixed and polarized. Strongly agree with 28%, Agree with 14%, Neither agree nor disagree with 15%, Disagree with 15% and Strongly Disagree with 14%. This suggests passionate opinions one way or the other about use of curb space. (Q27)

Encouragingly, 59% of people find walking, biking, and transit to Downtown to be somewhat or very easy. Thirty percent find is somewhat or very difficult. (Q28)

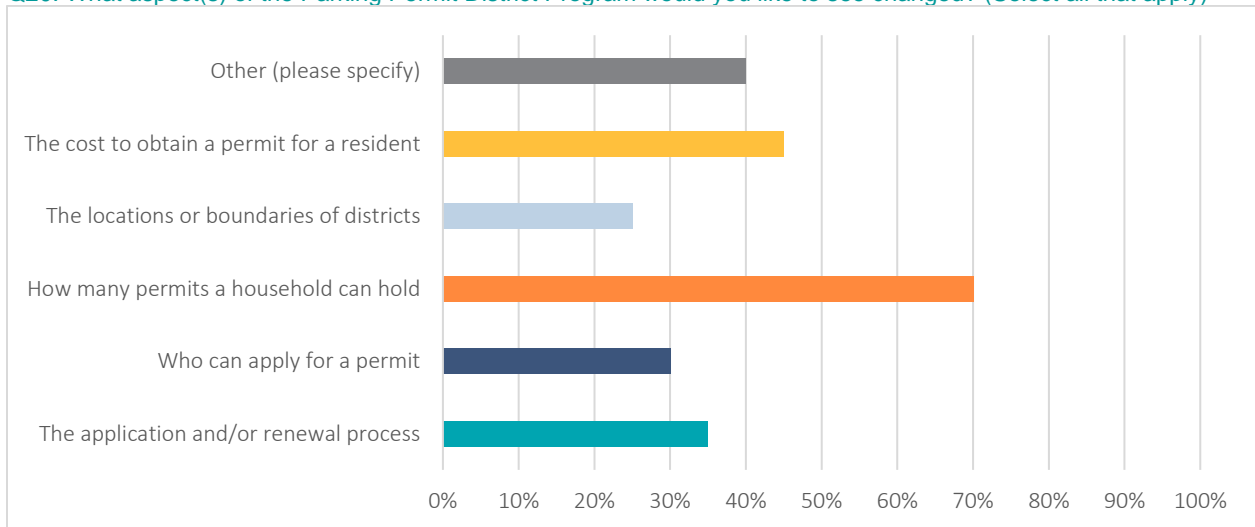
When asked to rank goals for access management, results came back varied. Both making it easier to find parking and reducing vehicle congestion ranked highly. Making it easier and more pleasant to use other forms of travel like walking and biking was a popular third place. Further exploration of results shows that both making it easier to park and making it easier and more pleasant to use other forms of travel received a significant share of first rank votes (106 and 77, respectively) suggesting strong opinions about prioritization of parking or active modes. (Q29)

The final substantive question asked which active mobility solutions people would be willing to consider. Many received high marks, with improving sidewalks, improving public transportation service, and providing cash benefits to encourage people to not drive alone being the most popular three.

Midway through the survey it asked if people live in one of the Residential Permit Districts. Only 24 people said yes (Q8). A yes response led to further detailed subset of questions. Of those 24 Yes responses:

- 15 have purchased a Residential Parking Permit currently or in years past (Q9)
- 60% have lived there five or more years, while 35% have lived there 1-3 years (Q10)
- Results vary between one and four cars owned (Q11), while most homes have room for one or two cars to park off-street (Q12)
- Most people somewhat or strongly disagreed that the Residential Permit allows them to use their garage or driveway for purposes other than parking. (Q13)
- Results were exactly split between Yes and No as to whether the Permit District has been sufficient to ensure parking availability for permit holders. (Q14)
- Feelings were mixed about who should be eligible to purchase a Residential Permit (Q15)
- Respondents somewhat disagreed (60% to 40% who agreed in some manner) with the suggestion of allowing non-permit holders to use Permit area street parking so long as it is well-managed with pricing and/or time limits. (Q16)
- A full 50% of people said that when visitors come to their house they simply park on-street without a permit. This suggests conscious disregard of the Permit rules, and a likely feeling that enforcement is so lax as to rarely catch anyone. (Q17)
- Most people state it's inconvenient to obtain a visitor permit on short notice as their reason for their guests parking on the street unpermitted. (Q18)
- Sixty percent of respondents also feel that the Permit program doesn't improve the experience of congestion in their neighborhood. (Q19)
- When asked what they would like changed about the Permit program, people responded to a variety of options, with the number of permits made available being the biggest topic to reconsider (see Q20 chart)

Q20. What aspect(s) of the Parking Permit District Program would you like to see changed? (Select all that apply)



## ONLINE COMMUNITY POLL (DECEMBER 2022)

The City launched a short online poll via the Open Town Hall platform and advertised the poll via regular social media and email methods. 216 people completed the poll. Results are below (full results as included as an Attachment).

Key observations from the results include:

- Shopping and Dining is the most common reason for coming Downtown, with 85% of respondents citing it. Forty-four percent of people list professional services visits. Both are typical short-term trips that may commonly require two hours or less.
- Most respondents favor some expansion of permit districts to non-permit holders, so long as management of the district is upheld.
- Respondents listed that a variety of improvements and programs could encourage them to walk and bicycle for more trips. Adding infrastructure, in the form of bikeways, sidewalks, and paths, are the most supported options. This suggests that building active travel facilities is a key service the City can lead.
- Respondents given an overall uninterested rating to the concept to switch to bulk purchases of single-day parking passes. Understandably this is an unfamiliar payment and ticketing system that people may question.
- A substantial number of respondents answered “Sometimes” or “No” to ready availability of information about non-driving mode options. This suggests an opportunity to increase awareness and education.

**Why do you travel to Downtown San Luis Obispo? (Please select all that apply)**

		Response Percent	Response Count
I live downtown		13.0%	28
I work downtown		22.2%	48
I shop and dine downtown		85.6%	185
I use professional services downtown (doctors appointments, etc.)		44.0%	95
I visit parks downtown		31.0%	67
I stay in hotels/lodging downtown		1.9%	4
Other		20.4%	44

**Do you agree or disagree with this statement? Anyone without a parking permit should be able to park on permit-only streets that have many open spaces, as long as the parking is managed (either through pricing or time restrictions) so that permit holders can find parking.**

		Response Percent	Response Count
Strongly Agree		27.8%	60
Somewhat Agree		27.8%	60
No Opinion		18.1%	39
Somewhat Disagree		18.5%	40
Strongly Disagree		7.9%	17

**Do you feel you are able to find all the information you need about ways to travel around SLO by non-automobile methods (such as having access to transit maps and schedules, bicycle route maps, and other information)?**

		Response Percent	Response Count
Yes		34.3%	74
Sometimes		24.5%	53
No		25.5%	55
No Opinion		15.7%	34

**What improvements would encourage you to choose to walk, bike, roll, or use transit to get to and around downtown San Luis Obispo, instead of driving in a single-occupancy vehicle? (Please select up to three.)**

		Response Percent	Response Count
Add more secure bicycle parking throughout Downtown		29.6%	64
Add more bikeway routes such as bike lanes, protected cycletracks, and path systems		42.1%	91
Add bus service that goes to more places around SLO		27.3%	59
I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo		20.4%	44
Improve and add walking paths, including sidewalks and paths where none exist today		38.0%	82
Increase bus service frequency		23.6%	51
Nothing would encourage me to walk, bike, roll, or use transit more		23.1%	50
Provide cash benefits to downtown employees who use non-drive-alone travel methods		19.9%	43

**How interested would you be in a new parking payment program that allows you to purchase 10-packs of one-day garage parking passes that would cost less per-day than the regular daily parking cost and that you could use whenever you wish?**

		Response Percent	Response Count
Very interested		11.1%	24
Somewhat interested		21.8%	47
No opinion		15.3%	33
Somewhat uninterested		11.6%	25
Very uninterested		32.4%	70
I'm not sure and would like to know more		7.9%	17

Attachment:  
September 21, 2022 Virtual Town Hall  
presentation and results

# Community Virtual Town Hall: Access and Parking Management Plan (APMP) Update

City of San Luis Obispo

NOTE: This event is being recorded and will be posted publicly online





## Parking Services Program

MANAGING SLO'S ON- AND  
OFF-STREET MUNICIPAL PARKING



**WALKER**  
CONSULTANTS

## National Mobility, Curb Management, and Parking Expertise

CONSULTING NATIONWIDE

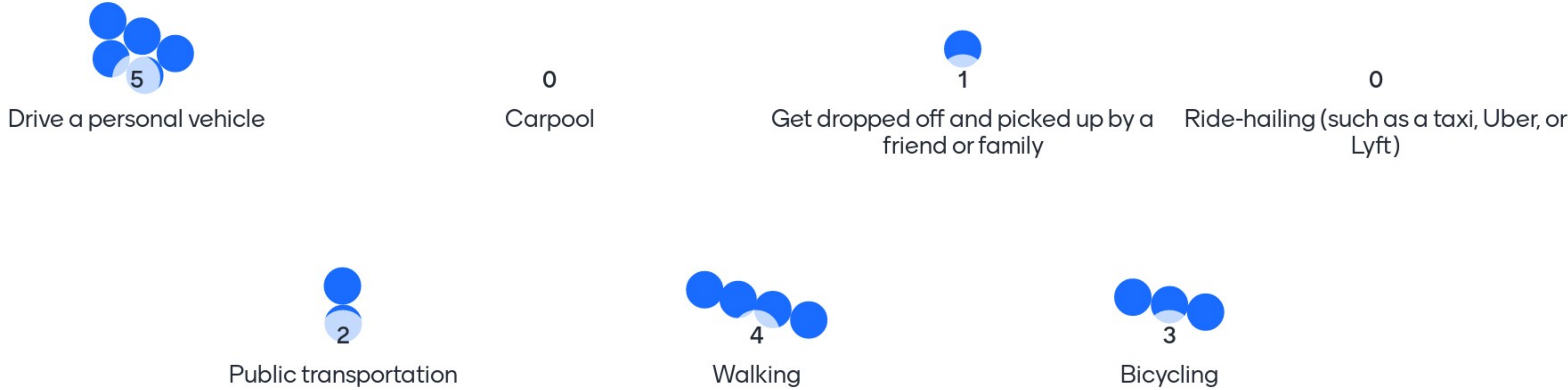




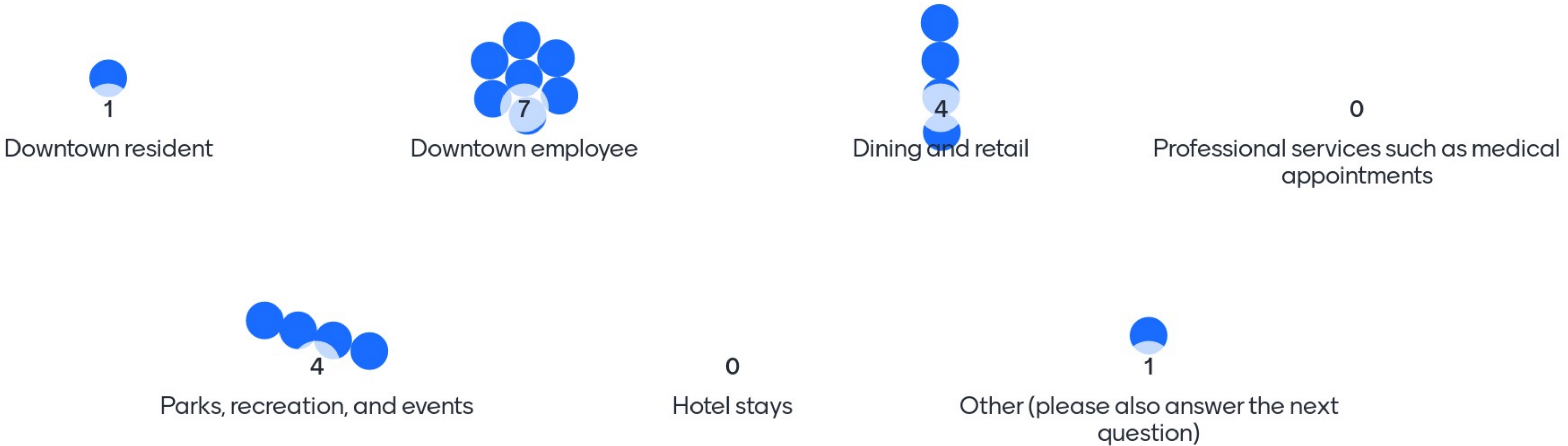
# How to Use Mentimeter

- [Menti.com](https://menti.com)
- Code: See top of slide

# Q1. How do you most frequently travel to Downtown SLO?



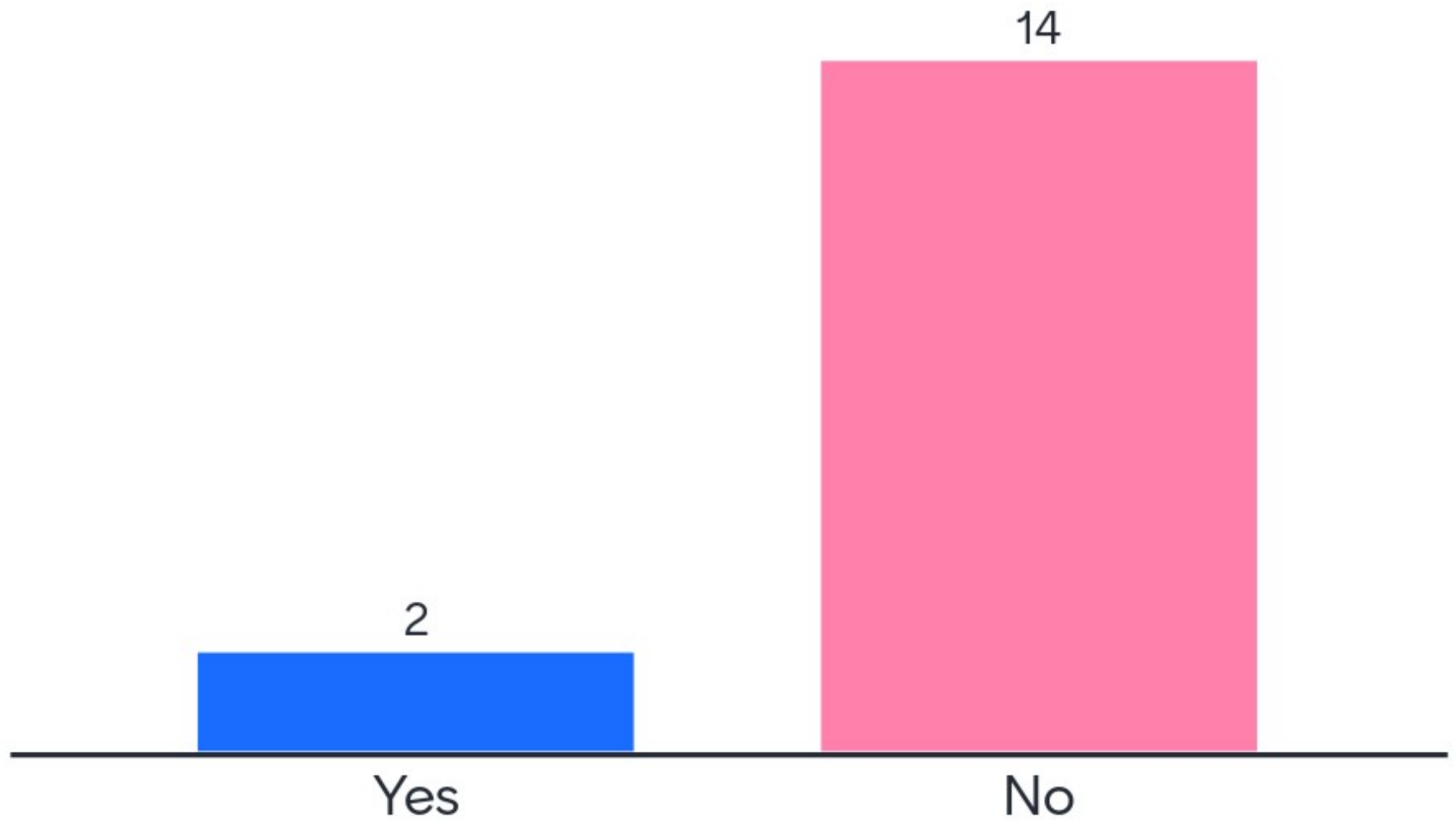
# Q2. What are all the reasons you travel to Downtown SLO?



# Q3. What other reasons do you come Downtown?



# Q4. Do you live in one of the Residential Permit Districts?



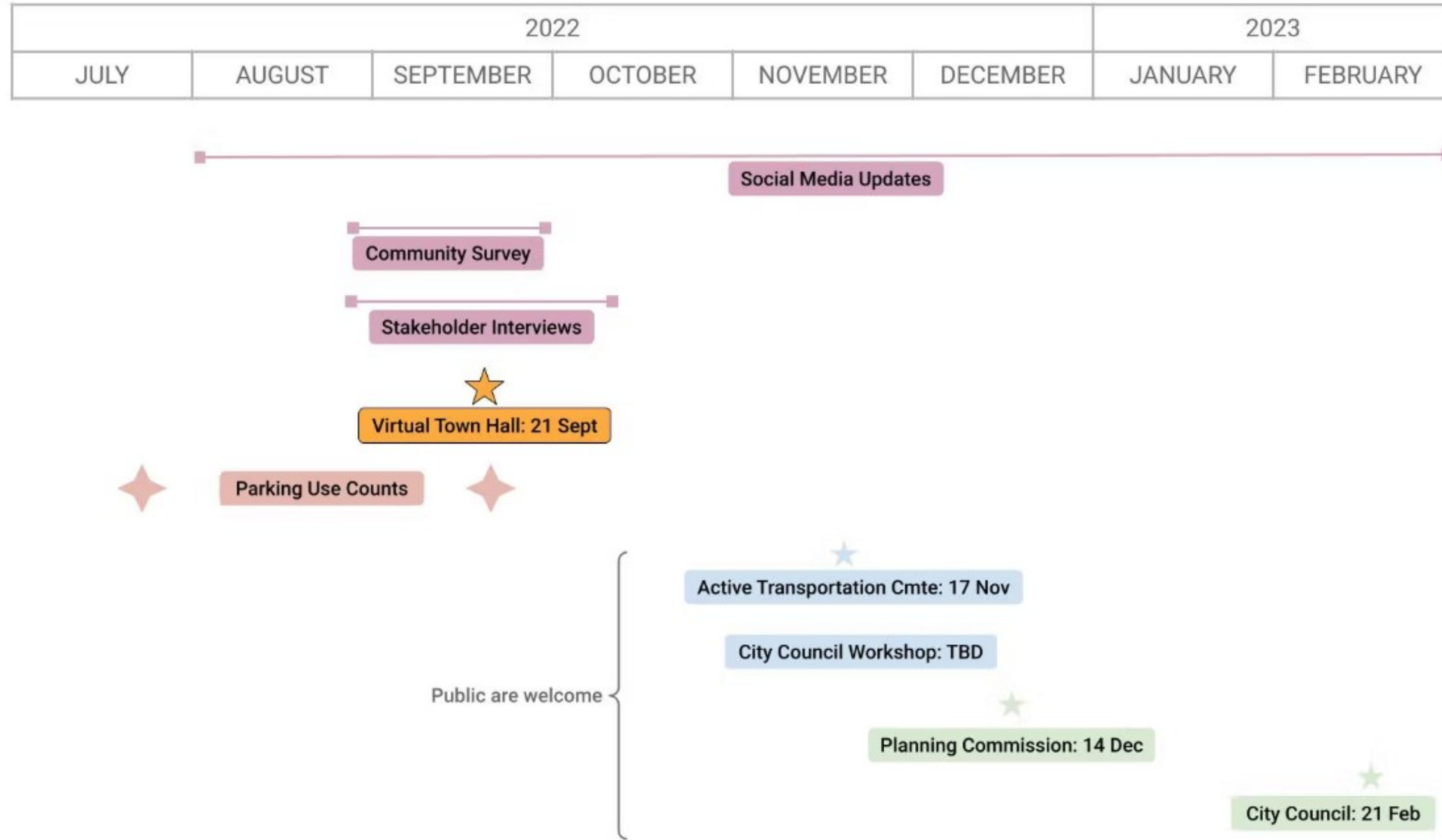
# Q5. What brief thoughts come to mind when you think about Access to and Parking in Downtown SLO?



# Town Hall Agenda

- Access and Parking Management Plan Update (APMP) Purpose and Process
- Investigation: Fact-Finding and Community Input
- Discussion about Ideas and Strategies
- Finish at 7:30pm
- (Project Team stays on until 8:00pm for any remaining discussion)





# The APMP Update Process



# The APMP Update Objectives

- Plan for a more sustainable future for SLO transportation
- Understand community needs for access and mobility, and how parking plays a role
- Collaborate with the community to reimagine parking management
- Develop strategies for access, curb management, and parking that support community needs and bring value



# Context: Parking Programs

- Maintain the viability of the Parking Enterprise Program
- Cultural District Garage and expansion of parking options
- Switch to digital meter payment (cash/card)
- Recent additions to Residential Permit Districts



# Context: People-Friendly Projects

- Downtown Protected Bikeways
- Reestablish Transit Service
- Formalize the Street Parklets Program
- Sidewalk Widening Program





Carbon  
Neutral  
by 2035

# APMP Supporting Major City Goals

MODE	EXISTING <sup>1</sup>	2035 GENERAL PLAN OBJECTIVE <sup>2</sup>
Drive Alone	67.7%	50%
Transit	2.8%	12%
Bicycle	8.3%	20%
Walk	7.2%	18%
Carpool	7.8%	
Other Forms	6.3%	

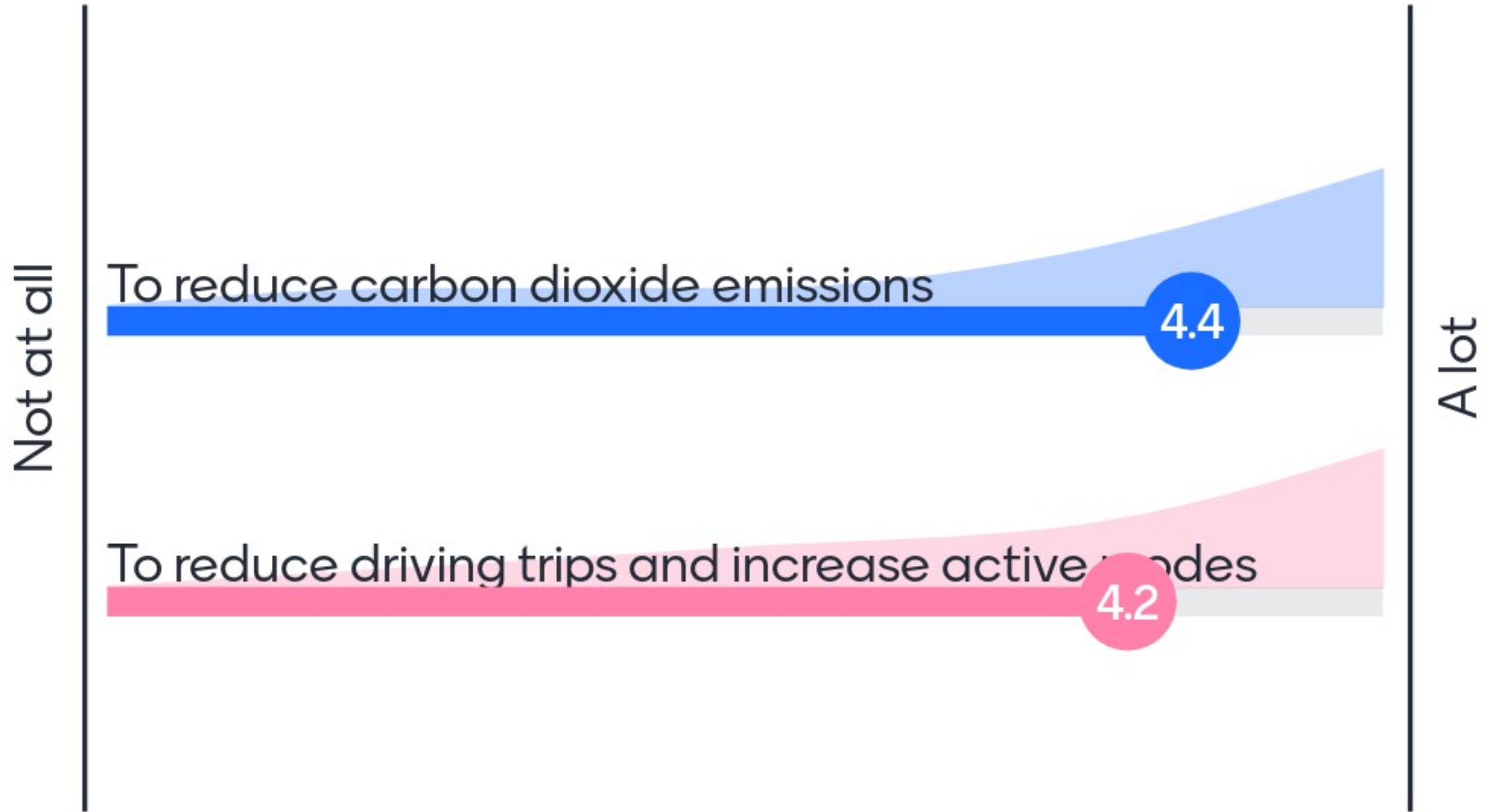
<sup>1</sup> U.S. Census Bureau; 2017 American Community Survey Journey to Work 5-year Estimates  
<sup>2</sup> City of San Luis Obispo 2035 General Plan Circulation Element (2014, 2017 Update)



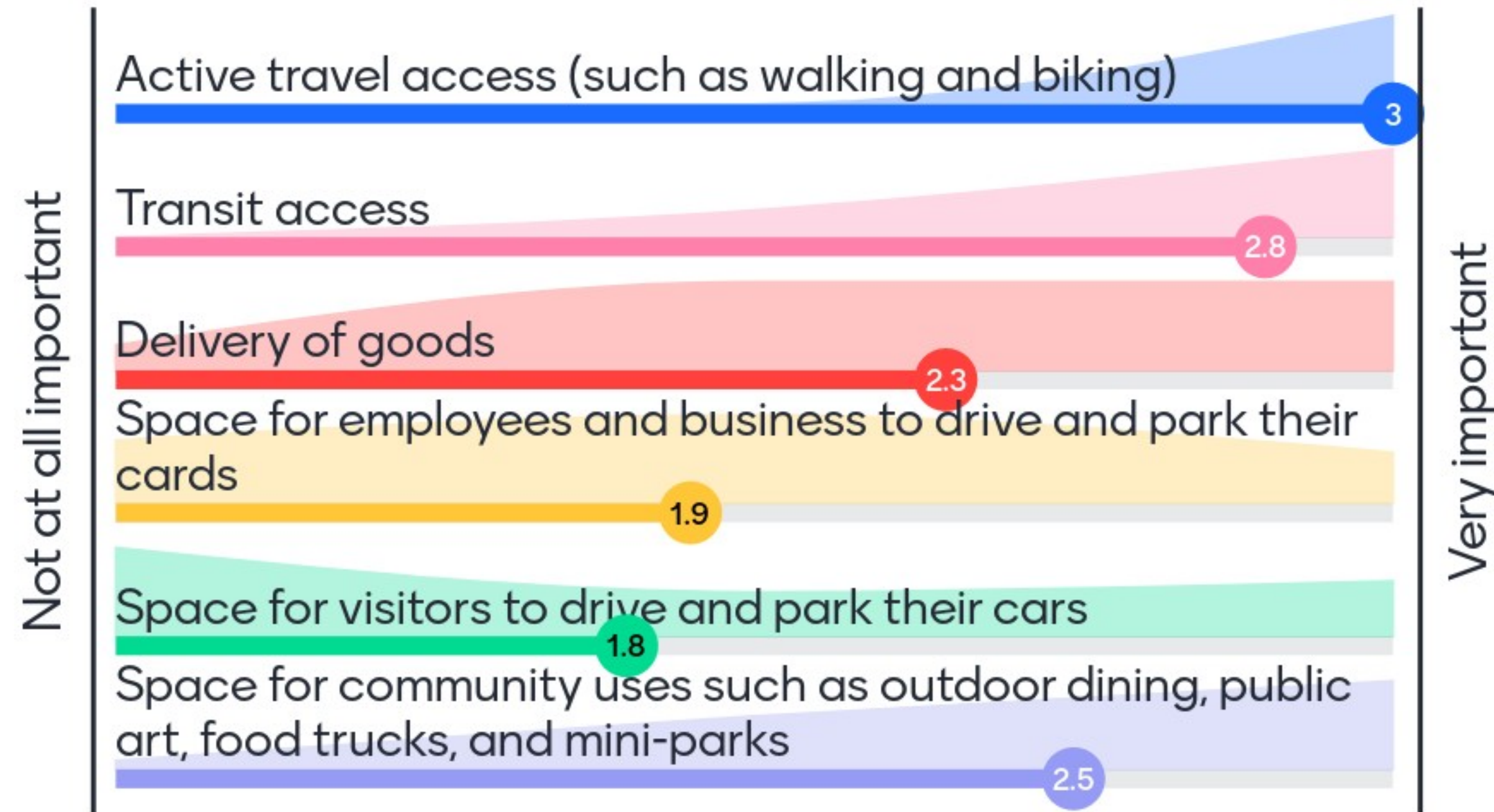
# GROUP QUESTIONS



# Q6. How much do you think the APMP Update should be influenced by these City goals?



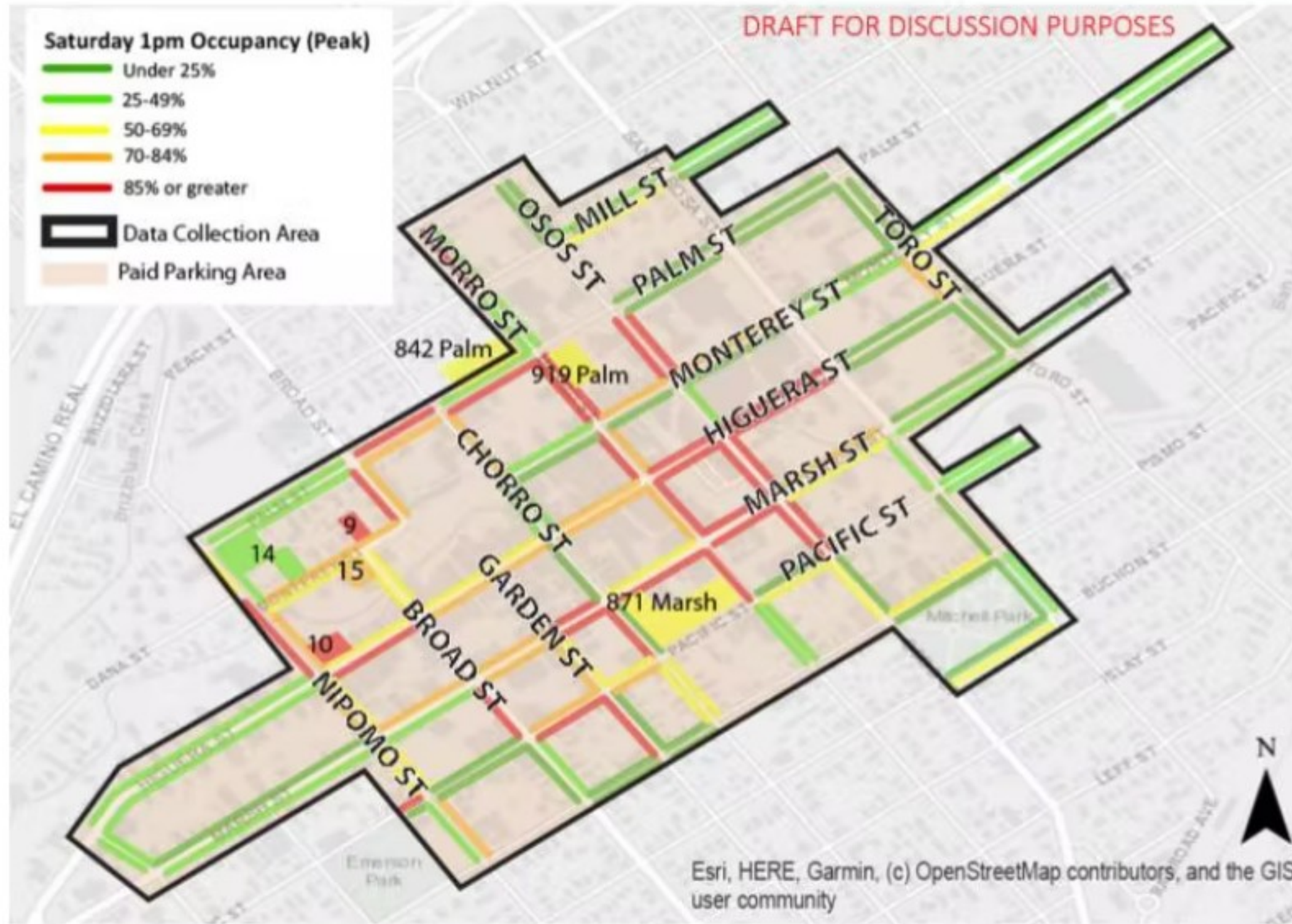
# Q7. In an area with many shops, restaurants, and attractions, like Downtown SLO, how important is it to provide space for each of the following?



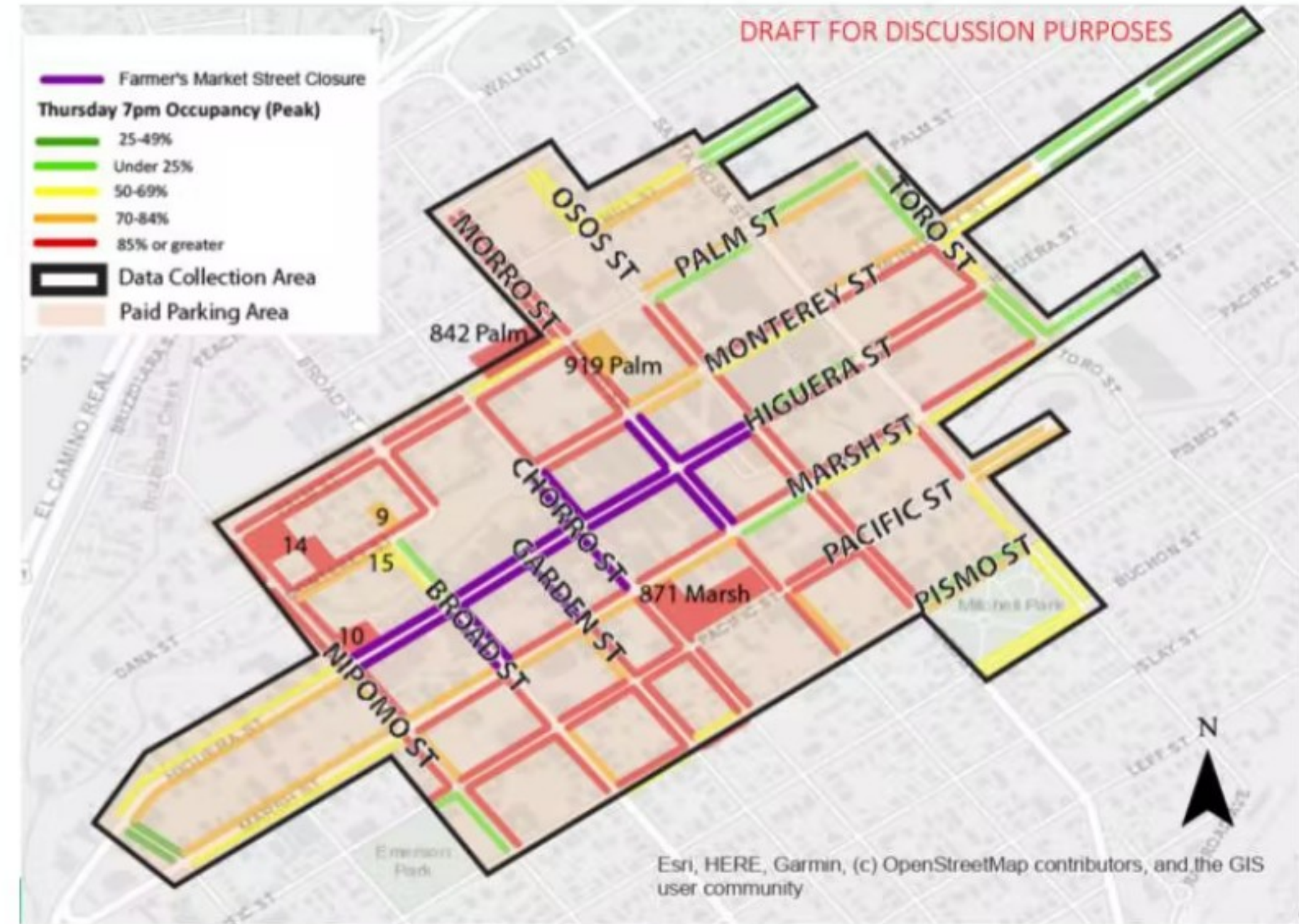
# ACCESS AND PARKING OBSERVATIONS







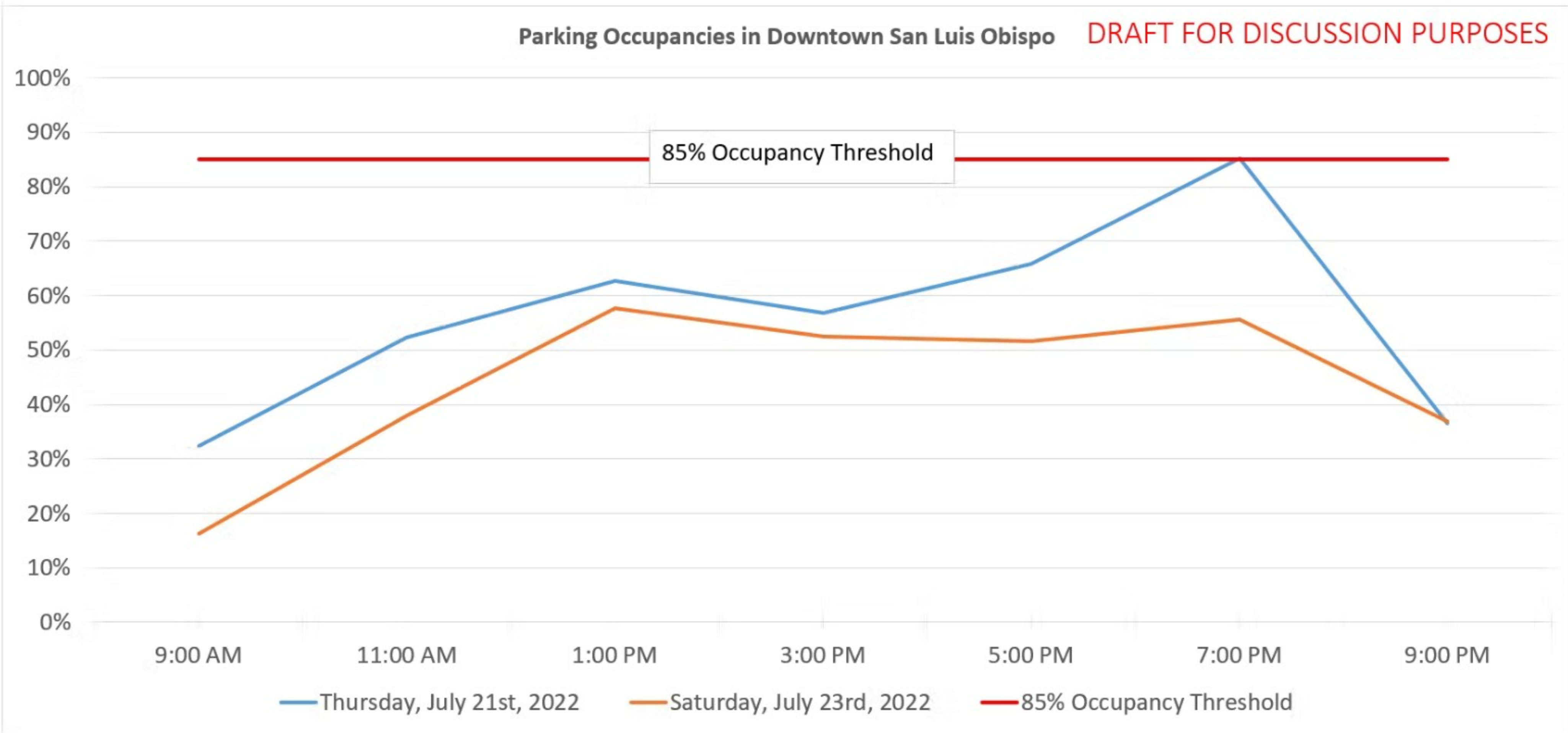
**Saturday 1pm peak**  
7/23/22



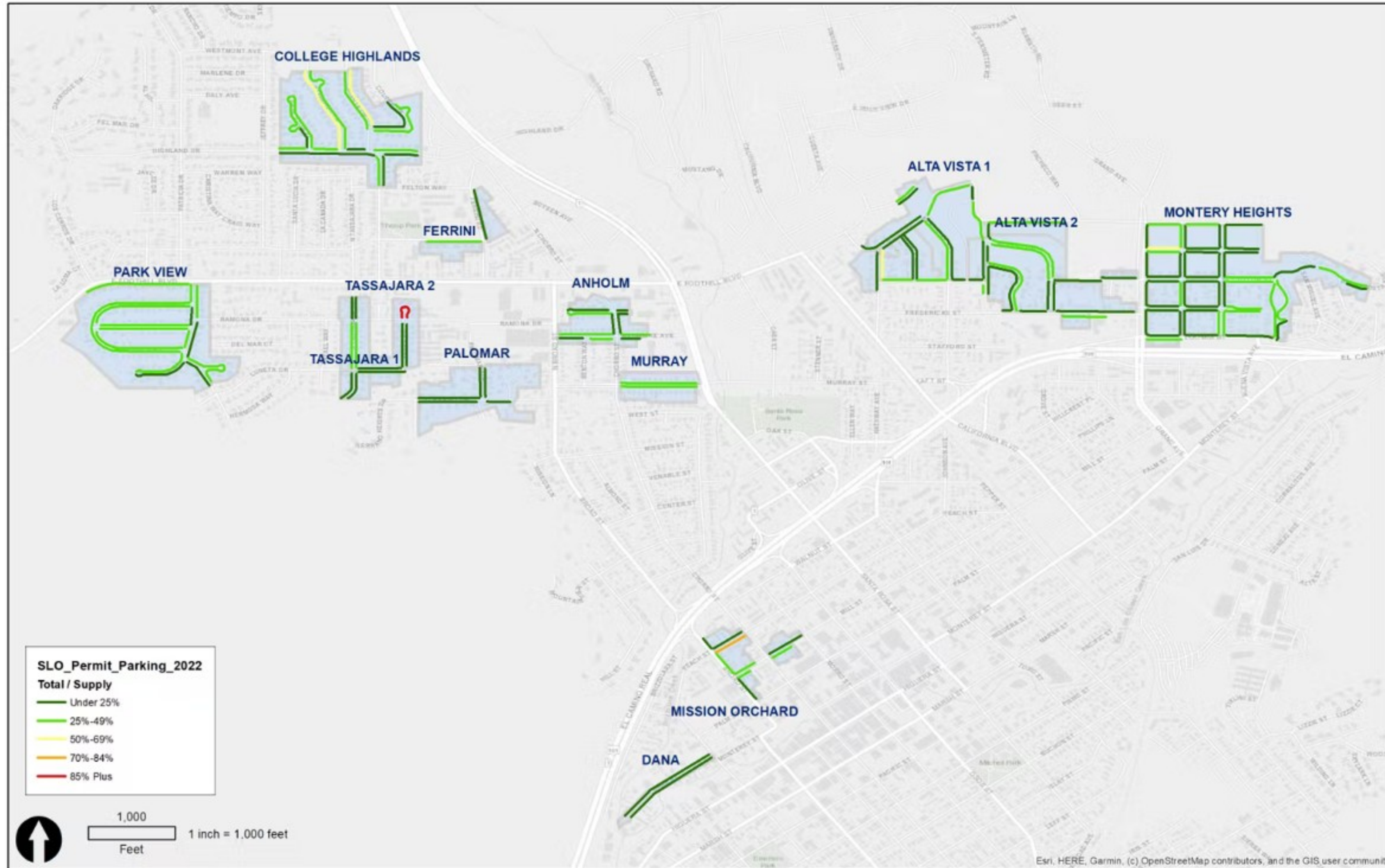
**Thursday 7pm peak:**  
**Farmers Market**  
7/21/22

## Downtown Parking Utilization (July 2022)





## Parking Throughout the Day



## Residential Permit Parking Utilization (7/21/22-7/22/22)





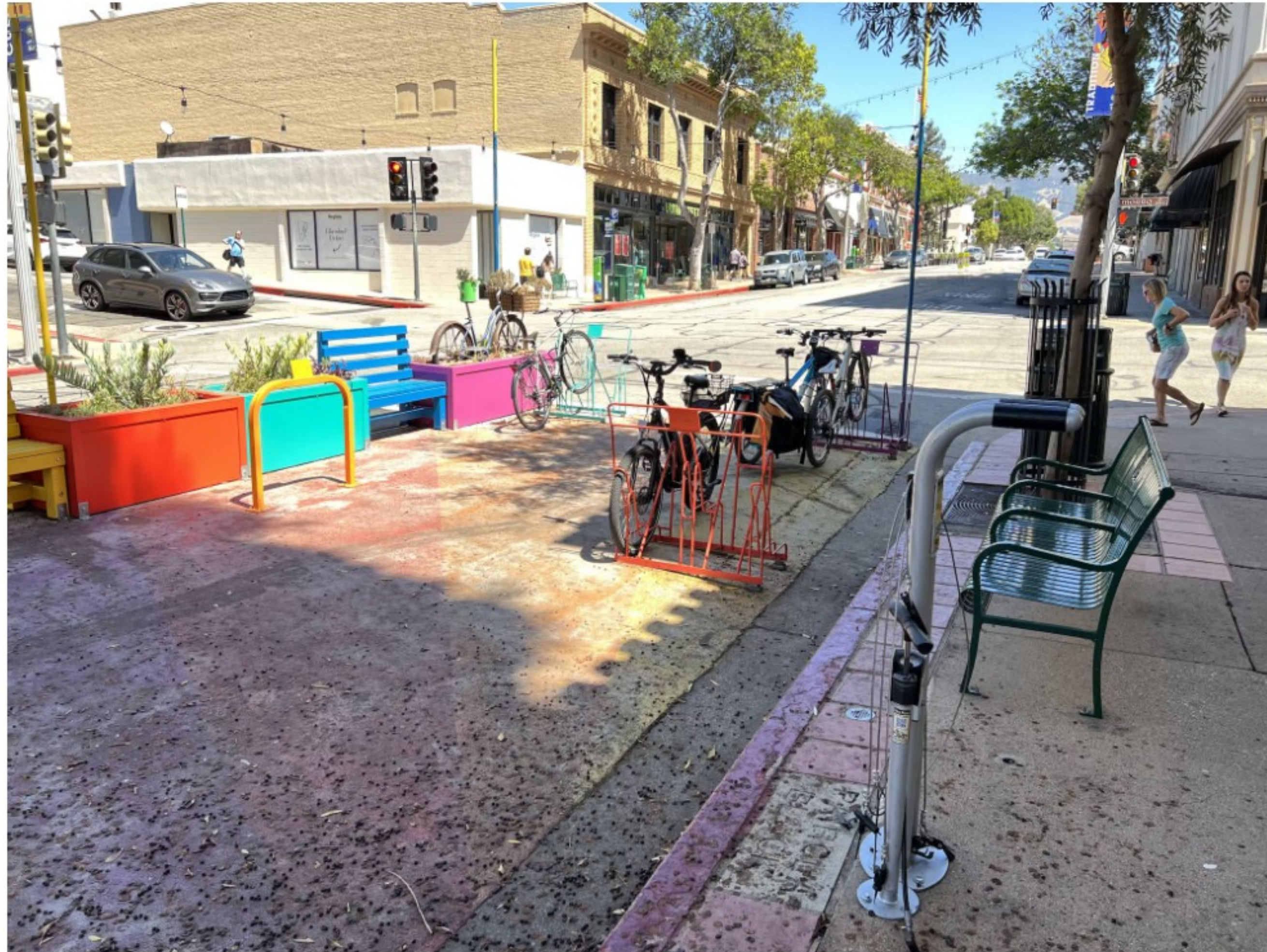
## SLO's Downtown Concept: A Long History of Streets for People





**Investments in Biking, Walking, and Active Modes**





Creative Uses of the Curb and Street





## Long-Term Transit Service Planning





Parklet Program - preparing for long-term success







## Fine-tuning Parking Locations and Capacity





## Smart/tech Management and Enforcement of Parking





Adapting to New Loading and Dropoff Demands



# GROUP QUESTIONS

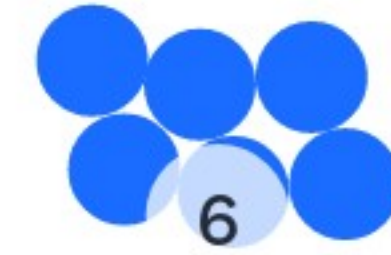
# Q8. Which of the following parking solutions would you be willing to consider? Select all that apply.



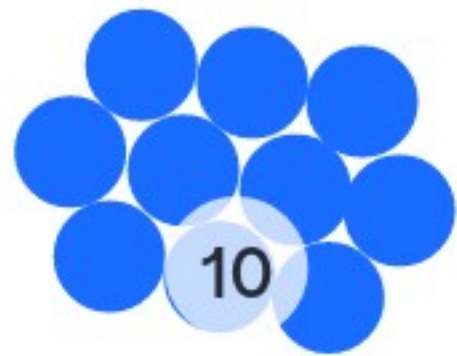
Investing in more parking supply



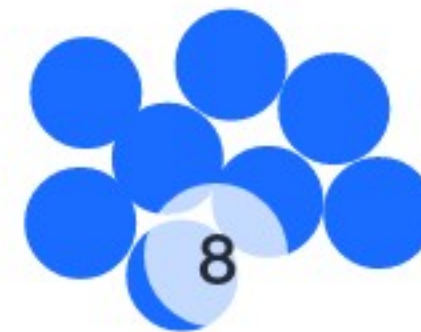
Balancing parking supply by adjusting the price of paid parking to charge more at high demand locations and less at low demand locations



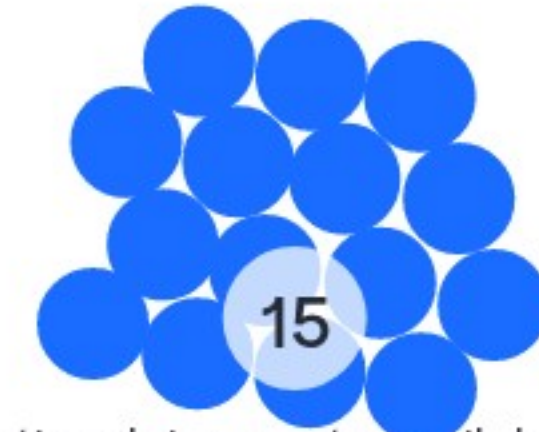
Creating more ADA accessible parking spaces



Adding more short-term delivery and passenger pickup/dropoff zones

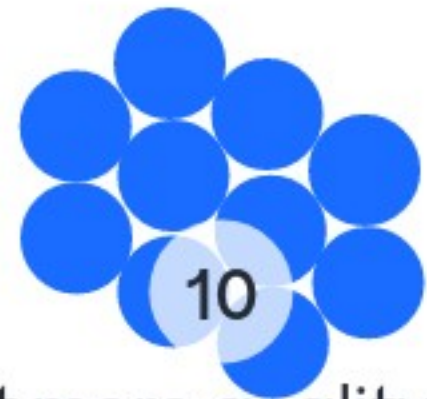


Encouraging (and possibly incentivizing) private parking lots to share available spaces to the public



Improving directional signage to available public parking

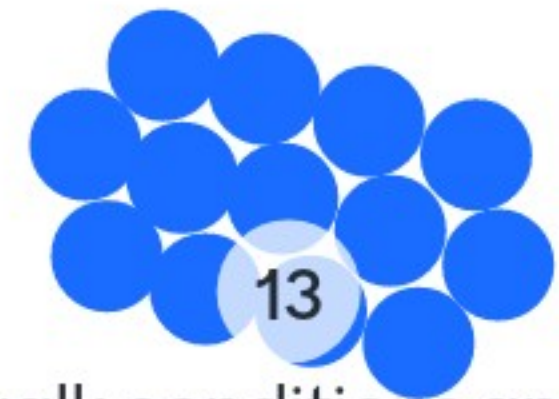
# Q9. Which of the following transportation solutions would you be willing to consider? Select all that apply.



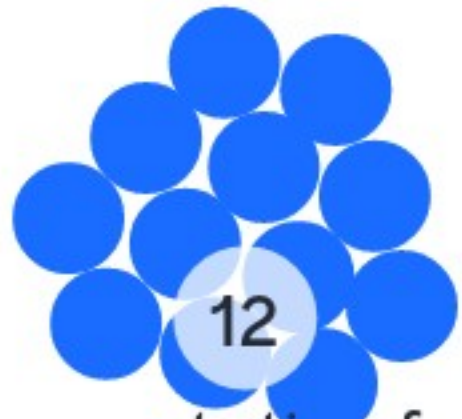
Construct more quality bikeways



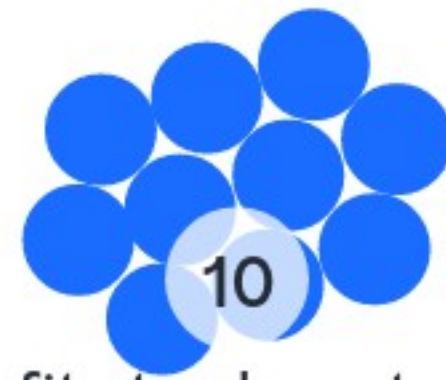
Add more bike parking racks



Improve sidewalk conditions and connectivity



Improve public transportation frequency and route options



Provide cash benefits to downtown employees who don't drive alone to commute



Build more residential and commercial uses in downtown, which makes destinations closer by

# BREAKOUT ROOMS

Provide input

1. Two active Mentimeter questions (half time to each)
2. Zoom chat comments
3. Speak in your breakout room - raise your hand and wait your turn please

Project Team: remember to Record your breakout room and Save the chat

We'll regather and the Team will briefly report back

PLEASE

Respect the input of others

Wait your turn to speak

Provide constructive comments and ideas



# Q10. Do you have any other suggestions for improving parking operations in downtown? Or previous ideas you want to comment on?

ban cars

fund transit

no parking structure

Cars and parking should be de-centered from the idea of access to Downtown. Many people walk/bike/transit, can't afford to drive a car or pay at meters. The traffic consultant should definitely incorporate pedestrian and bike counts into their data.

Improve the transit quality! Downtown SLO has a perfect street grid for better sidewalks, bikeways, and direct bus lines.

Get rid of all on-street parking. That is PRIME real estate and instead of putting in wider bikeways or sidewalks, the City gets a couple dollars of revenue for a driver using that space. Secure bike storage would be awesome!

Improve signage and consider the use case for people coming downtown for quick-turn visits and for people that live outside of the city of SLO. Biking or taking public transportation isn't a realistic option for people who live outside of the city.

I'd like a way to come in from nearby towns and be able to get around without a car, either by foot or transit, or to have bike storage and safe bike lanes

Plan for future transit access and biking. Important to keep in mind access for folks who need it, but empower those who can to pedal or ride in and enjoy the community.



# Q10. Do you have any other suggestions for improving parking operations in downtown? Or previous ideas you want to comment on?

Consideration should also be made for impact on visitors to San Luis Obispo and the affordability of it. We are expensive relative to other comparable-size cities and even major cities like San Francisco, which doesn't charge for parking after 9pm

Broaden your ideas of what "access" means - not just driving and parking. Looking to the future we need to change how people get around sustainably!

Please find a way to make parking signage more effective. It's so confusing

Model ideas after cal poly campus: more busses more often, more streets for waking and outdoor dining, and less car travel.

Keep the traffic calming improvements coming! They are great!

Would love to see the trolley come back into operation and potentially expand the route to visit residents in the Anholm district

Please reconsider keeping the first 60 minutes of parking free in the structures. This is a wonderful incentive for downtown businesses.

Consolidate parking as much as possible, and improve signage to those parking lots or structures!

Please prioritize safety of people over the convenience of drivers! I have had several "near misses" while biking or walking around.

# Q10. Do you have any other suggestions for improving parking operations in downtown? Or previous ideas you want to comment on?

Summarizing previous points -- use parking operations to create a safe, convenient and enjoyable downtown experience.

Please put in a crosswalk between the Palm Street parking structure and Hotel SLO - that is a dangerous spot for jaywalkers

Please review your access plan with the Mass Transportation Committee!

Cannot stress improved bike infrastructure enough. Protected lanes please.

It would be nice to improve the walkability to the downtown from adjacent neighborhoods. I am located about 7 blocks from downtown, but at night the lighting in my neighborhood is very poor.

# Q11. Do you have any other suggestions for improving walking, biking, and transit access? Or previous ideas you want to comment on?

More busses more often

For previous question: make sure parking solutions cannot be used to track individuals, i.e. don't collect plate numbers

Safe bike lanes! I won't ride if they're not safe

Secure bike parking, ebike charging options would be fantastic. Better, more direct, more frequent busses. Close off more areas to car travel entirely.

Extended public transit hours.

Not related to Q11 but people need to be respectful in this forum. Whoever Krista Jeffries is, she should keep her mean thought to herself. Her response was uncalled for.

Take away car access to make space for other methods. Make sidewalks wider, bus only lanes, drop off zones, shuttles from parking areas, bike storage, secure bike lanes

Secure bike storage!!!

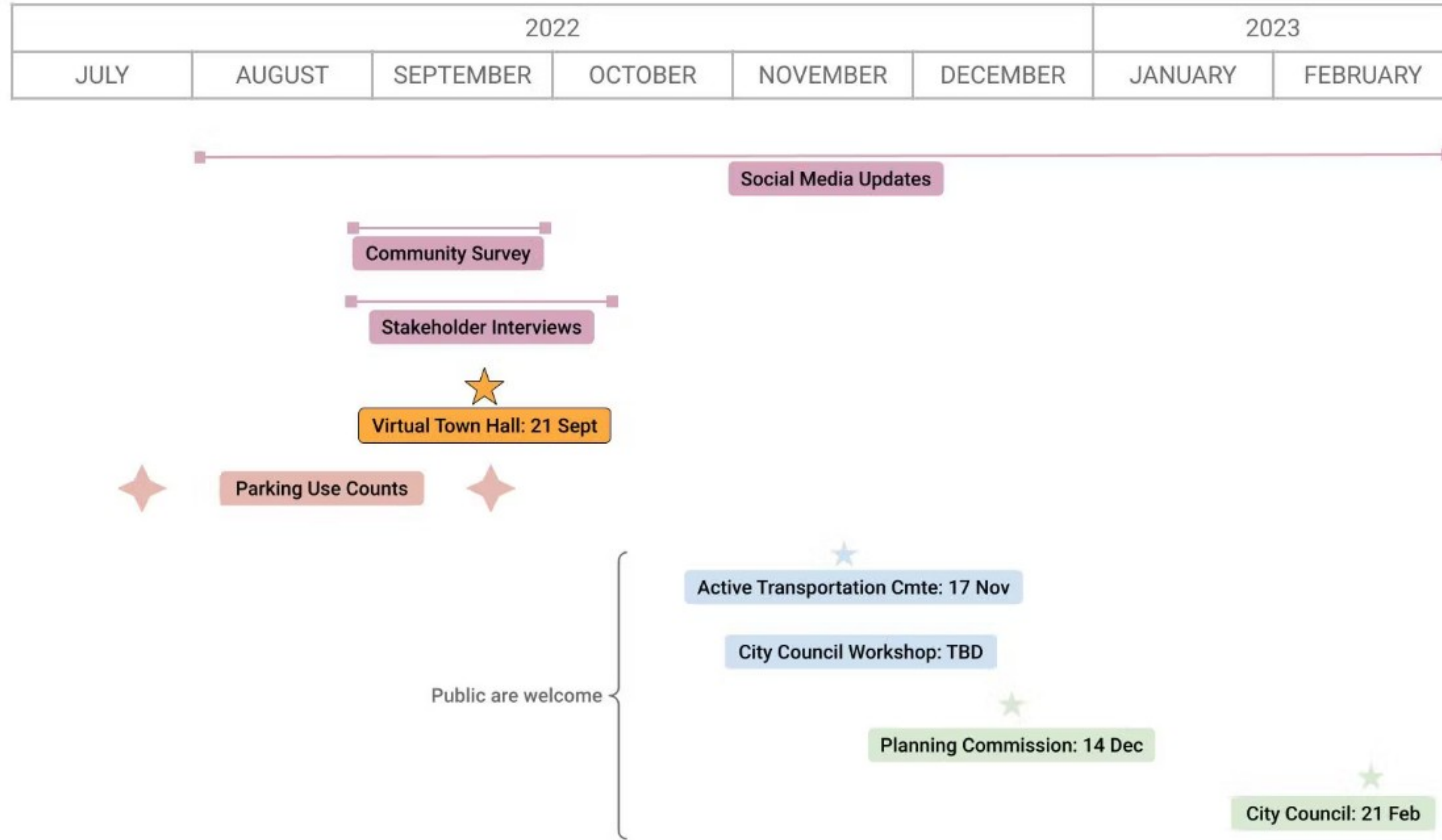
Better lighting so these transit modes feel safer across broader hours and encourage not driving more often

**Q11. Do you have any other suggestions for improving walking, biking, and transit access? Or previous ideas you want to comment on?**

Design safety into bike lanes and walking paths, more lighting and open visibility

# Next Steps

- Take the survey - <https://www.surveymonkey.com/r/SLOparkingsurvey>
- Attend future meetings
- Watch the City website and social media for updates



# The APMP Update Process

**PAY  
HERE**   
**BEFORE EXITING**

# Thank You and Goodnight

We'll stick around until 8:00pm if you want to chat

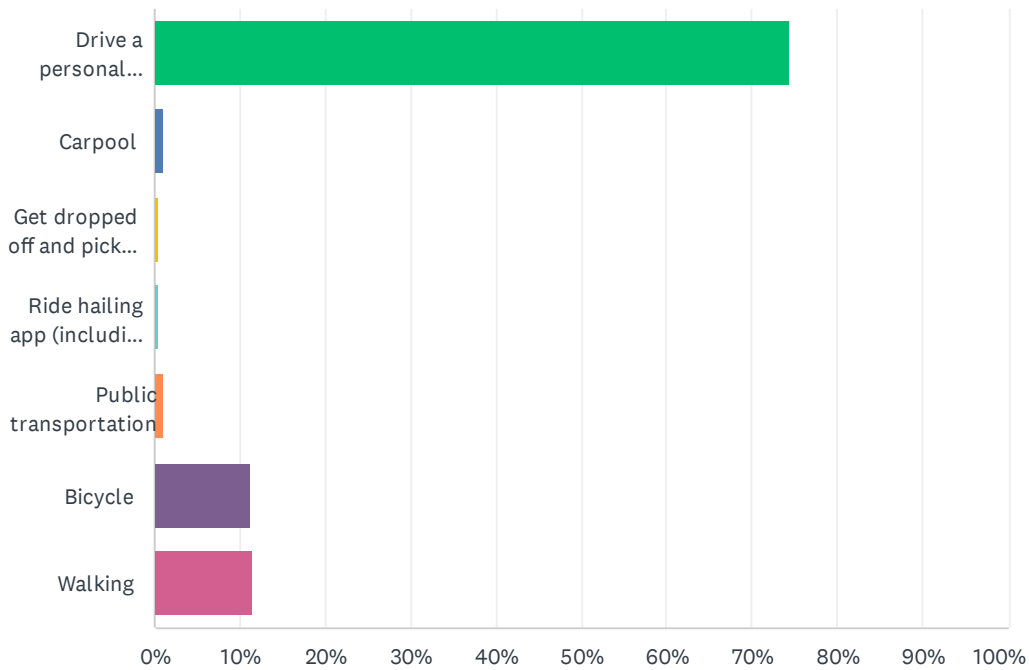


Attachment:  
September 2022 Community Survey results



# Q1 How do you most frequently travel to Downtown San Luis Obispo?

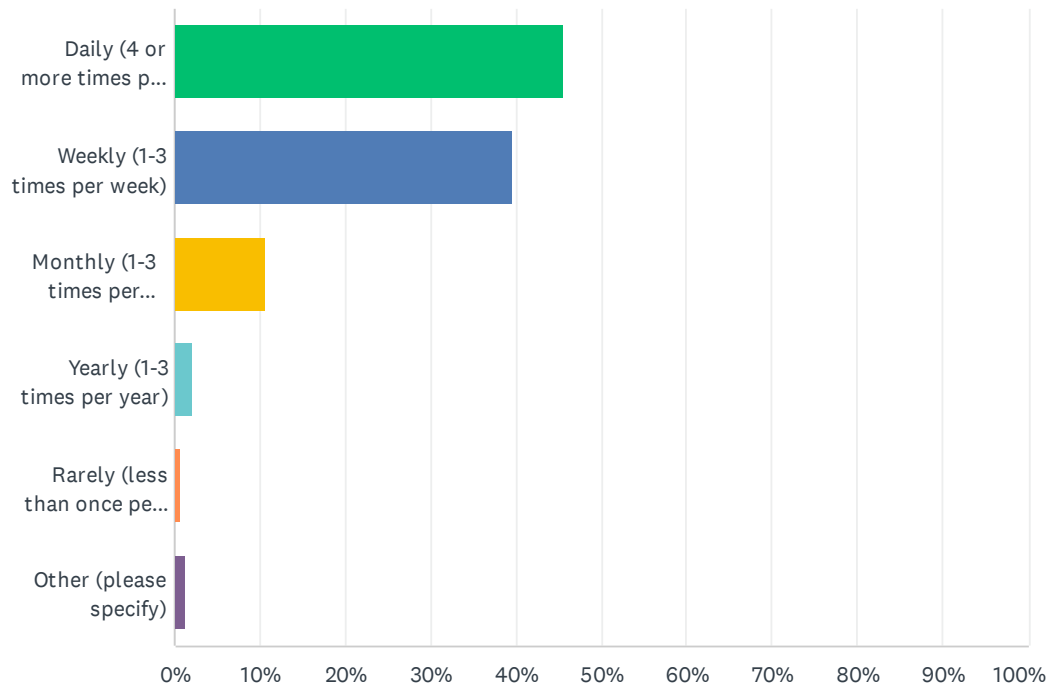
Answered: 293 Skipped: 4



ANSWER CHOICES	RESPONSES	
Drive a personal vehicle	74.40%	218
Carpool	1.02%	3
Get dropped off and picked up from a friend/family member	0.34%	1
Ride hailing app (including Uber, Lyft, etc)	0.34%	1
Public transportation	1.02%	3
Bicycle	11.26%	33
Walking	11.60%	34
<b>TOTAL</b>		<b>293</b>

## Q2 How often do you travel to and from Downtown San Luis Obispo?

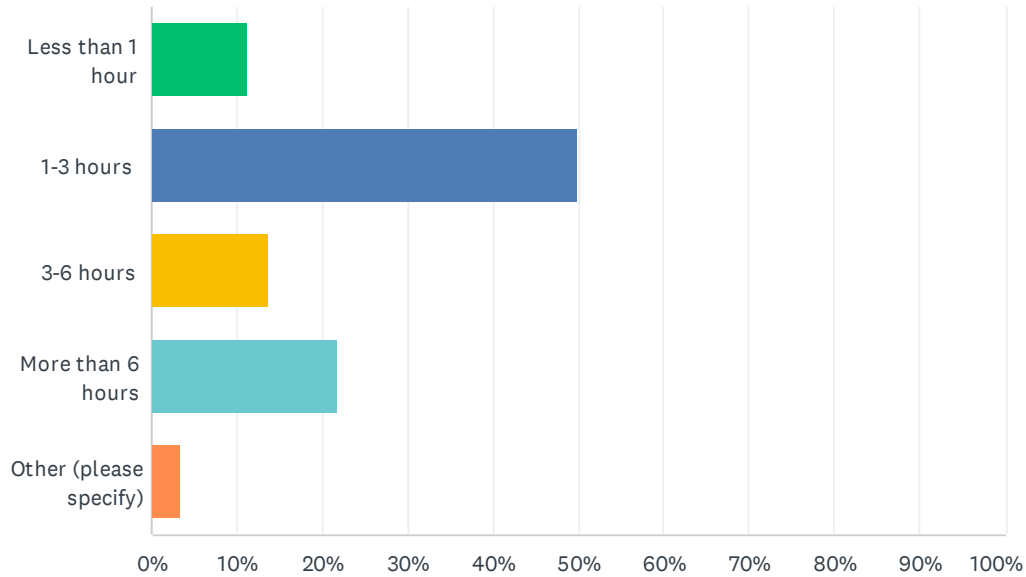
Answered: 293 Skipped: 4



ANSWER CHOICES	RESPONSES	
Daily (4 or more times per week)	45.73%	134
Weekly (1-3 times per week)	39.59%	116
Monthly (1-3 times per month)	10.58%	31
Yearly (1-3 times per year)	2.05%	6
Rarely (less than once per year)	0.68%	2
Other (please specify)	1.37%	4
<b>TOTAL</b>		<b>293</b>

### Q3 How much time do you typically spend during your stay in Downtown San Luis Obispo?

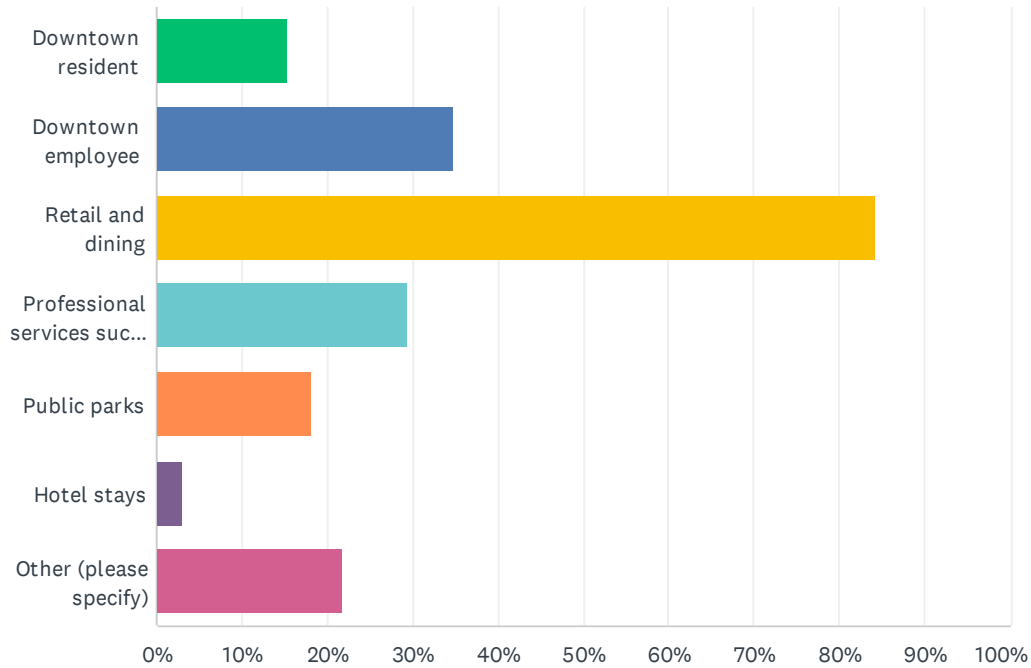
Answered: 293 Skipped: 4



ANSWER CHOICES	RESPONSES	
Less than 1 hour	11.26%	33
1-3 hours	49.83%	146
3-6 hours	13.65%	40
More than 6 hours	21.84%	64
Other (please specify)	3.41%	10
<b>TOTAL</b>		<b>293</b>

## Q4 Please select all the reasons you travel to Downtown San Luis Obispo

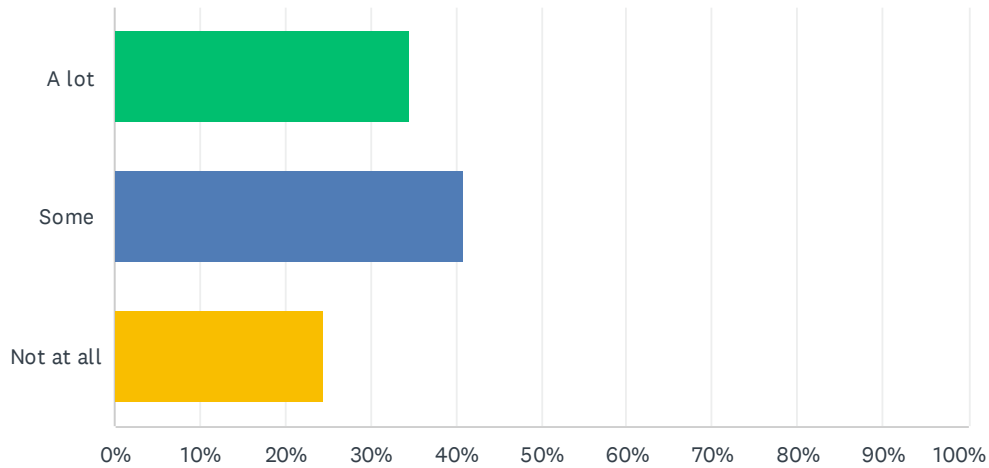
Answered: 293 Skipped: 4



ANSWER CHOICES	RESPONSES	
Downtown resident	15.36%	45
Downtown employee	34.81%	102
Retail and dining	84.30%	247
Professional services such as medical appointments	29.35%	86
Public parks	18.09%	53
Hotel stays	3.07%	9
Other (please specify)	21.84%	64
Total Respondents: 293		

### Q5 How much do you think climate goals (such as reducing carbon emissions and the number of people who drive/increase biking and walking) should play a role in the City's access and parking management plan?

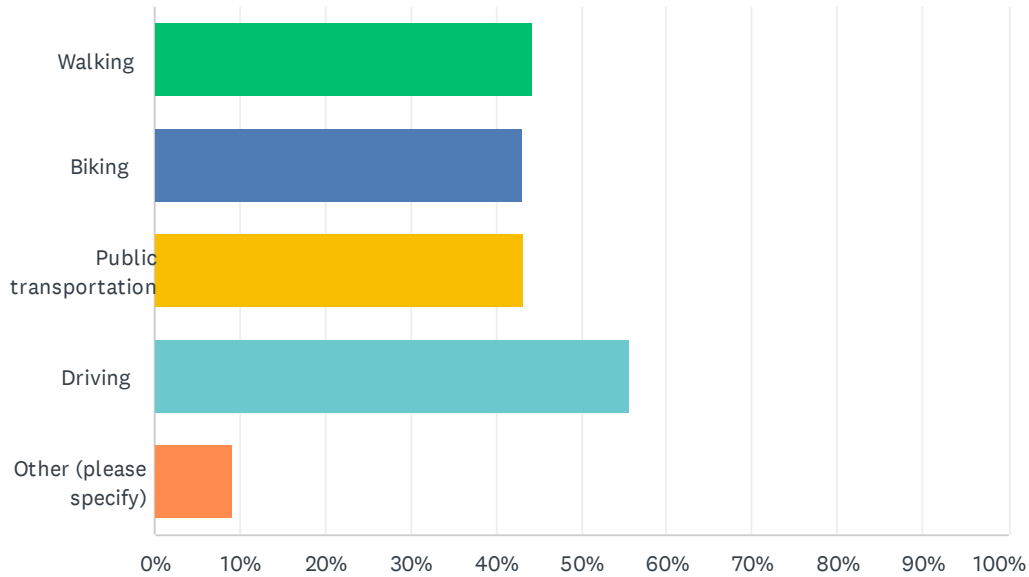
Answered: 293 Skipped: 4



ANSWER CHOICES	RESPONSES	
A lot	34.47%	101
Some	40.96%	120
Not at all	24.57%	72
<b>TOTAL</b>		<b>293</b>

### Q6 What modes of travel do you think the City should prioritize making more convenient for accessing downtown in the future?

Answered: 293 Skipped: 4

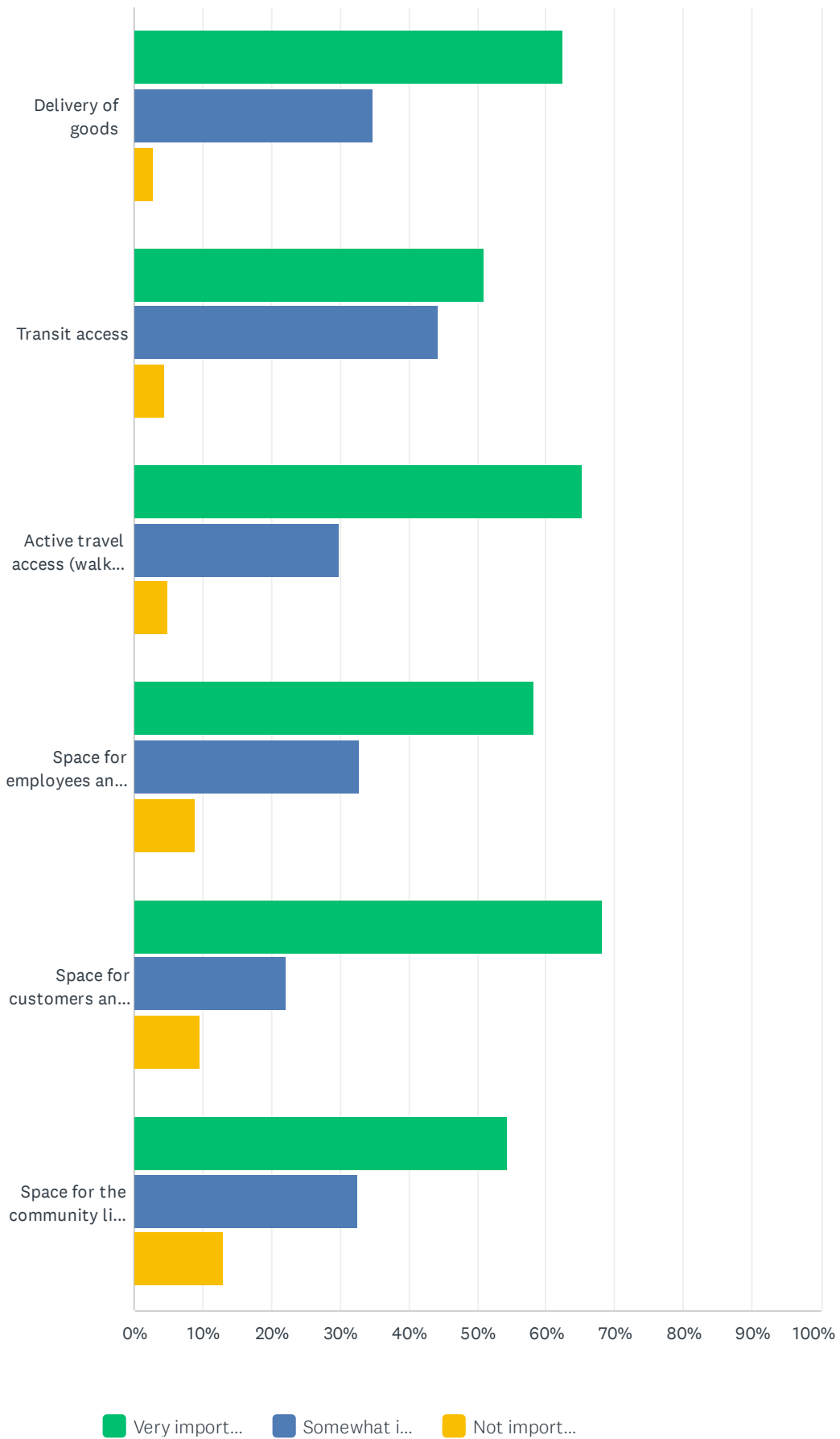


ANSWER CHOICES	RESPONSES	
Walking	44.37%	130
Biking	43.00%	126
Public transportation	43.34%	127
Driving	55.63%	163
Other (please specify)	9.22%	27
Total Respondents: 293		

**Q7 In an area with many shops, restaurants, and attractions, like Downtown San Luis Obispo, how important is it to provide space for each of the following functions?**

Answered: 293 Skipped: 4

# San Luis Obispo - Access and Parking Management Plan Update Survey



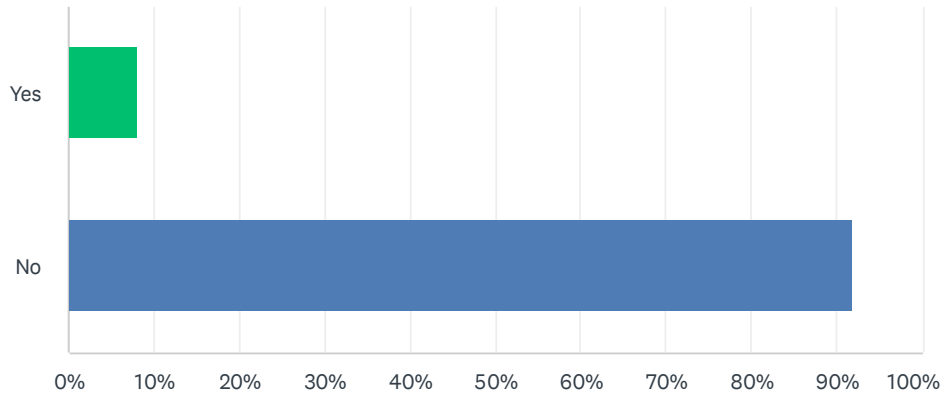


San Luis Obispo - Access and Parking Management Plan Update Survey

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Delivery of goods	62.41% 181	34.83% 101	2.76% 8	290
Transit access	51.06% 145	44.37% 126	4.58% 13	284
Active travel access (walking and biking)	65.29% 190	29.90% 87	4.81% 14	291
Space for employees and business to drive and park their cars	58.22% 170	32.88% 96	8.90% 26	292
Space for customers and visitors to drive and park their cars	68.15% 199	22.26% 65	9.59% 28	292
Space for the community like public art, outdoor dining, food trucks, and mini-parks	54.30% 158	32.65% 95	13.06% 38	291

## Q8 Do you live in one of the Parking Permit Districts?

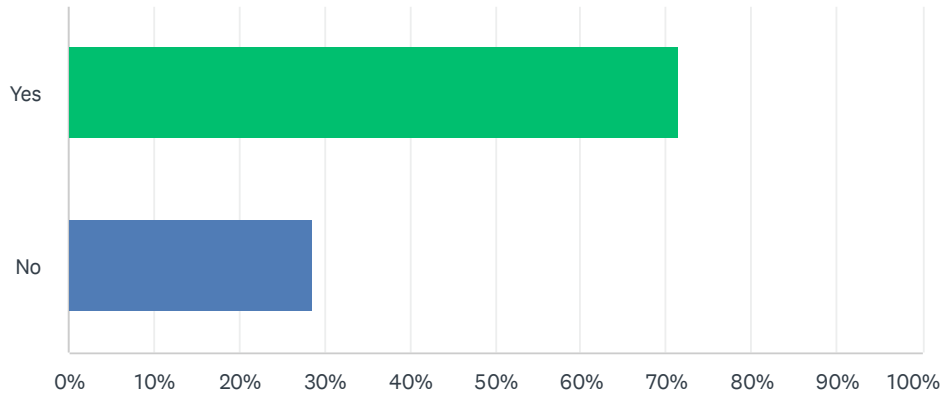
Answered: 294 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	8.16%	24
No	91.84%	270
TOTAL		294

## Q9 Have you ever purchased a Parking Permit for one of more of your vehicles?

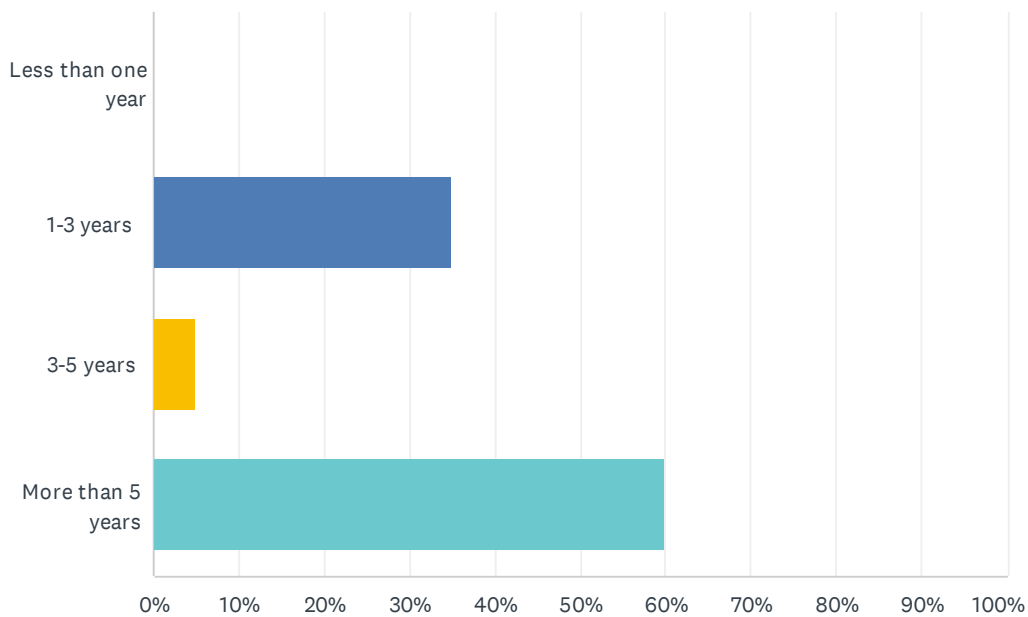
Answered: 21 Skipped: 276



ANSWER CHOICES	RESPONSES	
Yes	71.43%	15
No	28.57%	6
TOTAL		21

### Q10 How long have you lived in your current parking district?

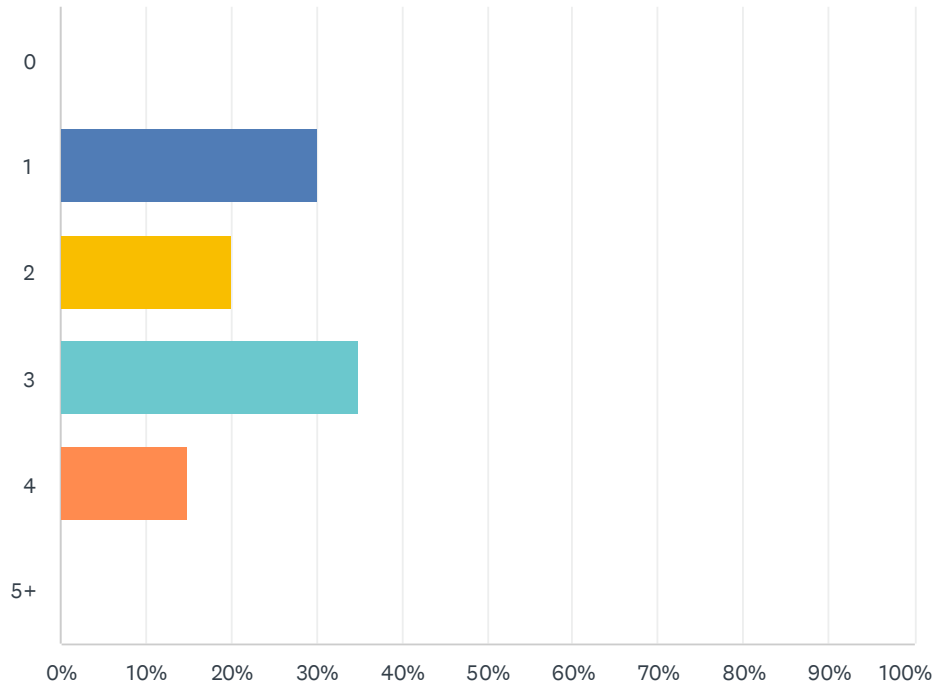
Answered: 20 Skipped: 277



ANSWER CHOICES	RESPONSES
Less than one year	0.00% 0
1-3 years	35.00% 7
3-5 years	5.00% 1
More than 5 years	60.00% 12
<b>TOTAL</b>	<b>20</b>

## Q11 What is the combined number of vehicles owned by members of your household?

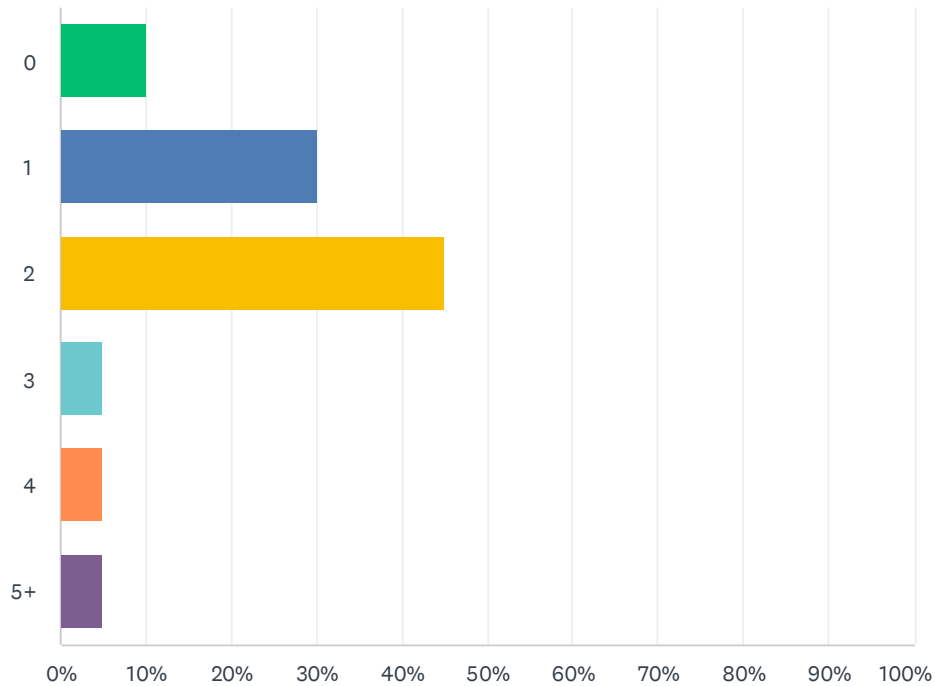
Answered: 20 Skipped: 277



ANSWER CHOICES	RESPONSES	
0	0.00%	0
1	30.00%	6
2	20.00%	4
3	35.00%	7
4	15.00%	3
5+	0.00%	0
<b>TOTAL</b>		<b>20</b>

### Q12 How many off-street parking spaces, in a garage and/or driveway, does your household have (including spaces currently used for storage purposes)?

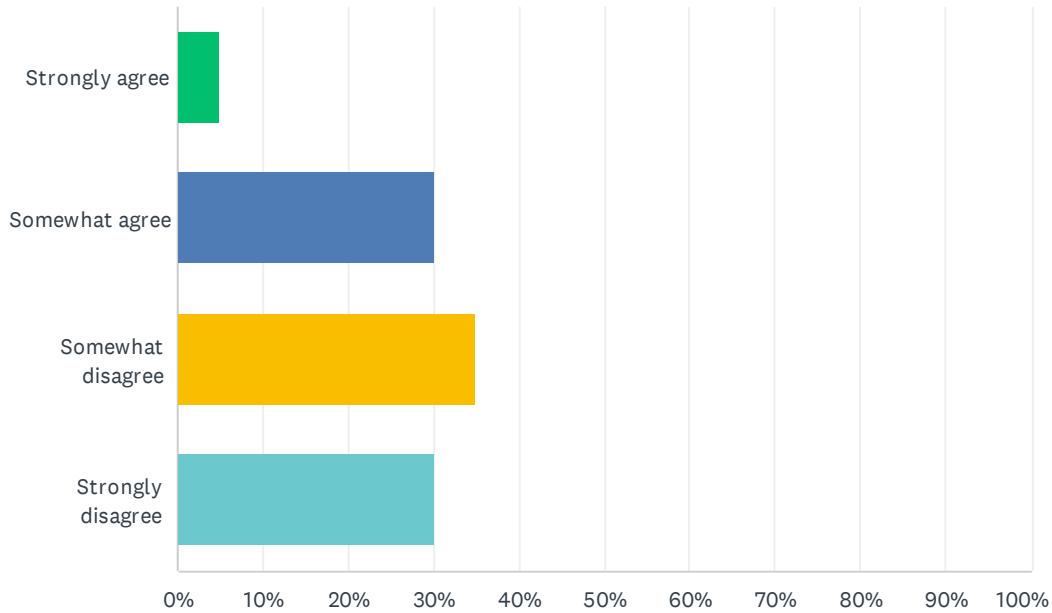
Answered: 20 Skipped: 277



ANSWER CHOICES	RESPONSES	
0	10.00%	2
1	30.00%	6
2	45.00%	9
3	5.00%	1
4	5.00%	1
5+	5.00%	1
<b>TOTAL</b>		<b>20</b>

### Q13 The Parking Permit District Program allows me to use my driveway, garage, or other space on my property for purposes other than parking.

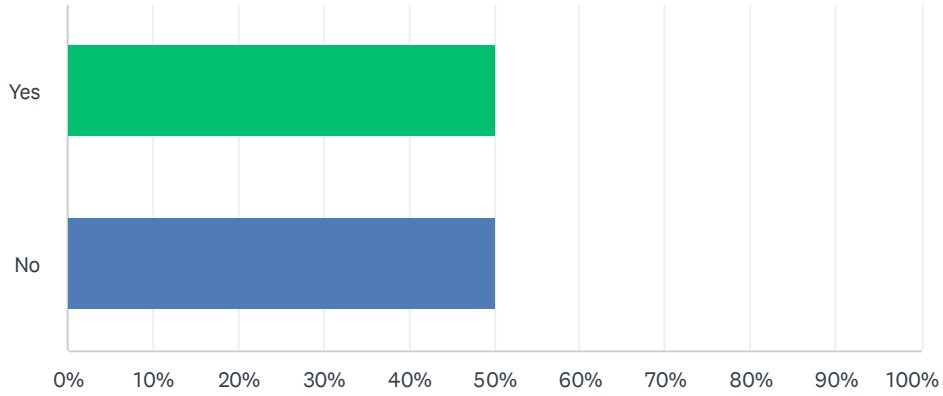
Answered: 20 Skipped: 277



ANSWER CHOICES	RESPONSES	
Strongly agree	5.00%	1
Somewhat agree	30.00%	6
Somewhat disagree	35.00%	7
Strongly disagree	30.00%	6
<b>TOTAL</b>		<b>20</b>

### Q14 Do you believe the Parking Permit District has been sufficient to ensure parking availability for permit holders?

Answered: 20 Skipped: 277

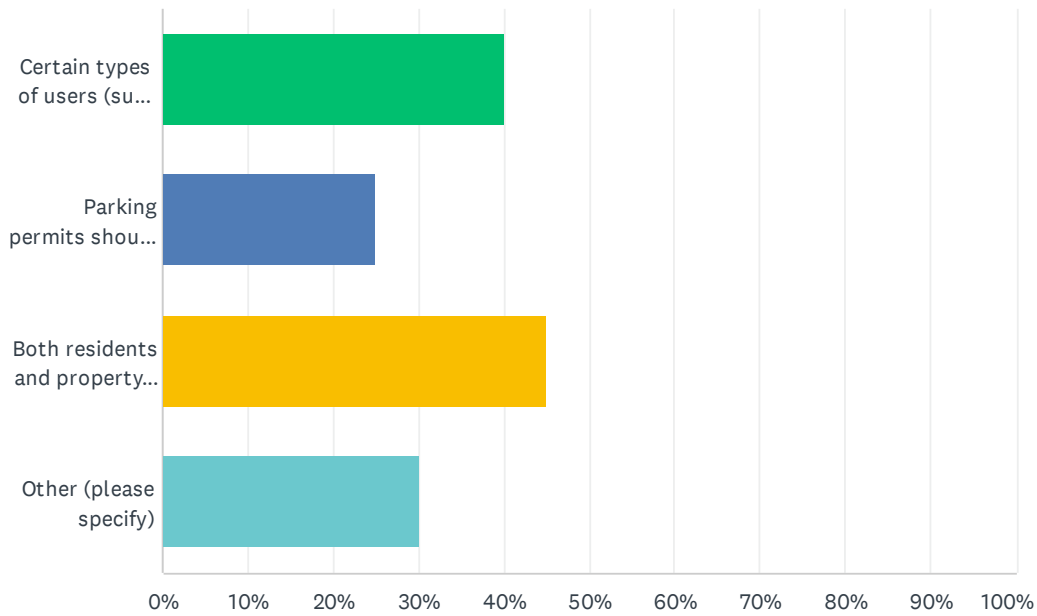


ANSWER CHOICES	RESPONSES	
Yes	50.00%	10
No	50.00%	10
TOTAL		20



### Q15 How should parking permits be allocated? (Select all that apply)

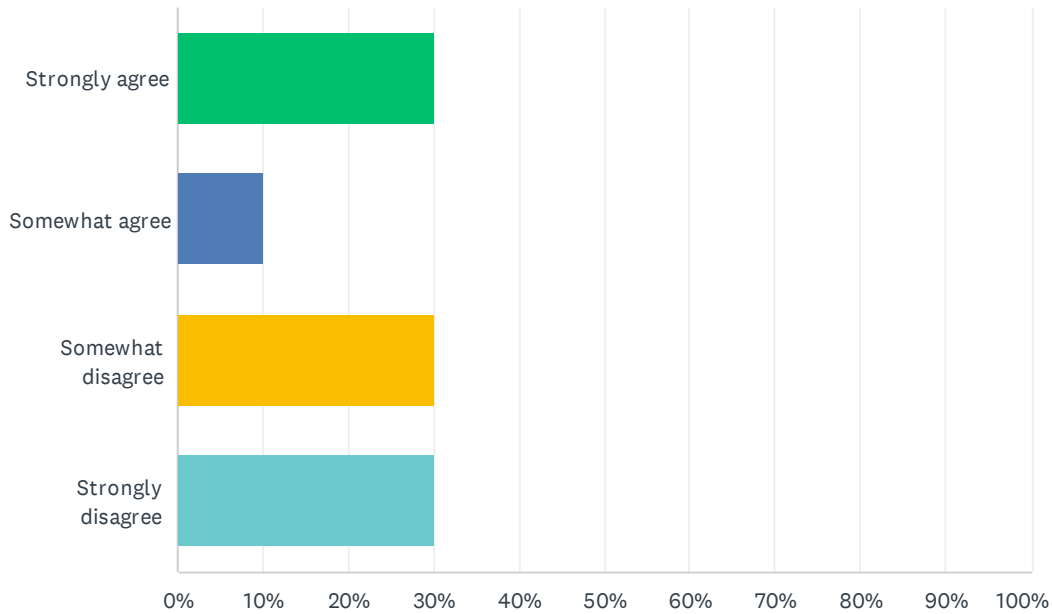
Answered: 20 Skipped: 277



ANSWER CHOICES	RESPONSES	
Certain types of users (such as residents or employers) should have priority access to purchase permits in certain areas.	40.00%	8
Parking permits should be available to anyone who needs one and is willing to pay the fee.	25.00%	5
Both residents and property owners should receive parking permits.	45.00%	9
Other (please specify)	30.00%	6
Total Respondents: 20		

**Q16 Do you agree or disagree with this statement: On permit district streets that have many open spaces, non-permit holders should be able to use street parking too, as long as the parking is managed (through pricing or time restrictions) so that permit holders can still easily find a space.**

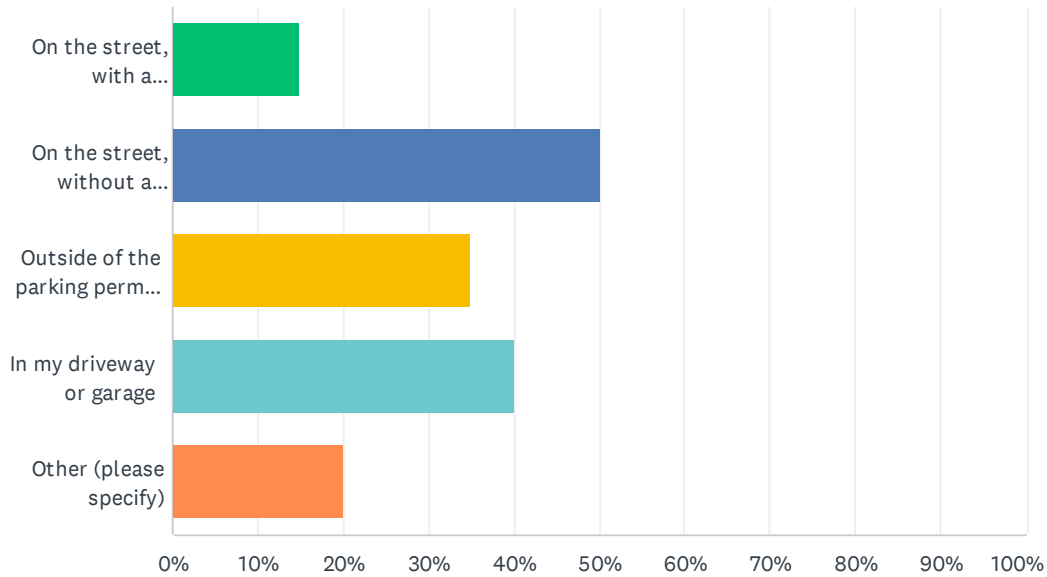
Answered: 20 Skipped: 277



ANSWER CHOICES	RESPONSES	
Strongly agree	30.00%	6
Somewhat agree	10.00%	2
Somewhat disagree	30.00%	6
Strongly disagree	30.00%	6
<b>TOTAL</b>		<b>20</b>

### Q17 When visitors drive to your house, where do they usually park? (Select all that apply)

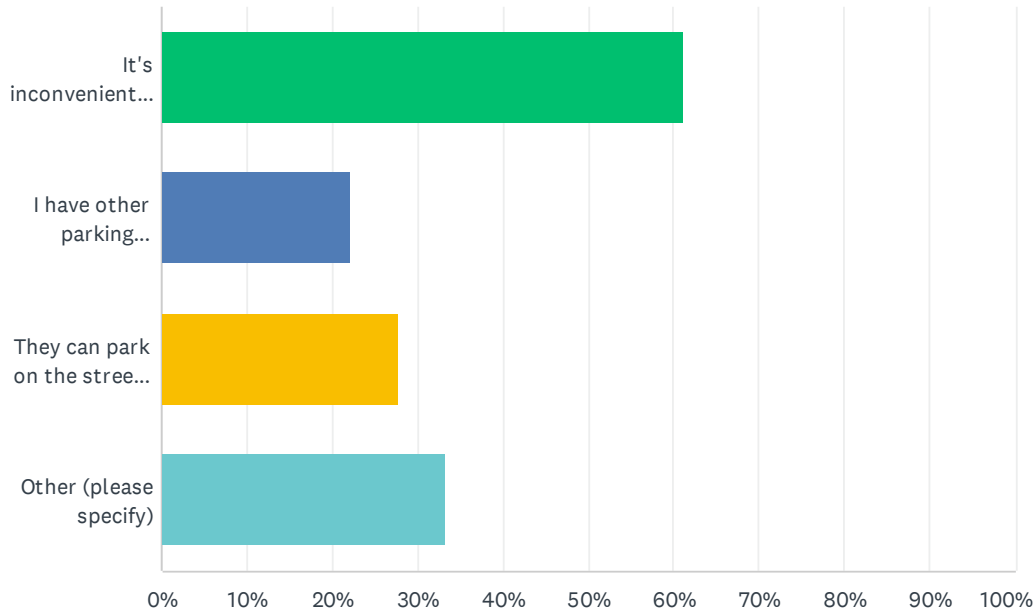
Answered: 20 Skipped: 277



ANSWER CHOICES	RESPONSES	
On the street, with a temporary residential permit for visitors	15.00%	3
On the street, without a visitor permit	50.00%	10
Outside of the parking permit boundaries	35.00%	7
In my driveway or garage	40.00%	8
Other (please specify)	20.00%	4
Total Respondents: 20		

## Q18 If visitors who drive to your house do not use a temporary residential permit, why not?

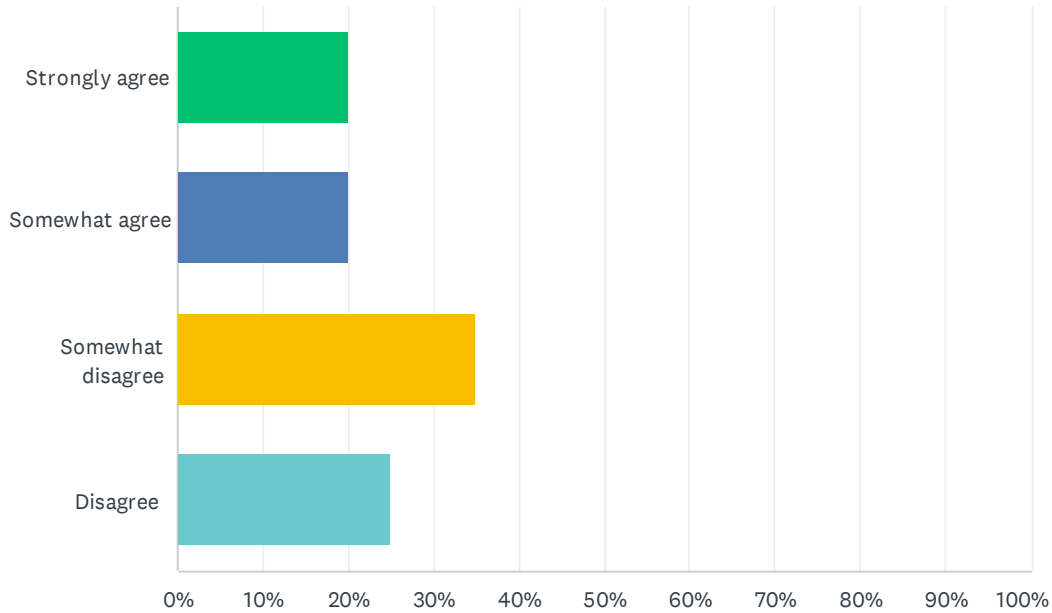
Answered: 18 Skipped: 279



ANSWER CHOICES	RESPONSES	
It's inconvenient to obtain permits on short notice	61.11%	11
I have other parking available	22.22%	4
They can park on the street without getting a ticket	27.78%	5
Other (please specify)	33.33%	6
Total Respondents: 18		

## Q19 The Parking Permit District Program makes my neighborhood feel less congested.

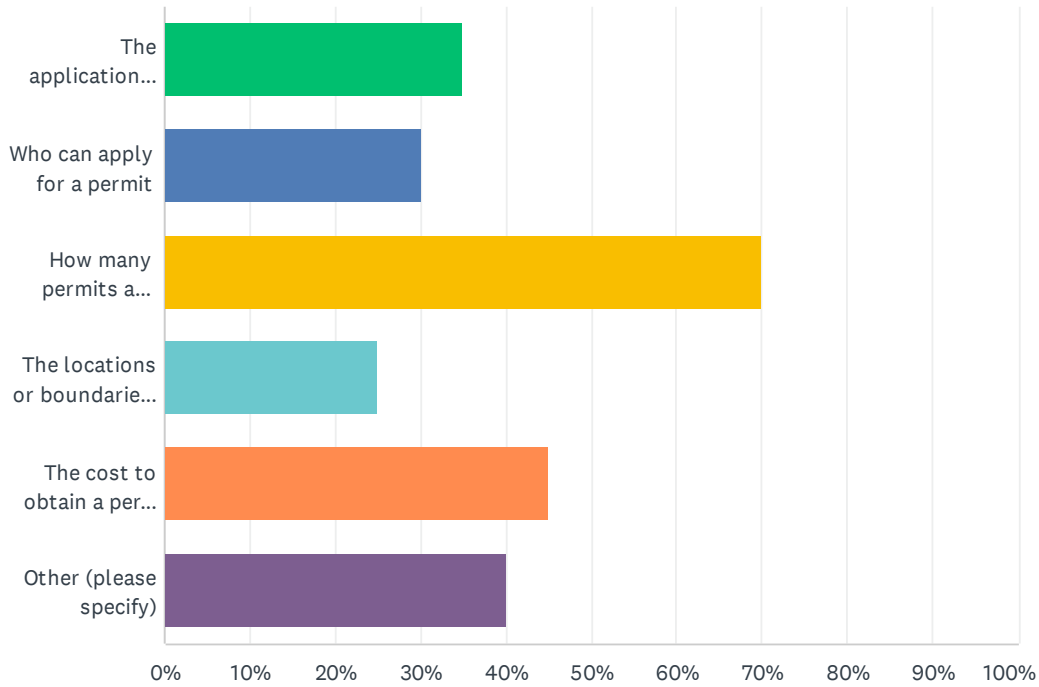
Answered: 20 Skipped: 277



ANSWER CHOICES	RESPONSES	
Strongly agree	20.00%	4
Somewhat agree	20.00%	4
Somewhat disagree	35.00%	7
Disagree	25.00%	5
<b>TOTAL</b>		<b>20</b>

## Q20 What aspect(s) of the Parking Permit District Program would you like to see changed? (Select all that apply)

Answered: 20 Skipped: 277



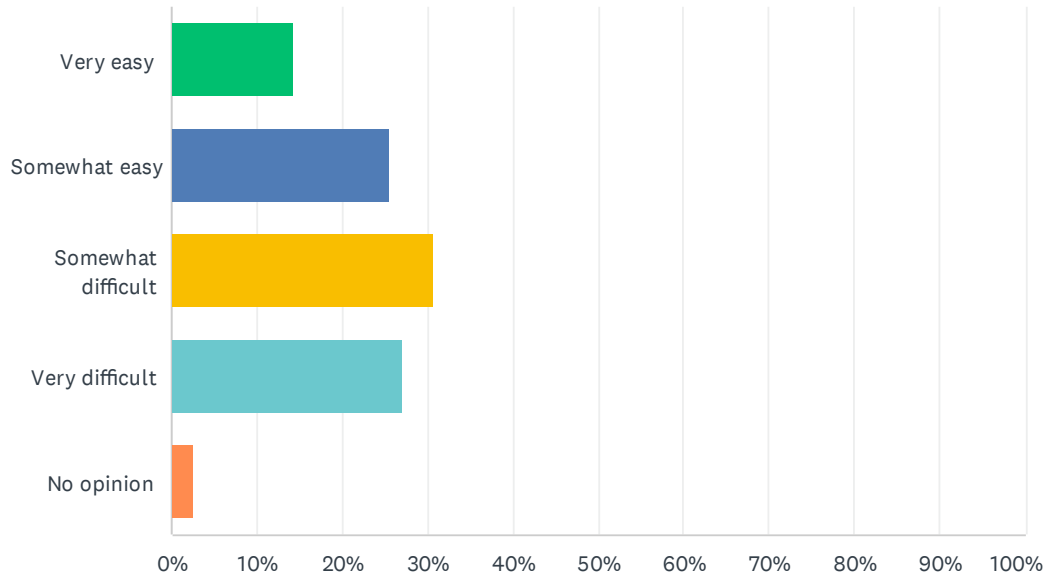
ANSWER CHOICES	RESPONSES	
The application and/or renewal process	35.00%	7
Who can apply for a permit	30.00%	6
How many permits a household can hold	70.00%	14
The locations or boundaries of districts	25.00%	5
The cost to obtain a permit for a resident	45.00%	9
Other (please specify)	40.00%	8
Total Respondents: 20		

## Q21 Do you have any other thoughts to share about the City's parking permit districts?

Answered: 10 Skipped: 287

## Q22 How easy or difficult it is for you to find parking in Downtown near your destination?

Answered: 274 Skipped: 23

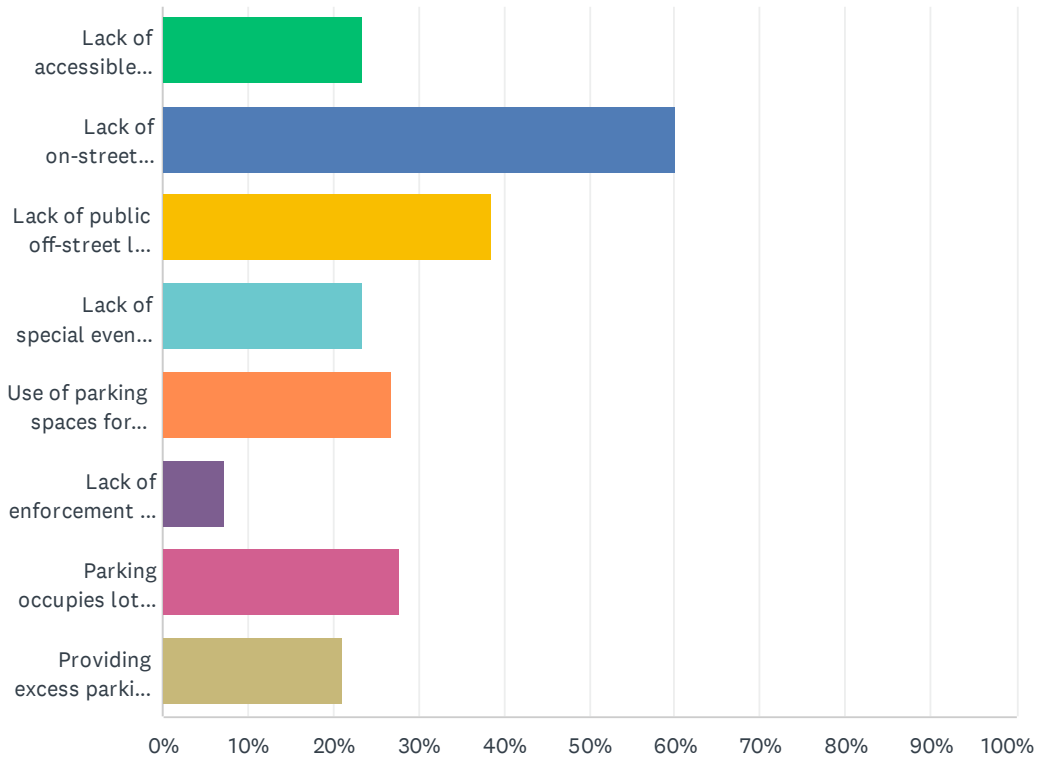


ANSWER CHOICES	RESPONSES	
Very easy	14.23%	39
Somewhat easy	25.55%	70
Somewhat difficult	30.66%	84
Very difficult	27.01%	74
No opinion	2.55%	7
<b>TOTAL</b>		<b>274</b>



## Q23 Which of the following concerns do you have about parking in downtown San Luis Obispo? Select all that apply:

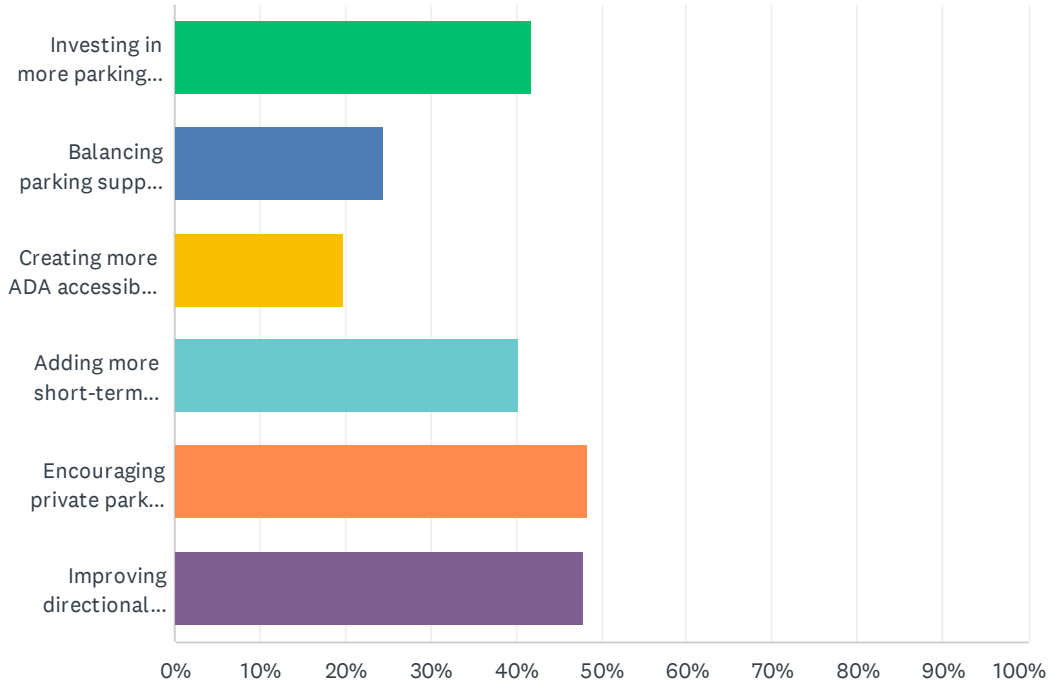
Answered: 264 Skipped: 33



ANSWER CHOICES	RESPONSES	
Lack of accessible parking for persons with disabilities	23.48%	62
Lack of on-street parking at or near my destination	60.23%	159
Lack of public off-street lots and garages	38.64%	102
Lack of special event parking	23.48%	62
Use of parking spaces for outdoor dining and street seats	26.89%	71
Lack of enforcement of parking regulations, locations, and time limits	7.20%	19
Parking occupies lots of physical space that could be better used for something else	27.65%	73
Providing excess parking can make driving too easy and convenient	21.21%	56
Total Respondents: 264		

## Q24 Which of the following parking solutions would you be willing to consider? Select all that apply:

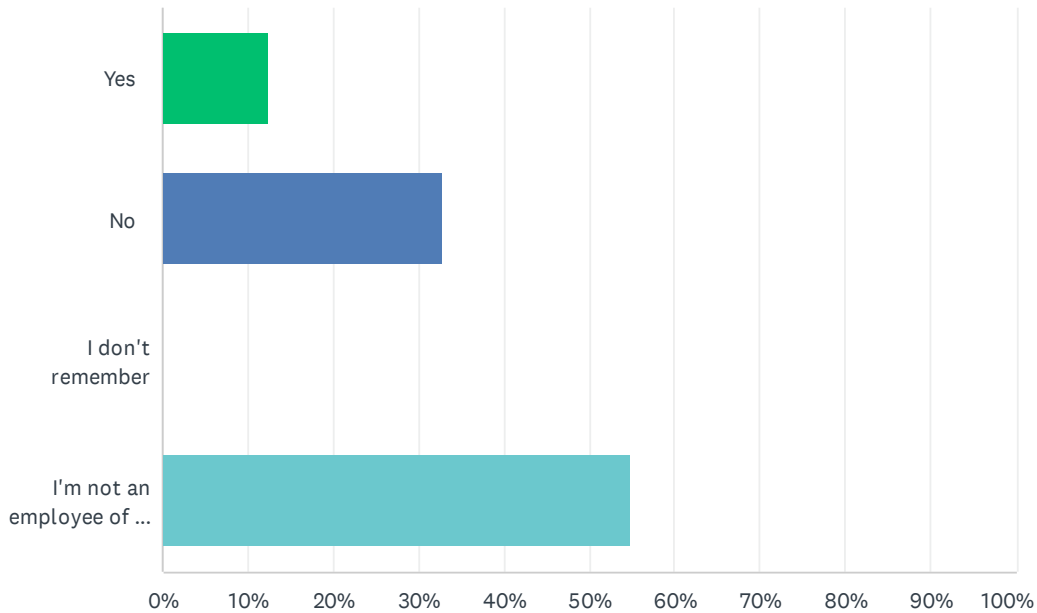
Answered: 258 Skipped: 39



ANSWER CHOICES	RESPONSES	
Investing in more parking supply	41.86%	108
Balancing parking supply by adjusting the price of paid parking to charge more at high-demand locations and less at low-demand locations	24.42%	63
Creating more ADA accessible parking locations	19.77%	51
Adding more short-term delivery and passenger pickup/drop-off zones	40.31%	104
Encouraging private parking lots to share available spaces to the public	48.45%	125
Improving directional signage to available public parking	48.06%	124
Total Respondents: 258		

### Q25 If responding to this survey as an employee of a downtown business, have you ever purchased a three-month garage parking permit (Proxcard) from the City?

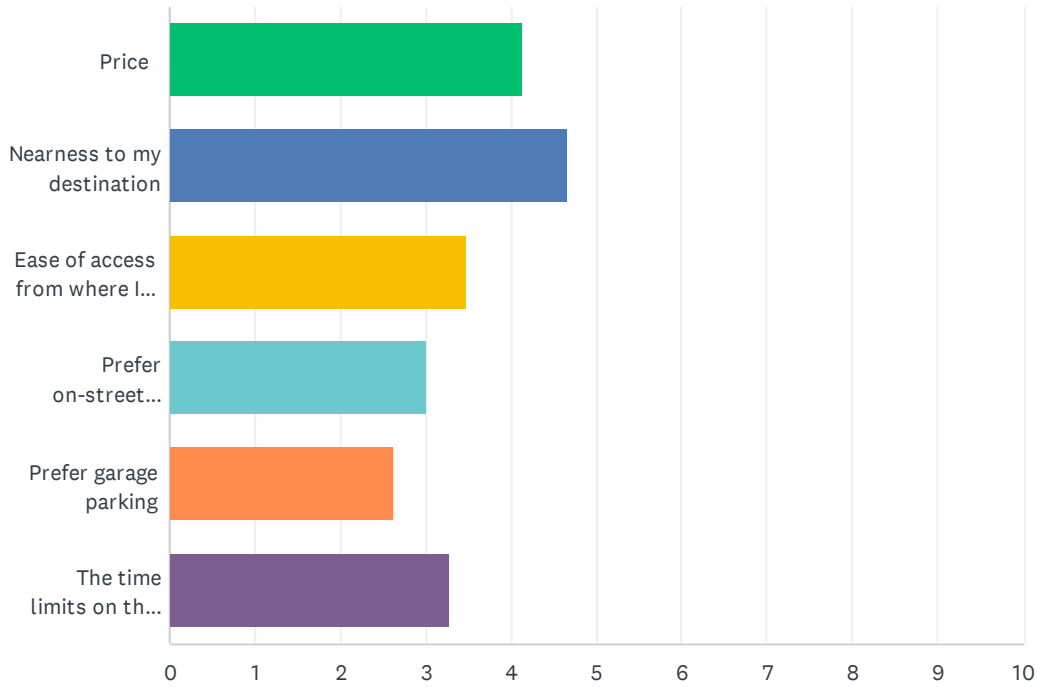
Answered: 268 Skipped: 29



ANSWER CHOICES	RESPONSES	
Yes	12.31%	33
No	32.84%	88
I don't remember	0.00%	0
I'm not an employee of a downtown business	54.85%	147
<b>TOTAL</b>		<b>268</b>

## Q26 Please rank these factors for how important they are to influencing where you try to park in Downtown:

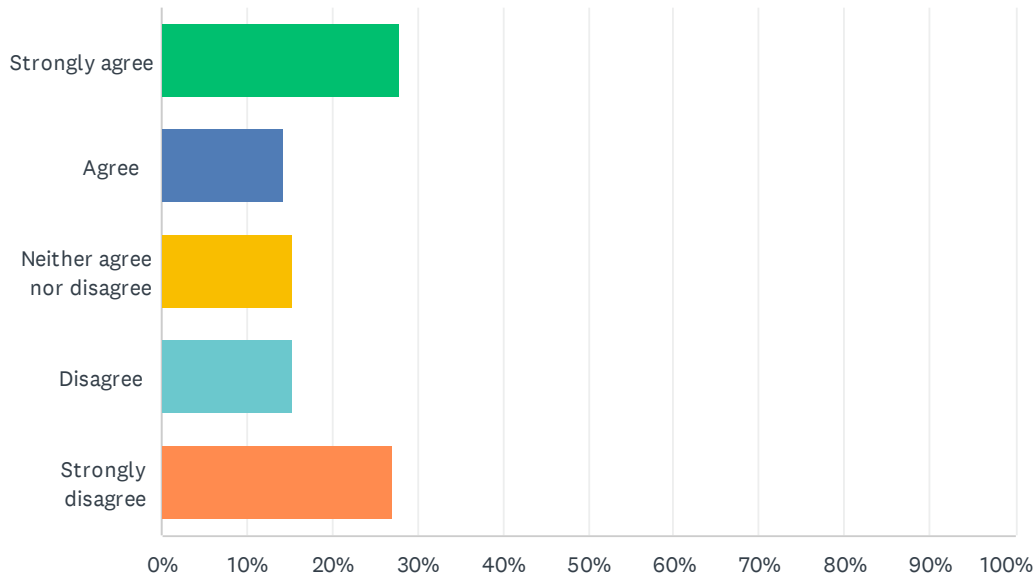
Answered: 267 Skipped: 30



	1	2	3	4	5	6	TOTAL	SCORE
Price	30.68% 77	19.52% 49	15.14% 38	12.35% 31	11.95% 30	10.36% 26	251	4.14
Nearness to my destination	35.91% 93	25.87% 67	19.31% 50	10.81% 28	5.41% 14	2.70% 7	259	4.68
Ease of access from where I am traveling from	8.80% 22	19.60% 49	19.20% 48	24.40% 61	18.40% 46	9.60% 24	250	3.47
Prefer on-street parking	6.32% 16	12.25% 31	21.74% 55	17.79% 45	19.37% 49	22.53% 57	253	3.01
Prefer garage parking	11.20% 28	6.80% 17	9.60% 24	14.40% 36	20.80% 52	37.20% 93	250	2.62
The time limits on the parking meet my needs	11.24% 29	16.28% 42	15.89% 41	18.60% 48	21.71% 56	16.28% 42	258	3.28

**Q27 On-street public parking should be prioritized over other potential uses of the public right-of-way (for example, for bike lanes, transit stops, curbside dining, street fairs, commercial delivery, etc.) in the busiest areas of Downtown and/or at the busiest times?**

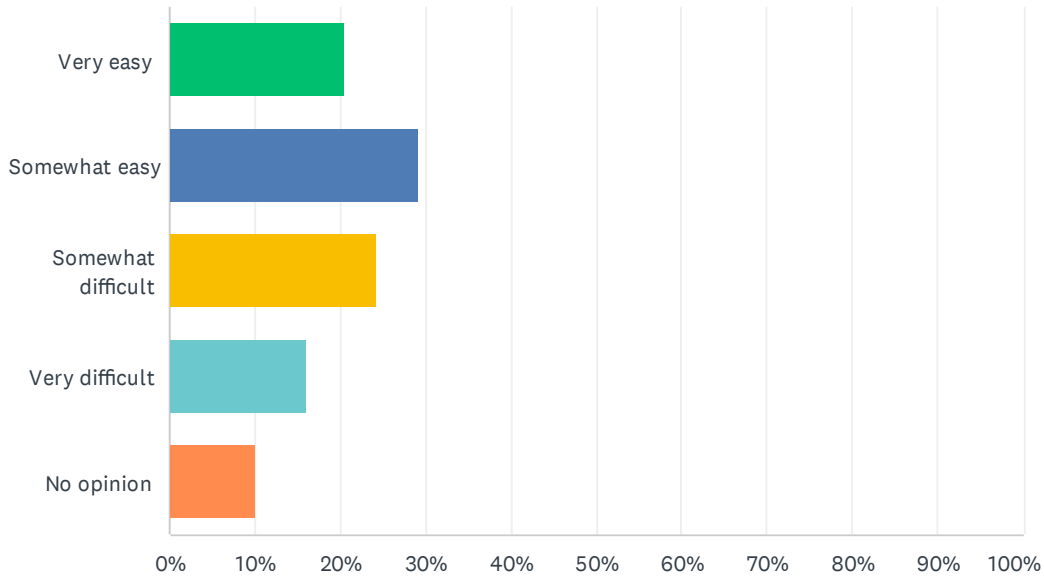
Answered: 273 Skipped: 24



ANSWER CHOICES	RESPONSES	
Strongly agree	27.84%	76
Agree	14.29%	39
Neither agree nor disagree	15.38%	42
Disagree	15.38%	42
Strongly disagree	27.11%	74
<b>TOTAL</b>		<b>273</b>

## Q28 How easy or difficult is it for you to walk, bike, or take public transportation to and within Downtown San Luis Obispo?

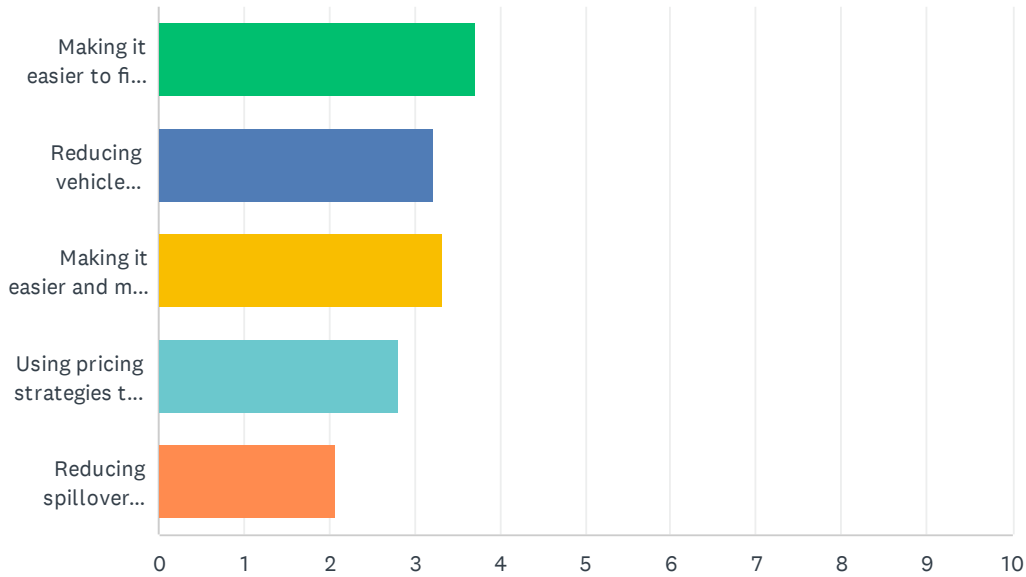
Answered: 250 Skipped: 47



ANSWER CHOICES	RESPONSES	
Very easy	20.40%	51
Somewhat easy	29.20%	73
Somewhat difficult	24.40%	61
Very difficult	16.00%	40
No opinion	10.00%	25
<b>TOTAL</b>		<b>250</b>

### Q29 Which of the following goals for access management are most important to you? Please rank the following in order of importance:

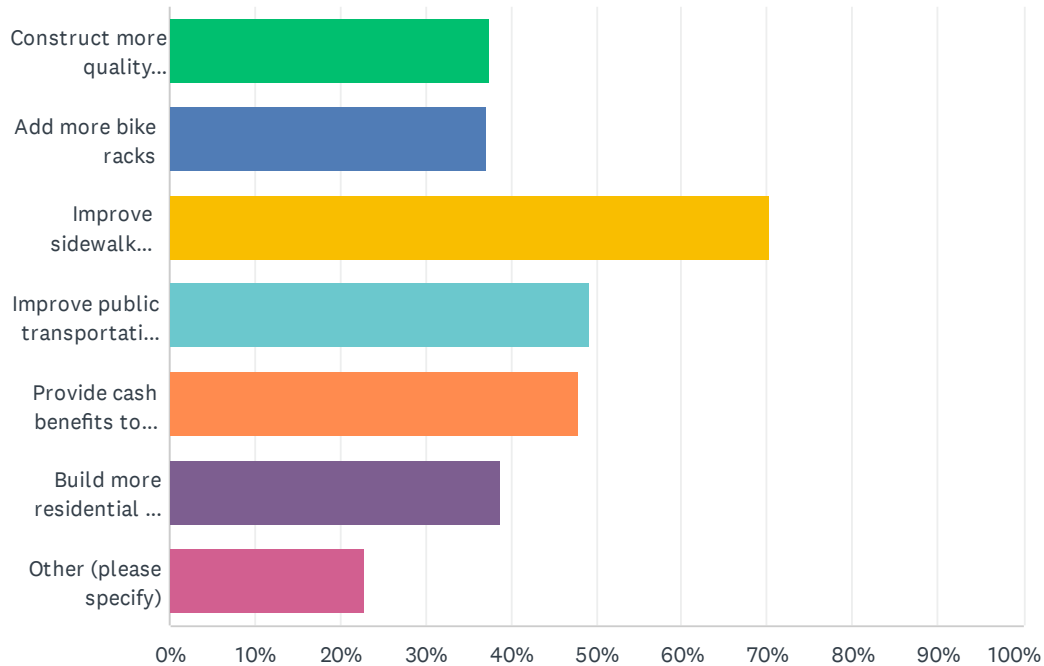
Answered: 244 Skipped: 53



	1	2	3	4	5	TOTAL	SCORE
Making it easier to find parking	45.11% 106	17.02% 40	13.62% 32	12.77% 30	11.49% 27	235	3.71
Reducing vehicle congestion	10.62% 24	37.17% 84	24.78% 56	17.70% 40	9.73% 22	226	3.21
Making it easier and more pleasant to use other forms of travel, like walking and biking	33.92% 77	12.33% 28	19.38% 44	21.15% 48	13.22% 30	227	3.33
Using pricing strategies to make spaces available to those who need it the most. For example, in a retail district, customer parking is prioritized	13.14% 31	22.46% 53	20.34% 48	20.76% 49	23.31% 55	236	2.81
Reducing spillover parking from nearby destinations - retail, restaurants, employment centers, and recreation hubs - into other neighborhoods	2.16% 5	11.26% 26	19.48% 45	25.54% 59	41.56% 96	231	2.07

### Q30 Which of the following active mobility solutions would you be willing to consider? (Select all that apply)

Answered: 240 Skipped: 57



ANSWER CHOICES	RESPONSES	
Construct more quality bikeways	37.50%	90
Add more bike racks	37.08%	89
Improve sidewalk conditions and connectivity	70.42%	169
Improve public transportation frequency and route options	49.17%	118
Provide cash benefits to downtown employees who use non-drive-alone travel methods	47.92%	115
Build more residential and commercial uses in downtown, creating more options for people who only need to travel short distances to destinations	38.75%	93
Other (please specify)	22.92%	55
Total Respondents: 240		

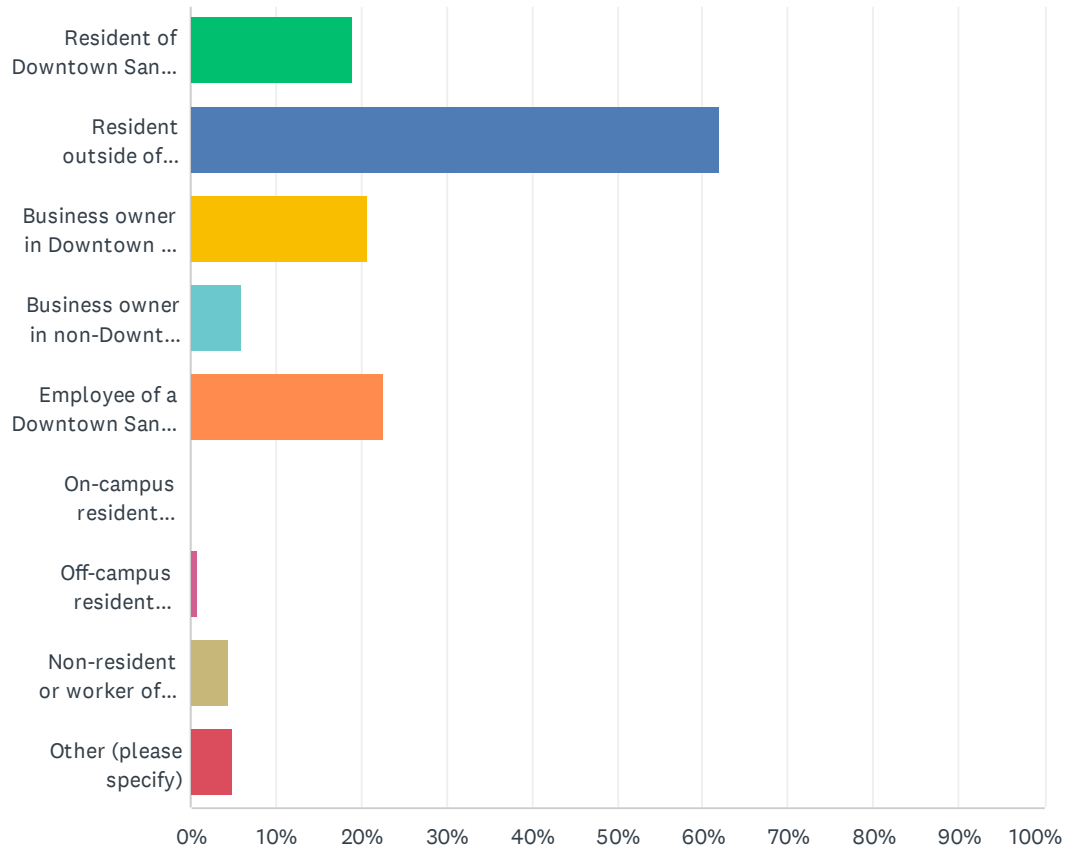


**Q31 Do you have any other thoughts to share about overall access and parking in San Luis Obispo?**

Answered: 149 Skipped: 148

### Q32 Your participation in this survey is best described as? [Select all that apply]

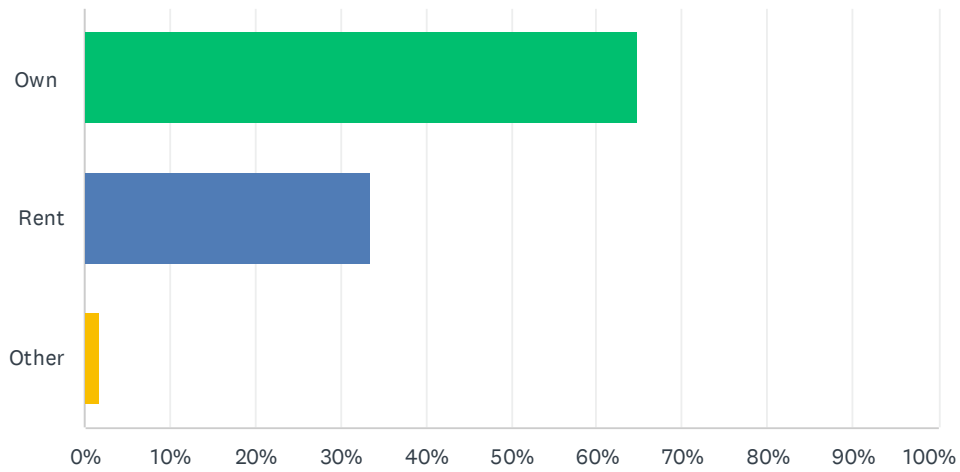
Answered: 247 Skipped: 50



ANSWER CHOICES	RESPONSES	
Resident of Downtown San Luis Obispo	19.03%	47
Resident outside of Downtown San Luis Obispo	61.94%	153
Business owner in Downtown San Luis Obispo	20.65%	51
Business owner in non-Downtown San Luis Obispo	6.07%	15
Employee of a Downtown San Luis Obispo business	22.67%	56
On-campus resident university student	0.00%	0
Off-campus resident university student	0.81%	2
Non-resident or worker of San Luis Obispo	4.45%	11
Other (please specify)	4.86%	12
<b>Total Respondents: 247</b>		

### Q33 Do you own or rent your primary dwelling?

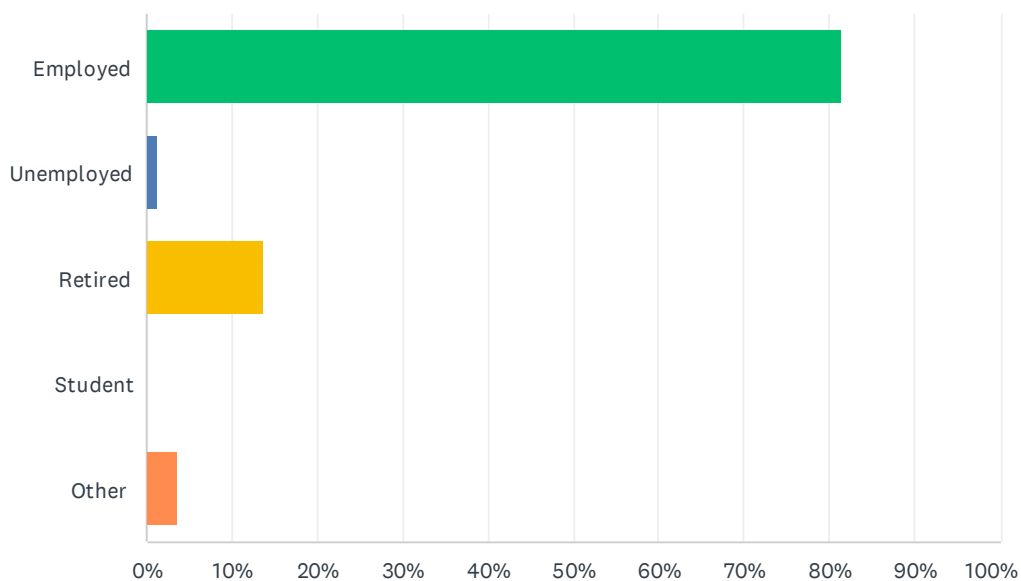
Answered: 245 Skipped: 52



ANSWER CHOICES	RESPONSES	
Own	64.90%	159
Rent	33.47%	82
Other	1.63%	4
<b>TOTAL</b>		<b>245</b>

### Q34 What best describes your status?

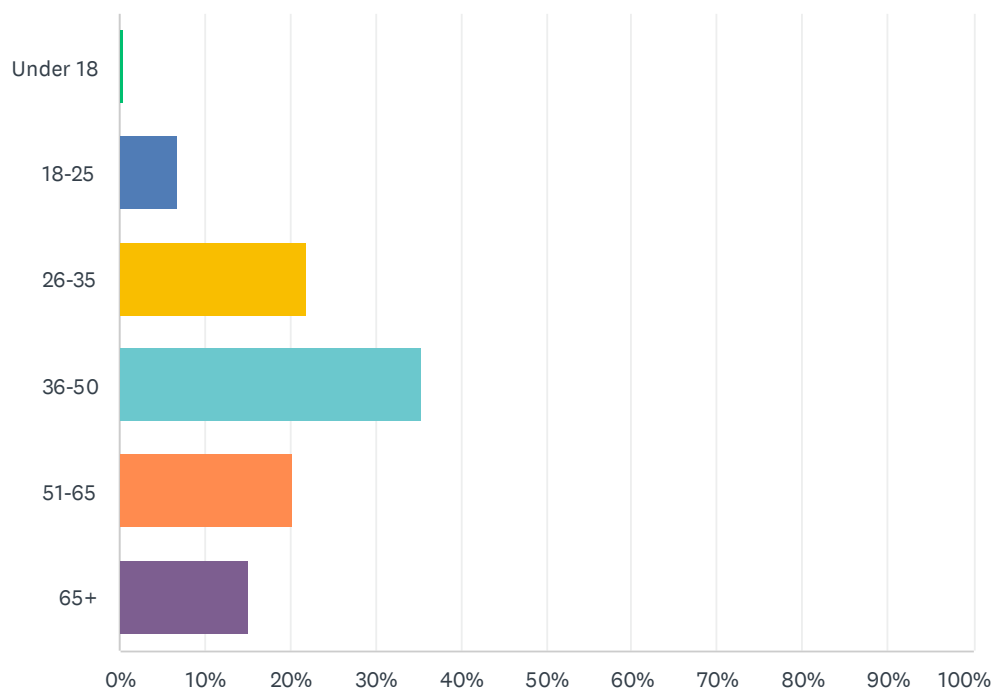
Answered: 248 Skipped: 49



ANSWER CHOICES	RESPONSES
Employed	81.45% 202
Unemployed	1.21% 3
Retired	13.71% 34
Student	0.00% 0
Other	3.63% 9
<b>TOTAL</b>	<b>248</b>

### Q35 What is your age?

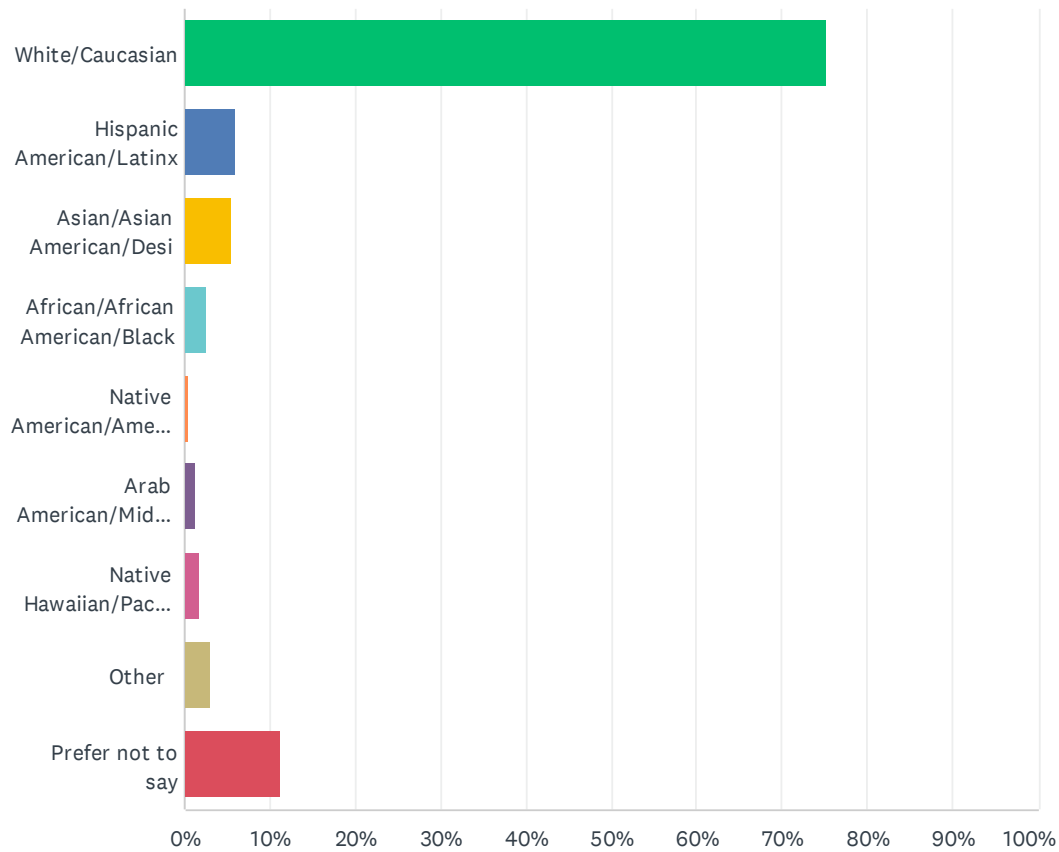
Answered: 246 Skipped: 51



ANSWER CHOICES	RESPONSES
Under 18	0.41% 1
18-25	6.91% 17
26-35	21.95% 54
36-50	35.37% 87
51-65	20.33% 50
65+	15.04% 37
<b>TOTAL</b>	<b>246</b>

### Q36 What is your race/ethnicity? Check all that apply.

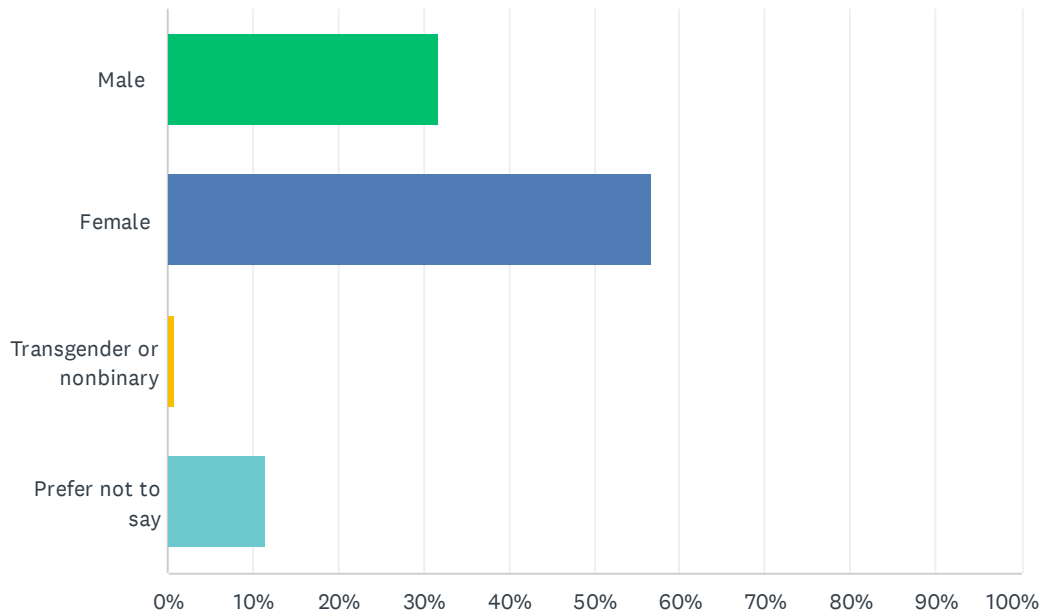
Answered: 238 Skipped: 59



ANSWER CHOICES	RESPONSES	
White/Caucasian	75.21%	179
Hispanic American/Latinx	5.88%	14
Asian/Asian American/Desi	5.46%	13
African/African American/Black	2.52%	6
Native American/American Indian	0.42%	1
Arab American/Middle Eastern	1.26%	3
Native Hawaiian/Pacific Islander	1.68%	4
Other	2.94%	7
Prefer not to say	11.34%	27
Total Respondents: 238		

### Q37 What is your gender identity? Check all that apply.

Answered: 242 Skipped: 55



ANSWER CHOICES	RESPONSES
Male	31.82% 77
Female	56.61% 137
Transgender or nonbinary	0.83% 2
Prefer not to say	11.57% 28
Total Respondents: 242	

Do you have any other thoughts to share about the City's parking permit districts?

Open-Ended Response

STOP TAKING AWAY PARKING, STOP TAKING AWAY LANES TO DRIVE FOR BIKES, STOP MAKING IT MORE CONFUSING TO NAVIGATE!

Stop building things solely for SLO CITY staff to get private staff parking. Greedy and selfish lot used the tax dollars to make sure that their own staff get comfort but make it hard for those that spend the dollars to stimulate your local economy.

Teachers around our schools are public employees and early responders. They often times can't park close to their place of employment due to the parking permit restrictions. They are hard working professionals that contribute to the betterment of this city. They aren't however treated with respect with regards to parking. They also need parking near public schools. Many schools do not have enough parking spots for the amount of teachers on campus. This needs to be changed. Teachers are taxpayers too. They are actually as much a resident of the neighborhood as homeowners because they spend more time on school campus than their home.

The city also does a lot of road work. I have to pop ark my car blocks away. The city provides not accommodations for what they ask. They take more than they give. Even on event nights (farmers or dog leg events). I live in the dog leg and the street palm in between broad and nipomo allows the public to park there without permit which leaves me with no parking spot. If I have a residential permit it should allow me to actual park at my house, but it doesn't. I will come home with groceries and have to park to unload and the repark because of the way the city set up the mission orchard parking permits. I have lived here for over 10 years and it has NEVER progressed to becoming for convenient for the resident. Mission prep students all buy the 10 hr permit as well. So the palm street block I stated gets filled by students. There are multiple residents living on palm between broad and nipomo. You have helped the residents on Dana, the ones on broad leading to the freeway entrance. What about us? Are you making too much money if the 10hr permit to care? Why won't you provide residential guest passes. At what point do people matter more than money? I feel taken advantage of as a resident on palm when it comes to parking.

Make larger clearances for driveways. People park too close and hard to pull out of residence

I think parking permit districts downtown need to be 7 days a week. And hours need to be extended. I'm tired of getting home and not having a place to park. Fridays for concerts in the plaza, Thursdays for farmers market, Saturday for events, Sunday's for church.

Lower fess

See above. It keeps the traffic down, noise down, feels less congested, safer for kids to cross the street

I erroneously answered yes to being in a parking permit district because I live in the Anholm, however not in the specific area. BUT, I would like to see permits required on my half of Center St. It's become very congested.



Do you have any other thoughts to share about overall access and parking in San Luis Obispo?

Open-Ended Response

Really appreciate Sunday morning free parking - it makes me willing to stick around and shop after church. I'd like to see a downtown core that is very walkable, with access for disabled/drop off, and deliveries. Currently the greenway on Morro seems to be adequate, and the transit center near the library also seems adequate. I avoid the parking garages because they seem so cramped, I prefer to park out a few blocks and walk in. Also prefer the Chorro garage design as well as Library-adjacent garage because they incorporate retail or offices at the base, making it more pedestrian friendly, vs the Palm garage that seems like it lost an opportunity for small storefronts/vendors along Palm.

It's expensive and inconvenient. The homeless make me want to NOT go downtown. The sidewalks need daily cleaning. I'd go more if you guys cleaned it up.

The new bike lanes are awful.

I normally don't park immediately downtown but in the outskirts & walk. The loss of lots downtown is problematic. The continued price hiking on parking is problematic. The loss of the 1st hour free in the garages is HORRIBLE! People won't come downtown if parking prices keep going up. Not everyone can walk/bike/bus downtown and you'll chase people away. If you chase people away you'll hurt downtown merchants.

The parking ticket charges are way too expensive and locals should get a discount for parking. The remote meters and phone application are cumbersome and difficult to use.

The small town charm SLO had in the mid 90s is gone. The downtown is overall disgusting and parking is awful. Used to have a parking lot across from Mos but people got greedy now it's full of businesses I can't figure how they manage to stay afloat.

Better, more clear parking signs - I've received tickets for parking in areas where it wasn't immediately clear that it wasn't a free, public space, or where signage was placed in a manner that was misleading about which area the sign applied to.

Ya stop wasting money putting in kiosks for parking then building those new bike lanes on Marsh like you just did and taking away the 4 spaces on Marsh by the Furbitrue store and crepe place and Chase Bank like you just did. Honestly all you have done is make a massive problem. Along with the way the signage is and having to feel like pissed off people when they park in a lot at my job and pay for your kiosks because they think they can park there because they paid the city and it's a private lot. All you have done in the last few months is create a major problem even more so with the parking issues. Why not add levels to the structures that exist and make sure there's parking for the apartments downtown that don't have parking. There are several key issues with downtown parking like that and the going into the neighborhoods and painting curbs red removing spaces or the people who insist to park their vehicles on the street 247 so no one can park there because heaven forbid you park in the street in the houses next to downtown which is part of the neighborhood and have some of the residents leave notes telling you to not park there because you don't live on that street. It is a complete and utter joke what the city manager is doing.

Safety vehicles have a difficult time going down Higuera street when delivery trucks are parked in the streets. The restaurants that have sitting areas outside their restaurant is a distraction and the majority are a mess and not kept clean. It's time for the out door seating to go.

STOP reducing traffic lanes and removing street parking. The new additional "bike" lane is a waste of time and money. Reducing lanes causes congestion and frustration. Additions like that makes me avoid DT area when at all possible

It would be nice if there were more options for residential parking too. Perhaps another garage that offers monthly and overnight parking.

This is also a tourist town. Encouraging biking is great but don't punish tourists who come through on travels and need to drive by car. I am filling this out from my home in Paso Robles , and you also have a lot of visitors in the central coast area where biking or walking is not feasible.

If downtown spaces are limited, could you consider some land that you can use as parking lot and have people park there, have shuttles service from the parking to downtown. it will be beneficial for some elder people who need car and also reduce congestion in downtown

Y'all need a better price for downtown employees. Making min wage working downtown having to park 5 days a week. I'm using 1/4 of my income for PARKING. I'm helping. Bring people to spend money dt but you guys don't recognize that. You walk 7 blocks in the dead of night to park your car for free with all the homeless around. It's not safe. Make a proxi for dt employees 3 month pass for 100\$ would be more than fair.

Parking is hard to find and getting to be too expensive.

The bike lane on Marsh is rarely used.

Increasing parking prices in garages really penalizes locals and prevents us from ever going downtown. I will do almost anything I can to avoid ever going downtown anymore, which is sad. It's also inconvenient, as some of my healthcare practitioners are downtown. This means when I consider accessing my practitioners, I have to add on the constant price of parking plus the worth of my time it takes to walk from a garage, as I'm taking time out of my work day. It's all adding up to a huge mess that just can't be worked out. I've had to stop accessing healthcare at times even when I desperately needed it because I couldn't afford the parking and also the time it would take out of my work day to park and walk from a garage. All of this isn't fair to locals. I grew up in SLO and in so many ways I've been priced out of having a quality life here. Now parking is an additional way I feel this discomfort. I need safe parking garages with very affordable rates that I can always go to and know there will be open spots no matter what time of day or night. I don't mind walking a bit to get to my destination from garages as long as it's safe, which our garages don't feel anymore. Increasing our parking prices to pay for another garage you're going to charge us unaffordable rates for isn't fair, and only leads to non-locals being the only people you'll ever see downtown. Only tourists should be charged high rates that are used to build additional parking. I think that the ParkMobile parking app should have information about where we are registered to live, and if that's within SLO City limits we should get a really low rate or even free. The ParkMobile app should also be able to connect to the garages and also give us cheaper rates.

The city of slo seems to hate locals and it is damaging the community and businesses. Stop the meter maids. Lower or eliminate parking fees. More foot traffic and acces to businesses will help. SLO is on its way to be SF and other big cities.

Lower the cost of parking!!!!

Working successfully DT for 30 years (until now) and watching how much has changed .. for the worse. The lack of signage for parking. People come in asking off the street what to do about parking OR they have no idea they even have to pay. The quiosk rarely works. The elderly don't know how to use the app let alone the quiosk. No one keeps coins on them for parking over 2 hours. If we are trying to get people to enjoy and use DT, nothing is easy and they don't like coming DT anymore...especially after receiving many parking tickets. When people come to get their hair done, eat lunch, and go shopping, and have easy access to parking , it's nearly impossible to not get a parking ticket. It's truly a shit show that has affected not only my business , but obviously (with many businesses closing ) its affected others as well. We had a very successful business DT for 18 years. Parking, hoodlums, crime has pushed us out unfortunately.

Make it easier to pick up food orders. Woodstock has a couple spots- that's so helpful! Put a spot near habit, & another near finneys, etc

As an able bodied person, when I do drive downtown I am never frustrated with finding parking - there is always something within a few blocks (at most ) of where I am going. I imagine it might be more difficult for people who are challenged with walking from their car to their destination.

The cost of parking is so high, the machines don't work half the time, 2 hour time limits are too short. The signage for the one ways need to be highlighted more, I see people trying to turn the wrong way on a one way all the time. There aren't enough on the street parking spots because of the bike lanes and restaurant spaces

Sadly some of the parking spots used now for street tables are dangerous for cyclists. Chorro street is the main way into town for us and biking in front of the mission area is tight on bikes. Also, buses are crazy inefficient with routes and times for working people and the middle school kids. But They seem good for CP students—at least when I was one. I'd prioritize main bike routes into downtown especially from college neighborhoods bc more college kids ride than older lazy locals.

The ability to leave after 9pm and not pay for parking garage lots increases my frequency of visitation. I would love to walk more if I could afford a home closer to downtown.

As a former downtown employee who struggled with parking and frequently paid to park. I do not think the solution is not additional parking but additional modes. Rail is a necessity and had been proven the world over to work in all population levels and environments. The bus system also does not have the timeliness or frequency to be viable for commuters. It needs to be improved.

As a resident that is sometimes running from work to errands to home, I've always appreciated that there was first hour free parking in the structures, allowing a quick drop in. The charging for any and all time parked downtown unfortunately doesn't just deter me from driving a car, it deters me from coming downtown at all. I do appreciate moving parking off the streets in downtown core with exception for short term use and disability access, but please consider residents quick and free access to structures for short visits, as we already pay taxes to support the infrastructure, at least for downtown.

I forgot my wallet one day and could not park downtown without worrying about a ticket, so I simply left. SLO should have SOME free parking!

Parking downtown is seen as a barrier to locals and businesses downtown suffer. There is no consistency in how you pay (some are card only, some are coin only, some are app friendly). Those

locals that live outside the downtown area or have kids are unlikely to benefit from more bike options. We need to know we can find parking where we need it, when we need it, and have spots big enough for modern cars (many lot spots are outdated and small). Help the local families access downtown easily and you may see more of us. Sunday free parking was a great incentive that went away. The higher you raise metered prices, the less locals you bring downtown. How about parking discounts for locals? Or special lots we can access. The truth is that locals go elsewhere because parking downtown has become too much of a pain.

Increasing overall accessibility across SLO through public transit is ideal. Including access from other communities in north and south county to access downtown where many people work.

Please get rid of coin meters and install digital meters

Do not build (or reduce height) parking garage at Palm and Nipomo

Please update all parking meters to accept card or payment app. I try to park a few blocks away from the main downtown area, but do not typically have change for the meters.

Not everyone falls into disabled or healthy bike rider categories. Some of us are just older and less mobile. Please remember us. When the focus is so much on bike access and ADA accommodation we get closed out of the downtown area.

These new bike lanes are taking away valuable parking for clients/customers

If you make parking so expensive that it costs more to park than it does to dine out or enjoy downtown shopping and entertainment, I will drive to Morro Bay where parking is free and the dining and shopping is equally as good.

Parking is not difficult in town. But having two lanes of traffic on Higuera & Marsh that limits the enjoyment of walking/ dining/ shopping is.

I actually think there is a good balance of parking and other amenities. It strikes a good balance. People who complain about lack of parking are those already glued to their cars. Compared to so many other cities of our size, SLO downtown is fantastic. I have always found parking even if I have to walk 2-4 blocks more. It's just an opportunity to check out more shops! My family and I bike downtown, and often have trouble locating bike parking for 4 bikes.

Most businesses that have parking lots near downtown don't use them after hours or on weekends. Public isn't allowed to park. Incentivize those businesses. Parking signage, curb colors, the overall communication is horrible. Make some standard signs that explain it better. Get rid of all coin meters ASAP. Nobody has coins anymore.

Since parklets were put in the traffic has been pushed outside of the downtown area. Traffic signals have been changed to make it harder to get around without stops and starts-bad for the climate. U turns are awful-lots of them.

My car has a car top carrier and does not fit in the parking structures. I have a broken foot and have had a difficult time finding handicap parking close to downtown destinations.

New bike lanes are not helpful. Hard to turn onto the street with cars parked on other side of bike lane. Very dangerous can't see cars driving on the road past the parked cars.

SLO is currently a leader in California toward creating a pleasant and safe town center. This should be a priority for the future, and for all parts of the city. I encourage SLO to follow the leads of other cities further along this path, including Portland, Tucson, Washington DC, New York, Victoria, and Vancouver BC, to name a few.

The inconsistency in fee enforcement at the City parking garages is maddening. I've been stuck in one garage with traffic backed up to the roof while watching the garage half a block away let customers out for free. The new parking garage ticketing system is confusing, frustrating, frequently broken, and provides a poor customer experience and level of service.

Encourage employers to provide incentives or subsidies to people to use alternative transportation and to offset the cost of parking for those for whom biking/walking is not an option. A lot of people do not like working downtown because of the exorbitant parking fees. It seems like the downtown parking strategy is designed to capture revenue from visitors and to cater to those who live nearby, but not to people who live farther away and need to commute to work downtown. Also - please remember that some parking needs to be made available near businesses - think of the elderly or people with infants/children in car seats. Not everyone can walk/bike far distances to reach a downtown destination.

Safety for bicyclists and pedestrians around parking garages must be improved. Motorists often block sidewalks and enter/exit without looking for bicyclists and pedestrians or drive aggressively so they don't have to wait for them to safely pass.

The Marsh St. "Bike Lane" is a spot-on example of social engineering gone wrong. Now a motorist is forced to park out board of bike lane and step out into to increased density traffic, then walk across the bike lane to sidewalk and risk getting center punched by a cyclist in high gear. It is difficult to believe this "planning" is not part of a bad practical joke. Perhaps these "planners" could take a day off and muck out the toxic sludge and trash in the Chinese Memorial fountain at the corner of Marsh and Santa Rosa.

Stop ticketing until 9pm. Go back to 6pm.

I own my business and the real estate, if we don't create more easily accessible parking people will stop coming to my business. Look at downtown, it's half vacant. You can't shop and get your hair done on a bike.

Really important to increase frequency of in town transit and protected bike lanes. Most of my trips downtown are for short duration to/from somewhere else via car. Would like pay to park options in 10 or 15 min increments on the apps.

It is dangerous to walk in downtown SLO due to distracted drivers not paying attention to people in the crosswalk, or people making right turns on a red light. We also need to have an illuminated crosswalk at beach st. and marsh st. We need to build more workforce housing in the downtown core. I can barely afford to live here. Many others who work downtown are struggling, too. Please build affordable housing instead of new parking garages. And make this housing for people who work here - not just investors and students.

Incentive program for local visitors, like 3hrs/mo free parking. I've seen a HUGE drop off in local clientele at my business since all the parking infrastructure changes. Locals don't want to bother with it & tickets are too expensive to chance a trip.

It would be great to see higuera shut down to motor vehicle traffic, it would be an amazing public area and would encourage folks to spend more time and money downtown. Maintaining access for disabled folks and deliveries would be important but not tremendously difficult.

cheap, abundant parking and effective climate action are mutually exclusive

Reduce the number of bike lanes and give more priority to cars. Despite having so many bike lanes, people are simply not using them and the hope of more people using them is futile. Do periodic surveys to determine usage of bike lanes and eliminating those that are not being used. Bikes have too many privileges and convincing most non-bike riders, especially elderly or middle aged people, or busy people in general to go get a bike is a fantasy.

Make some streets downtown permanently car free

Give employees hourly breaks in lots and garages.

Parking first.... No other changes should be made until the parking is available. The newest is years away. a additional parking structure should be purchased/funded and completed now not later. look at the loss of business/retailers.

My main thought is that employees should have priority parking spots without having to pay for parking. The shops downtown can't cater to customers if employees aren't able to work due to lack of parking.

please for the love of god do not let prices for the structure go back up, the majority of folx who use it are for a short time (uner 2 hrs) or are folx who work in downtown., IT IS UNREASONABLE FOR ME TO PAY AN HOURS WORTH OF WORK AS A PARKING FEE!

Parking options for downtown employees is a huge issue. Workers in restaurants and bars are forced to park bocks away from the downtown core on Ill-lit streets late at night, often carrying significant amounts of cash. We need to do better by our downtown workers

Loading zones are the Blockbuster of DT Parking..... Meaning they are DEAD. I NEVER see any trucks using them. Why do we have loading zones if trucks can just unload in the street???? Please coinsider removing ALL Loading Zones and adding parking for Cars/Bikes and/or seating for dining. We need to help DT Busnisses and the Resturants are 100% the most import part. With out the Resturants people will only go DT to buy things and not truly support our DT with muilpils spots/visits.

So much of the parking was already given away to the parklets. With all the new development there is less parking and more loading. No one has considered how this is affecting other small businesses DT that rely on quick easy access for their livelihood. I have to walk multiple blocks to get free parking (small business don't have the funds to pay large parking fees) while carrying my work bag, pump bag (breastfeeding) and lunch. When I was pregnant and suffering from hyperemesis and couldn't walk that far I got tickets regularly because I had to park close to my office. I work with trauma clients so I cant alwaysget back at exactly 2 hrs. The burden the lack of parking puts on people with disabilities, pregnancies, or small children is unfair.

I own a business downtown and many of my clients appointments run just over 2 hours. By not allowing people to add time on their meters past 2 hours, it is hurting my business. People should be able to add time after 2 hours.

Encourage downtown office building owners to actively manage their parking spaces and make them available for lease or short term use when not required by tenants.

You all are screwing up down town. Parking is much too expensive. This isn't San Francisco or Los Angeles. Your parking enforcement lacks any compassion and is way too aggressive. I own a business down town and am totally against and more businesses adding unflattering extra seating and taking up more parking. We need parking for businesses to thrive.

It seems that downtown is now solely for the tourist, not the residents. The residents are being pushed to the services provided by expansion outside of downtown. It's pretty sad honestly.

My retail customers drive to and park downtown. If it's a hassle, they don't come downtown. Bike riders typically don't shop (with me). They pass through town, don't spend money in it,

NA

We are eliminating parking in favor of overdevelopment and high rise apartments and mixed use, both of which bring more people, more cars, and less parking.

Meters are very confusing with addition to parking apps. Always unsure of when to pay not pay, needs more consistent use all downtown. Our friends in north county are too intimidated to park downtown now.

My main concern is safety; I park in the garages (marsh & palm) often and I just don't feel safe. Would love to see more precautions and safety measures; something perhaps like 'safe ride/walk' as they often have on college campuses. Also, the parking meter/pay station situation is really confusing and not very well signed. I've got the Honk app, which took a bit to get set up but is now fairly easy, but I never know what to use as the required 'zone'.

Cost of parking is too high and citations are over enforced. It creates a negative atmosphere and makes consumers not want to come downtown. We are wasting resources on the number of employees solely focused on ticketing.

The bike lanes have taken over SLO and now all the marking removed on Marsh. Many of us are at an age that we cannot bike or walk to a destination. No one cares. Bike lanes are not used by many cyclist like Morro st.

I notice metered parking hours have been extended and parking fees are rising, yet Sunday mornings are still not charged. It would seem that all downtown activities should bear the same metered parking burden.

IOUSY SURVEY, CREATED TO BOLSTER THE OPINIONS OF CITY STAFF Rather than identify citizen need Self serving and political survey to be used to inflict ideological opinions and views on citizens. rather than actually gather citizen needs and preferences.

I think our downtown is already quite bike and walk friendly. I don't think investing more into this will increase the number of people who will ride their bikes. Many people prefer to drive and no matter how many changes you make they will still prefer or need to drive. Parking has been a major issue in San Luis for a long time and all the changes I see happening have taken away parking spots. There're so many new painted curbs for various reasons and parklets that many parking spots have been eliminated. I would support investing in more public parking lots. Also please get all meters to take credit cards. The old fashioned coin meters waste precious parking space.

Create another parking garage and turn Higuera and Monterey into pedestrian streets. Make Marsh two way. Encourage more traffic on palm. Youngsters and nearby residents should be further encouraged to walk and bike.

Parking is too expensive on the streets downtown. All other cities in SLO Co. provide free parking ! I pay high property taxes in SLO. Why can't parking be free, or at least low-cost ?

the current situation discourages me from wanting to go downtown: expensive parking, lack of parking, adversarial law enforcement.

The paid parking machines are SO much less customer friendly than parking meters. We hate the machines. Hard to find, time consuming to use, you are making more money because with a meter we could use spaces with time left. You are double dipping now. Hate hate hate these machines. I want to come downtown even less often than before. I have a disability (not handicapped sticker applicable) and now I have to go find a machine that takes me even further from my destination. It is really really hard.

I understand the pandemic related need for curbside dining but now that we appear to be "over the hump" this concept needs to be seriously reconsidered for several reasons. Streets in SLO were narrow enough pre-curbside dining, now they are nearly impossible to navigate. In addition, many of the curbside venues inhibit sidewalk mobility as well as being unsightly.

The Parking Permit District program needs to be revamped. The public right of way should not be off limits to the public the majority of the day. I think it should be abolished. At minimum, there should be an allowance for 1 or 2 hour parking unless you have a permit.

it is more expensive to park in Downtown SLO than many other cities and towns. Not just small towns but in larger cities like San Francisco.

new system is trash

Please provide residential guest parking. Please make palm street between broad and nipomo easier for residents and their guest to park on. Just like you did in its surroundings street. Provide a separate place for mission prep students to park, rather than the street of palm. It's VERY VERY inconvenient for the residents forced to street park.

Parking rate increases should be a last resort. Raising street parking rates and garage parking rates as recently approved by the Council will result in fewer people shopping downtown

Bike share program is desperately needed In the entire city. Hubs could be placed at convenient locations throughout the city, extending to the edges of town like campus, Madonna Rd, Vons shopping center, etc. Electric bike share program in conjunction with improved bike lanes would dramatically relieve parking pressure downtown. Many students and young adults drive downtown today, because they don't have another transportation modality or they don't feel safe cycling in unprotected bike lanes.

Parking fee should stop at 6

I lived on Dana St for 8+ years and just recently moved by the airport. We bike downtown all the time now and it's so easy. I think the hardest part was the right bike. I really think a bike share program would do well here and might lessen the hurdle of purchasing a bike for some. I also really dislike the idea of adding another parking garage on Nipomo & Monterey/Palm. It seems like the city is moving away from a car dominated downtown and adding a massive concrete structure



would be such a bummer. That space has so much potential and that part of town is so quiet and special. I'll also mention too that I've lived here for 15 years and I really don't think parking is an issue. I've not once had an issue finding a space exactly where I needed to pick something up or park for a few hours to run errands. So maybe as the survey suggests that signage could be improved to help people find a spot. I appreciate your hard work and consideration of everyone's comments! This is truly the best place to live because of the work you I all do to make it special :) thank you!!!

Take away parklets that aren't used often.

De-emphasize all the provisions for bicycles; LOOK AT ALL THE BIKE LANES: HARDLY ANY BIKES USE THEM! One has to be blind or in denial to not notice this!

Not many people can bike everywhere all the time. Please consider this.

The protected bike lanes is the worst. The Lanes are now on a slant and got rid of lots of parking spots

Get rid of the parklets on Higuera. No one wants to eat in the gutter anymore. Shift back to pre-covid set up. It makes things SO tight.

Please redo your signage. It's hidden and in random places. Some blocks have the kiosk far away and it is not intuitive.

ban cars in downtown. open at least 5 24/7 accessible public restrooms.

My main concern with parking out of the downtown area and walking in to work or shop is my safety. I have been accosted once by a homeless person and I definitely have fear of walking to and from my car especially in the winter time when it's dark.

1) the biggest pain is having to pay & find parking when literally running in to grab something (5min or less) would be nice to have few free spots for this wish push-button meters- like they have in the post office lot 2) the green "left turn" bike box located in the middle of an intersection is both unsafe and confusing for cyclists and drivers alike. I would like them removed 3) With the acceptance of ADA parking and very short term parking on-street, I would suggest pushing all parking to structures on on the periphery of downtown. Increase walking/biking access

Too many bike lanes and green paint

The recent increase in parking costs and elimination of one hour free parking is terrible.

ALL meters need to be updated to take credit card. Also, bring back free parking after 6 pm, to stimulate people to go to dinner downtown

Pedestrian safety is a real issue. Drivers no longer understand the law of letting a pedestrian cross and get to the curb and there is no real perspective for the safety of the person walking.

The way it is designed now is not helping downtown business - it discourages me from going downtown

There is obviously an agenda here. These questions were written to elicit a certain response. I am already having a hard time getting clients in, so I have to drive to them. You have made the downtown unappealing to locals, unless they are unhoused.

Change free parking back to 6pm

Provide more free parking areas that have time limits for locals to be able to enjoy downtown  
poor implementation of the "paid parking until 9pm" rule. 6pm made so much more sense!

Metered parking went BACKWARDS. Clumsy paid parking system and extended hours? 6pm was perfect. Should be in the 21st century and utilized an app system that allows you to extend time if needed. Whoever made the parking payment decision wasted our tax dollars. Silly clumsy solution. I believe the parking garage off Nipomo st will be wonderful. Push cars to parking garages and utilize street areas for bikes/outdoor eating and street parking sprinkled in. But with an APP and stop charging after 6pm. Support our local restaurants - you are only making it more cumbersome/annoying for people to grab a quick to-go meal or stop in.

Paid parking should go back to ending at 6PM. The new 9PM cutoff is extremely inconvenient.

Moving the end of paid parking from 6pm to 9pm was a terrible move. Everyone hates it. Even worse, lots of the meters weren't set up to be paid via app, so you had to leave in the middle of dinner to go feed the meter. In my humble opinion, that was a REALLY bad move, and not rolled out well at all. It has permanently changed my opinion of going to downtown SLO to shop/eat in the evenings; I'm much less likely to go there now.

Make parking free all over downtown/get rid of permitted parking neighborhoods. Makes it super inaccessible for low-income folks when parking costs money.

So many incredible city centers are car free, save ADA access, deliveries, and emergency access, and it is loved by the people in the community. We eliminate parking on Higuera EVERY Thursday when we shut the street down for farmers market. It creates an incredible pedestrian experience that people travel to our town to have. Let's make that experience a permanent part of the San Luis experience and make downtown a place for the people of SLO, NOT for their cars.

Why is there no damn grocery store downtown? The lack of people and practical uses for commercial downtown is why it is dying. Safety is also a major issue.

I would love to have one more parking garage closer to south Higuera to have another parking option for businesses/restaurants I visit in that area. I do not own a bike and would not bike since I live down South Higuera where it's busy with cars. I would however consider a public transit option if I knew it was easy and cheap

If you need to build the new Palm/Nipomo parking structure, fine, but close downtown Monterey and Higuera to parking and motor vehicle traffic during business hours!

De-center cars and drivers within the City of San Luis Obispo.

Loading zones are overrated and misunderstood, commercial deliveries, fedX and UPS park where convenient with out regard for loading zones. spend an early morning downtown and see for yourself. the yellow zones should be converted to paid parking spaces. Delivery trucks will park wherever convenient and not in a yellow zone.

Parking districts around the Cal Poly area should have consistent parking hours with weekends open for parking or 2 hour parking limits. More 2 hour parking limit areas would foster more parking circulation.

Poor access to parking is detrimental to business - we need new people who get that making decisions for San Luis Obispo.

Get rid of the parklets and get those street parking spots back

1) Add trolley system for visitors (similar to Santa Barbara), with free parking farther away to avoid downtown congestion. Visitors do not mind spending more time to get to downtown as it would be an experience. What they do not like is paying for parking and having to move the car every 2 hours. 2). Small downtown businesses that purchase and deliver their own cost of goods are at an extreme disadvantage to larger companies, due to the zone for paid commercial delivery. It becomes very expensive and creates an unfair advantage trying to pay for street parking and delivery your own goods to your place of business. This is one of many issues facing small businesses trying to compete with larger companies. 3. The parklets are taking up too much space and many are far beyond the storefronts. There are several businesses serving food on sidewalks that clutter the sidewalk with umbrella stands, tables etc, making it impossible for wheelchair access.

People complain about it, but when I have driven DT, I have never had a parking issue. I think people assume they should get a space right in front of their destination. A good question to add would be "what do you define as near your destination." OK, good luck!

I know a lot of people who don't want to go downtown because of how easy it is to get a ticket. It feels like ticket enforcement is at a crazy level

It used to be easy to pop downtown for something. Since you've replaced most of the lots with hotels (!!!) parking has become a slog. Consequently I'm there a lot less and almost always spend money elsewhere. Part of that is that I don't work nearby any more, and the pandemic of course. But I don't see my new reduced use changing much in the current state of things.

Parking and delivery access is critical to service a central business district like downtown.

As a business owner the town needs to realize that the life blood is retail (sales tax \$) , we need to accommodate visitors beyond the hotels (hotel tax is not the primary). Without having things for visitors to do or see or buy..they will not stay. So listen to the businesses!

I've lived here for 30 years and I've never found parking downtown to be a problem except when there are special events. You just have to be willing to walk a few blocks.

Park-lets should be restricted to business fronts only Current street parking should not be taken away until more convenient off street parking is provided (March Street example)

Making parking more expensive is destroying the downtown. You are driving businesses and customers to the new shopping centers on the outskirts, creating a strip mall community.

Parking garages should give more time free. Payment in cash should be accepted. When the payment machine at the exit spits out a receipt, it falls on the ground and is impossible to retrieve without getting out of your car. In the first question asking to rank certain things (above) you have not indicated whether 1 is highest or lowest. I believe I misinterpreted the question.

Question 15 is badly constructed as it lumps public transportation with walking/biking. Walking is easy; public transport is not. Also, I have a dedicated parking spot, some questions didn't make sense for me.

more free parking, less homeless, more police, clean sidewalks, trim trees

Make it more people friendly with less cars. Also the buffered bike lane on Higuera has faded and is frequently blocked by cars or used by cars as a travel lane.

Make it more convenient to walk or bike and less so for motor traffic. If this is the last question, then I suggest making this survey less car-centric and open more questions to cyclists' perspectives.

This is a disappointing and biased survey, and a blown opportunity. The City could have used this to vet the real solutions and options that are already being used and discussed and in our adopted plans. We have great policies and ideas that aren't funded. The phrasing of these questions pits cars/car drivers against all other modes, which is a waste of time. Many residents use more than one mode to travel in town, and it would seem helpful to use a survey to understand more about barriers and facilitators of each mode. Why weren't questions about ridesharing or the trolley/shuttle included? We are better and more innovative than this.

You should get rid of the parking meters on the 1100 block of Palm St. They are rarely used meaning the parking is open most of the time and it forces more downtown City and County employees to park on the 1200 - 1400 blocks of Palm and Mill. You would help relieve congestion in the neighborhood by letting people park there unregulated.

It is really irritating when delivery trucks block the streets at peak hours cutting off a lane for a full block and traffic backs up. We need enforcement of delivery times and no trucks allowed during peak business hours.

Read the book Happy City= less cars and prioritization of walking and bikes creates safer and happier places to live.

Your selection of answer options and questions are skewed and limited toward the answers you are looking for. They are biased.

Public access to government offices ought to be as much a civic priority as access to shopping. There is only one county seat, after all, but there is no easy public access to the building that houses the offices of the Recorder, Assessor, Tax Collector, or Board of Supervisors. Many elders and families with children visit these places, and the lack of nearby parking can be an issue for them. Shuttles/trolleys are a good solution for these short trips in and around downtown -- when people have heavy things to carry, when it's too hot to walk, or when you are just too tired after a long day to walk uphill for 40 minutes to get back to your neighborhood.

Downtown should have a pedestrian only space. Connectivity through/to downtown should be improved for active transportation and ebikes/scooters.

I know many people who avoid downtown due to parking issues. I go downtown because I can walk there.

If you build more parking, more people will drive instead of considering better, more healthful, more convivial, and more sustainable alternatives. Do we really want more cars downtown? Or do we actually want more people downtown. I'd argue its the latter that we should support. The future is car-sharing and autonomous vehicles... and electric micromobility solutions such as electric scooters and electric bikes. Just look around downtown now; the transformation is afoot. Don't build for yesterday; build for tomorrow.

Thank you for doing this! There have been such huge improvements in recent years. Improving the transit experience is the next big challenge.

On street parking is a wasteful use of the public right of way. Prioritize moving people over cars by making it easier to bike/walk and more inconvenient to use a personal vehicle.

Looking to the future that is arriving already with self parking cars, planning for a future that does not take up incredibly valuable (both human value and capital value) area for a small subset of downtown visitors to access and park is very close minded, and antithetical to the reason of this review.

I do not see riders using the newest bike lanes and so far, it looks like a waste of funds. I would like to see bike riders be cited for riding on sidewalks and riding on the wrong side of the street.

More mixed-use developments to encourage walking and biking, and encourage people to use the structures! Would love employee incentives.

Attachment:  
December 2022 Online Poll results



# Access and Parking Management Plan Update

January 3, 2023, 2:37 PM

## Contents

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## Access and Parking Management Plan Update








What strategies should the City consider for its updated Access and Parking Management Plan?

### Summary Of Registered Responses

<b>As of January 3, 2023, 2:37 PM, this forum had:</b>	<b>Topic Start</b>	<b>Topic End</b>
Attendees: 503	December 13, 2022, 10:28 AM	December 31, 2022, 11:59 PM
Registered Responses: 216		
Hours of Public Comment: 21.2		

#### QUESTION 1

**Why do you travel to Downtown San Luis Obispo? (Please select all that apply)**

		<b>%</b>	<b>Count</b>
I live downtown		13.0%	28
I work downtown		22.2%	48
I shop and dine downtown		85.6%	185
I use professional services downtown (doctors appointments, etc.)		44.0%	95
I visit parks downtown		31.0%	67
I stay in hotels/lodging downtown		1.9%	4
Other		20.4%	44

#### QUESTION 2

**Do you agree or disagree with this statement?**





**Anyone without a parking permit should be able to park on permit-only streets that have many open spaces, as long as the parking is managed (either through pricing or time restrictions) so that permit holders can find parking.**

		<b>%</b>	<b>Count</b>
Strongly Agree		27.8%	60



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

		%	Count
Somewhat Agree		27.8%	60
No Opinion		18.1%	39
Somewhat Disagree		18.5%	40
Strongly Disagree		7.9%	17





### QUESTION 3

**Do you feel you are able to find all the information you need about ways to travel around SLO by non-automobile methods (such as having access to transit maps and schedules, bicycle route maps, and other information)?**

		%	Count
Yes		34.3%	74
Sometimes		24.5%	53
No		25.5%	55
No Opinion		15.7%	34

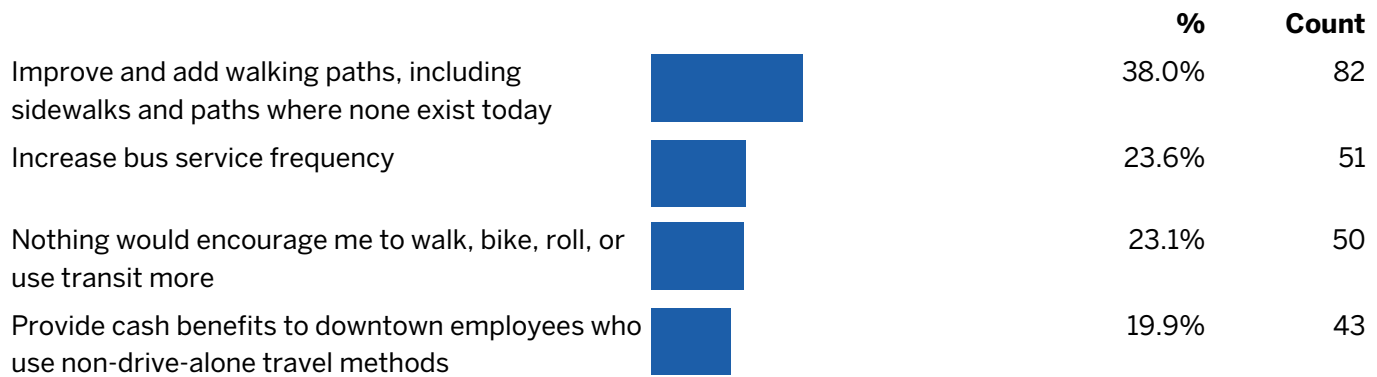
### QUESTION 4

**What improvements would encourage you to choose to walk, bike, roll, or use transit to get to and around downtown San Luis Obispo, instead of driving in a single-occupancy vehicle? (Please select up to three.)**

		%	Count
Add more secure bicycle parking throughout Downtown		29.6%	64
Add more bikeway routes such as bike lanes, protected cycletracks, and path systems		42.1%	91
Add bus service that goes to more places around SLO		27.3%	59
I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo		20.4%	44

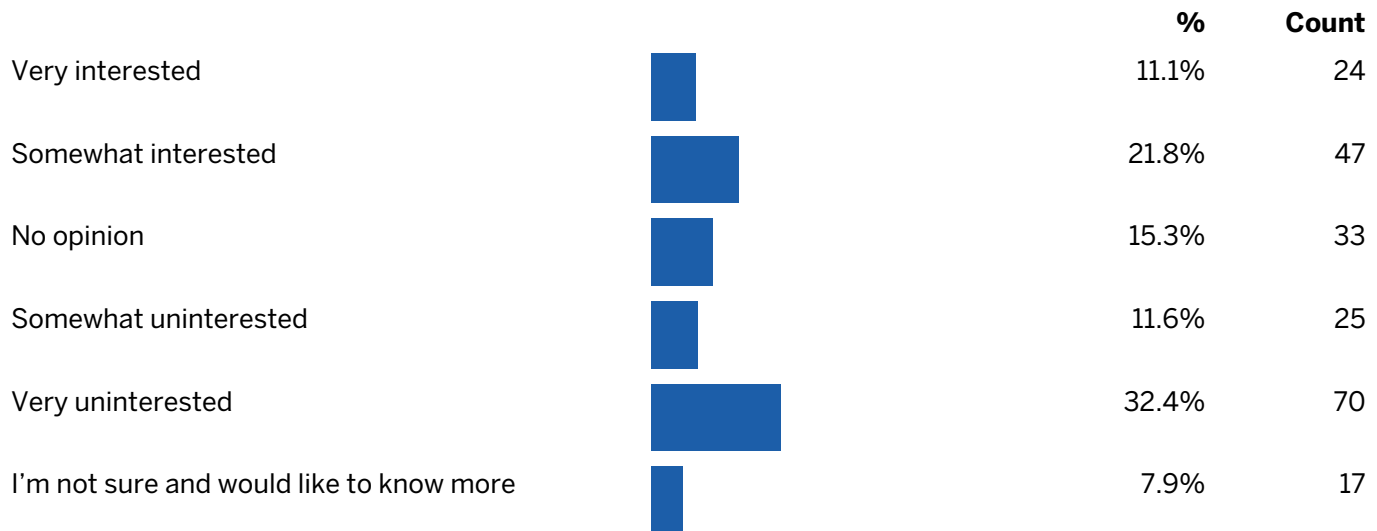
## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?



### QUESTION 5

**How interested would you be in a new parking payment program that allows you to purchase 10-packs of one-day garage parking passes that would cost less per-day than the regular daily parking cost and that you could use whenever you wish?**



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Survey Questions

#### QUESTION 1

**Why do you travel to Downtown San Luis Obispo? (Please select all that apply)**

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown
- I stay in hotels/lodging downtown
- Other

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency
- Nothing would encourage me to walk, bike, roll, or use transit more
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

#### QUESTION 2

**Do you agree or disagree with this statement?  
Anyone without a parking permit should be able to park on permit-only streets that have many open spaces, as long as the parking is managed (either through pricing or time restrictions) so that permit holders can find parking.**

- Strongly Agree
- Somewhat Agree
- No Opinion
- Somewhat Disagree
- Strongly Disagree

#### QUESTION 5

**How interested would you be in a new parking payment program that allows you to purchase 10-packs of one-day garage parking passes that would cost less per-day than the regular daily parking cost and that you could use whenever you wish?**

- Very interested
- Somewhat interested
- No opinion
- Somewhat uninterested
- Very uninterested
- I'm not sure and would like to know more

#### QUESTION 3

**Do you feel you are able to find all the information you need about ways to travel around SLO by non-automobile methods (such as having access to transit maps and schedules, bicycle route maps, and other information)?**

- Yes
- Sometimes
- No
- No Opinion

#### QUESTION 4

**What improvements would encourage you to choose to walk, bike, roll, or use transit to get to and around downtown San Luis Obispo, instead of driving in a single-occupancy vehicle? (Please select up to three.)**

- Add more secure bicycle parking throughout Downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Individual Registered Responses

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#### Name not shown

inside Neighborhood 3

December 14, 2022, 12:46 PM

##### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

##### Question 2

- No Opinion

##### Question 3

- Yes

##### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Increase bus service frequency

##### Question 5

- Very uninterested

---

#### Name not available

inside Neighborhood 7

December 14, 2022, 12:46 PM

##### Question 1

- I shop and dine downtown

##### Question 2

- Strongly Agree

##### Question 3

- Yes

##### Question 4

- Add more secure bicycle parking throughout Downtown

##### Question 5

- Very uninterested

---

#### Name not available

inside Neighborhood 10

December 14, 2022, 12:48 PM

##### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I visit parks downtown

##### Question 2

- Somewhat Agree

##### Question 3

- Sometimes

##### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

##### Question 5

- I'm not sure and would like to know more

---

#### Bill Nevins

inside Neighborhood 7

December 14, 2022, 12:48 PM

##### Question 1

- I shop and dine downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 5

December 14, 2022, 12:59 PM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- No Opinion

### Question 3

- Sometimes

### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very interested

### Name not shown

inside Neighborhood 11

December 14, 2022, 1:05 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 7

December 14, 2022, 1:15 PM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- Very uninterested

---

### Name not available

outside Neighborhoods

December 14, 2022, 2:04 PM

### Question 1

- I work downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- I'm not sure and would like to know more

---

### Name not available

inside Neighborhood 8

December 14, 2022, 2:06 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 8

December 14, 2022, 2:09 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested

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### Name not shown

outside Neighborhoods

December 14, 2022, 2:12 PM

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 1

- I work downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 7  
December 14, 2022, 2:20 PM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Disagree

### Question 3

- No Opinion

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

### Name not available

inside Neighborhood 1  
December 14, 2022, 2:27 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 8  
December 14, 2022, 2:39 PM

### Question 1

- I shop and dine downtown
- Other - I commute through downtown

### Question 2

- No Opinion

### Question 3

- Sometimes

### Question 4

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems

### Question 5

- Somewhat uninterested

---

### Name not available

inside Neighborhood 6

December 14, 2022, 2:41 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested

---

### Name not available

inside Neighborhood 10

December 14, 2022, 2:48 PM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 1

December 14, 2022, 3:01 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Disagree

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 10

December 14, 2022, 3:22 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### Name not available

outside Neighborhoods

December 14, 2022, 4:55 PM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 7

December 14, 2022, 5:46 PM

### Question 1

- I shop and dine downtown

- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 10

December 14, 2022, 6:06 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Increase bus service frequency

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 10

December 14, 2022, 6:09 PM

### Question 1

- I shop and dine downtown
- I stay in hotels/lodging downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Anika Clements

inside Neighborhood 1

December 14, 2022, 7:17 PM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 7

December 14, 2022, 8:06 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 1

December 14, 2022, 8:15 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 2

- Strongly Disagree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 7  
December 14, 2022, 8:22 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Disagree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat uninterested

### JESSE ENGLERT

inside Neighborhood 1  
December 14, 2022, 8:56 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 10  
December 15, 2022, 4:16 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown
- Other - walks

### Question 2

- Strongly Agree

### Question 3

- No

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 4

- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 6

December 15, 2022, 4:29 AM

### Question 1

- I live downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 7

December 15, 2022, 4:35 AM

### Question 1

- I shop and dine downtown

- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 11

December 15, 2022, 4:54 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 8

December 15, 2022, 5:13 AM

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- No Opinion

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

---

### Name not available

inside Neighborhood 6

December 15, 2022, 5:14 AM

### Question 1

- I live downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown
- Other - My family & friends want to go Downtown when they visit

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- No opinion

### Name not available

inside Neighborhood 13

December 15, 2022, 5:23 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Improve and add walking paths, including sidewalks and paths where none exist today
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested

---

### Name not available

inside Neighborhood 1

December 15, 2022, 5:24 AM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 8

December 15, 2022, 5:33 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 5:41 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 2

December 15, 2022, 5:48 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 8

December 15, 2022, 5:52 AM

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Disagree

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not available

outside Neighborhoods  
December 15, 2022, 5:59 AM

### Question 1

- Other - I rarely go downtown because of the parking. When I do, it's to see a movie.

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 10  
December 15, 2022, 6:02 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested

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### Name not available

inside Neighborhood 8  
December 15, 2022, 6:03 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- No

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today
- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat uninterested

---

### Name not available

inside Neighborhood 6

December 15, 2022, 6:10 AM

### Question 1

- I live downtown
- I work downtown

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 9

December 15, 2022, 6:18 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 11

December 15, 2022, 6:25 AM

### Question 1

- I shop and dine downtown
- Other - volunteer dt and go to church dt

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 10

December 15, 2022, 6:25 AM



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 1

- I shop and dine downtown
- Other - Post office, library, city & county offices

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 11  
December 15, 2022, 6:41 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 6  
December 15, 2022, 6:42 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat interested

---

### Name not available

outside Neighborhoods  
December 15, 2022, 6:48 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- No Opinion

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 4

December 15, 2022, 6:49 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 10

December 15, 2022, 6:56 AM

### Question 1

- I shop and dine downtown

### Question 2

- No Opinion

### Question 3

- Sometimes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very interested

---

### Aaron Bento

outside Neighborhoods

December 15, 2022, 6:56 AM

### Question 1

- Other - I shop downtown, nothing decent for dining there

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 11

December 15, 2022, 7:01 AM

### Question 1

- I shop and dine downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 7

December 15, 2022, 7:04 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 10

December 15, 2022, 7:06 AM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Disagree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO

### Question 5

- Somewhat interested

---

### Name not available

inside Neighborhood 10

December 15, 2022, 7:06 AM

### Question 1

- I shop and dine downtown
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat uninterested

---

### Name not available

inside Neighborhood 10

December 15, 2022, 7:08 AM

### Question 1

- I shop and dine downtown
- Other - I volunteer and attend meetings downtown

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### Name not available

outside Neighborhoods

December 15, 2022, 7:12 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today
- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Name not shown

outside Neighborhoods

December 15, 2022, 7:14 AM

### Question 1

- I work downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very interested

---

### Name not available

inside Neighborhood 7

December 15, 2022, 7:21 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

outside Neighborhoods

December 15, 2022, 7:24 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown
- I stay in hotels/lodging downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 5

December 15, 2022, 7:29 AM

### Question 1

- I work downtown
- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- I'm not sure and would like to know more

---

### Name not available

inside Neighborhood 10

December 15, 2022, 7:38 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 5

- Somewhat interested

---

### Name not available

outside Neighborhoods

December 15, 2022, 7:41 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- Other - I own property downtown. I feel the extended required fee parking hours for meters is ridiculous! It should end at 5 or 6 pm as it did for decades.

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very interested

---

### Name not available

inside Neighborhood 6

December 15, 2022, 7:44 AM

### Question 1

- I live downtown
- I shop and dine downtown
- Other - Kids school

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today
- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- I'm not sure and would like to know more

---

### Name not available

inside Neighborhood 10

December 15, 2022, 7:44 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Add more secure bicycle parking throughout Downtown

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 6

December 15, 2022, 7:47 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown
- Other - I enjoy walking around downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 7

December 15, 2022, 7:48 AM

### Question 1

- I shop and dine downtown
- Other - I don't go downtown anymore because parking is terrible. Too expensive and complicated. You city officials messed up by adding those water sucking hotels and taking away parking lots. Now you expect residents to pay. You have ruined a great place

### Question 2

- Strongly Agree

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Somewhat interested
- 

### Name not available

inside Neighborhood 13

December 15, 2022, 7:52 AM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested
- 

### Name not shown

inside Neighborhood 1

December 15, 2022, 7:55 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Disagree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 6

December 15, 2022, 7:57 AM

### Question 1

- I live downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 11

December 15, 2022, 7:59 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- No opinion

---

### Nancy Hayward

inside Neighborhood 3

December 15, 2022, 8:00 AM

### Question 1

- Other - I don't go down town very much anymore, parking is much to difficult, already had a very bad fall over curbs so no more

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Increase bus service frequency
- Nothing would encourage me to walk, bike, roll, or use transit more
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat uninterested

---

### Name not available

inside Neighborhood 1

December 15, 2022, 8:01 AM



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 8:05 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat interested

### Name not available

inside Neighborhood 7

December 15, 2022, 8:06 AM

### Question 1

- I work downtown
- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very interested

---

### Name not available

outside Neighborhoods

December 15, 2022, 8:08 AM

### Question 1

- I shop and dine downtown
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 8

December 15, 2022, 8:14 AM

### Question 1

- Other - I avoid downtown due to parking and new stupid bike lanes

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Name not shown

outside Neighborhoods

December 15, 2022, 8:19 AM

### Question 1

- I shop and dine downtown
- I visit parks downtown
- I stay in hotels/lodging downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- I'm not sure and would like to know more

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 8:21 AM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- No Opinion

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add bus service that goes to more places around SLO

### Question 5

- Very interested

---

### Name not shown

outside Neighborhoods

December 15, 2022, 8:27 AM

### Question 1

- I work downtown

### Question 2

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Somewhat Agree

### Question 3

- No

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 7

December 15, 2022, 8:28 AM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- No Opinion

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- I'm not sure and would like to know more

---

### Name not shown

inside Neighborhood 8

December 15, 2022, 8:29 AM

### Question 1

- I shop and dine downtown

- Other - Events, concerts in the plaza, mission plaza, art after dark

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 8

December 15, 2022, 8:34 AM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 6

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

December 15, 2022, 8:36 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- Other - We own a business downtown. Most of our clientele are over 55. Many over 65. You made our street somewhat safer for bikes but much more dangerous for the disabled. When being dropped off they can't open the passenger door due to the planters.

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

---

### Name not available

inside Neighborhood 11

December 15, 2022, 8:39 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Add bus service that goes to more places around SLO

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat interested

---

### Name not available

inside Neighborhood 5

December 15, 2022, 8:40 AM

### Question 1

- I work downtown

### Question 2

- Somewhat Disagree

### Question 3

- No Opinion

### Question 4

- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 7

December 15, 2022, 8:51 AM

### Question 1

- I shop and dine downtown
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- Sometimes

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 8:51 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 8

December 15, 2022, 8:53 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- I'm not sure and would like to know more

---

### Name not available

inside Neighborhood 11

December 15, 2022, 8:53 AM

### Question 1

- Other - I live in San Luis Obispo but rarely go downtown

### Question 2

- Strongly Agree

### Question 3

- No Opinion

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Kyle Ahlgren

inside Neighborhood 8

December 15, 2022, 8:55 AM

### Question 1

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

---

### Name not available

inside Neighborhood 1  
December 15, 2022, 9:00 AM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Disagree

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested
- 

### Name not available

inside Neighborhood 6  
December 15, 2022, 9:03 AM

### Question 1

- I work downtown
- Other - We own a business and property

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested
- 

### Name not available

inside Neighborhood 11  
December 15, 2022, 9:03 AM

### Question 1

- Other - Very rarely go because of parking

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Somewhat interested

---

### Name not shown

inside Neighborhood 7

December 15, 2022, 9:06 AM

#### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

#### Question 2

- Strongly Disagree

#### Question 3

- Yes

#### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

#### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 7

December 15, 2022, 9:08 AM

#### Question 1

- I shop and dine downtown

#### Question 2

- Somewhat Agree

#### Question 3

- No

#### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

#### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 4

December 15, 2022, 9:09 AM

#### Question 1

- I shop and dine downtown
- Other - We seldom shop and dine downtown because of parking inconvenience. Street kiosks too low, too dark for night dining. Since you are emailing us, perhaps email how to get an app to pay without going to the kiosk. Strange bike lane and parking system.

#### Question 2

- Somewhat Agree

#### Question 3

- No

#### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

#### Question 5

- Very uninterested

---

### Name not available

outside Neighborhoods

December 15, 2022, 9:10 AM

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- I'm not sure and would like to know more

---

### James Boyd

inside Neighborhood 8  
December 15, 2022, 9:18 AM

### Question 1

- Other - I stay away from downtown because of bike lanes, narrower streets, new parking meters

### Question 2

- Strongly Disagree

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

### Name not shown

inside Neighborhood 8  
December 15, 2022, 9:19 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 6  
December 15, 2022, 9:24 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 7

December 15, 2022, 9:27 AM

### Question 1

- I shop and dine downtown

### Question 2

- No Opinion

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Increase bus service frequency

### Question 5

- I'm not sure and would like to know more

---

### Name not shown

inside Neighborhood 7

December 15, 2022, 9:29 AM

### Question 1

- Other - I rarely go downtown, because parking is troublesome.

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Name not available

outside Neighborhoods

December 15, 2022, 9:35 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown
- Other - yoga class

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems

### Question 5

- Very uninterested

---

### Name not available

outside Neighborhoods

December 15, 2022, 9:43 AM

### Question 1

- I shop and dine downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very interested

---

### Name not available

inside Neighborhood 10

December 15, 2022, 9:44 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### Name not available

inside Neighborhood 6

December 15, 2022, 9:49 AM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 6

December 15, 2022, 9:49 AM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I visit parks downtown

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 3

December 15, 2022, 9:55 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add bus service that goes to more places around SLO
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 7

December 15, 2022, 10:10 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- Somewhat interested

---

### Name not available

outside Neighborhoods

December 15, 2022, 10:11 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 5

- Very interested

---

### Name not available

outside Neighborhoods

December 15, 2022, 10:16 AM

### Question 1

- I work downtown
- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 5

December 15, 2022, 10:26 AM

### Question 1

- I work downtown
- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 7

December 15, 2022, 10:31 AM

### Question 1

- I shop and dine downtown
- Other - Nonessential businesses to a business park. Too many family homes converted to small businesses. Do not use garage parking because if poor lighting, no cameras, no enforcement of compact cars only. Our car damaged in garage repair cost \$1000 deductible.

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 10

December 15, 2022, 10:48 AM

### Question 1

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I shop and dine downtown
- I visit parks downtown
- I stay in hotels/lodging downtown

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 8

December 15, 2022, 10:50 AM

### Question 1

- I shop and dine downtown
- Other - I avoid going downtown when I can

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 6

December 15, 2022, 10:55 AM

### Question 1

- I live downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- Strongly Disagree

### Question 3

- Yes

### Question 4

- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 8

December 15, 2022, 11:07 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 11:08 AM

### Question 1

- I live downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 11:09 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 9

December 15, 2022, 11:16 AM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown

### Question 2

- No Opinion

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 1

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

December 15, 2022, 11:27 AM

### Question 1

- I shop and dine downtown
- Other - I attend downtown events such as music concerts and movies.

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 11:39 AM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- Somewhat uninterested

### Name not available

outside Neighborhoods

December 15, 2022, 11:43 AM

### Question 1

- Other - I rarely Go down town. To much of a pain. Parking, Confusing bike stuff. Traffic flow

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 9

December 15, 2022, 11:44 AM

### Question 1

- Other - Go to the library. Used to go to Ascendo Coffee but that's gone. Mostly I don't go downtown anymore. Seems more geared to college students and visitors now. Not the city's fault. Just how it is now.

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 11:45 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not available

outside Neighborhoods

December 15, 2022, 11:54 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Jeff Olds

outside Neighborhoods

December 15, 2022, 12:02 PM

### Question 1

- I work downtown
- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Add more secure bicycle parking throughout Downtown
- Nothing would encourage me to walk, bike, roll, or use transit more
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very interested

---

### Name not available

inside Neighborhood 3

December 15, 2022, 12:03 PM

### Question 1



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 8

December 15, 2022, 12:06 PM

### Question 1

- Other - Done and movies. Less and less because police presence has been diminished.

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 12

December 15, 2022, 12:16 PM

### Question 1

- I shop and dine downtown
- I visit parks downtown

### Question 2

- Strongly Disagree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 11

December 15, 2022, 12:19 PM

### Question 1

- I shop and dine downtown

### Question 2

- No Opinion

### Question 3

- No Opinion

### Question 4

- Add more secure bicycle parking throughout Downtown
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very interested

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

**Name not available**  
inside Neighborhood 8  
December 15, 2022, 12:32 PM

### Question 1

- I shop and dine downtown

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Add bus service that goes to more places around SLO

### Question 5

- No opinion

---

**Richard Mortensen**  
inside Neighborhood 7  
December 15, 2022, 12:40 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- I'm not sure and would like to know more

---

**Name not shown**  
inside Neighborhood 7  
December 15, 2022, 12:57 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

**Name not shown**  
inside Neighborhood 5  
December 15, 2022, 1:04 PM

### Question 1

- I work downtown

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### David Fawcett

inside Neighborhood 7

December 15, 2022, 1:17 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 6

December 15, 2022, 1:37 PM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested

---

### Rachel Lipka

inside Neighborhood 7

December 15, 2022, 1:51 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat uninterested

---

### Lee Todd

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

inside Neighborhood 10  
December 15, 2022, 2:35 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Disagree

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested

---

**Name not available**  
outside Neighborhoods  
December 15, 2022, 2:35 PM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

**Name not available**  
outside Neighborhoods  
December 15, 2022, 2:54 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- Other - visit and work for historical building restoration

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

**Richard Ferris**  
inside Neighborhood 6  
December 15, 2022, 3:24 PM

### Question 1

- I work downtown

### Question 2

- Strongly Agree

### Question 3

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Sometimes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

**Name not available**  
outside Neighborhoods  
December 15, 2022, 3:25 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Very uninterested

---

**Name not available**  
inside Neighborhood 10  
December 15, 2022, 4:07 PM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO

### Question 5

- Somewhat interested

---

**Name not shown**  
inside Neighborhood 5  
December 15, 2022, 4:42 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very interested

---

**Matthew Irons**  
inside Neighborhood 6  
December 15, 2022, 4:46 PM

### Question 1

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- No Opinion

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Carol Mortensen

inside Neighborhood 7

December 15, 2022, 5:32 PM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- I'm not sure and would like to know more

---

### Name not available

inside Neighborhood 1

December 15, 2022, 7:40 PM

### Question 1

- I live downtown
- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- No opinion

---

### Lea Brooks

inside Neighborhood 6

December 15, 2022, 7:46 PM

### Question 1

- I shop and dine downtown
- I visit parks downtown
- Other - I live on the boundary of downtown walk/bike to attend events.

### Question 2

- No Opinion

### Question 3

- Yes

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 1

December 15, 2022, 8:14 PM

### Question 1

- I live downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- No Opinion

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 6

December 15, 2022, 8:44 PM

### Question 1

- I live downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems

### Question 5

- Somewhat interested

---

### Name not shown

outside Neighborhoods

December 15, 2022, 8:55 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Somewhat interested

---

### Name not shown

inside Neighborhood 1

December 15, 2022, 8:57 PM

#### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

#### Question 2

- No Opinion

#### Question 3

- Sometimes

#### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Increase bus service frequency

#### Question 5

- Very uninterested

---

### K L Adler

inside Neighborhood 2

December 15, 2022, 8:59 PM

#### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

#### Question 2

- Strongly Disagree

#### Question 3

- No Opinion

#### Question 4

- Add bus service that goes to more places around SLO
- Nothing would encourage me to walk, bike, roll, or use transit more
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

#### Question 5

- Somewhat uninterested

---

### Name not shown

outside Neighborhoods

December 15, 2022, 11:18 PM

#### Question 1

- Other - Go to theater and dining

#### Question 2

- Somewhat Disagree

#### Question 3

- Yes

#### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

#### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 1

December 16, 2022, 6:35 AM

#### Question 1

- I shop and dine downtown

#### Question 2

- No Opinion

#### Question 3

- Yes



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems

### Question 5

- I'm not sure and would like to know more

---

### Name not available

inside Neighborhood 10

December 16, 2022, 6:42 AM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 1

December 16, 2022, 7:24 AM

### Question 1

- I live downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 7

December 16, 2022, 7:53 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested

---

### Name not available

outside Neighborhoods

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

December 16, 2022, 8:11 AM

### Question 1

- I work downtown

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 6

December 16, 2022, 9:05 AM

### Question 1

- I live downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 7

December 16, 2022, 10:23 AM

### Question 1

- Other - movies and sometimes dine

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- I'm not sure and would like to know more

---

### Name not available

outside Neighborhoods

December 16, 2022, 10:58 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- No

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 4

- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 10

December 16, 2022, 11:49 AM

### Question 1

- Other - I avoid downtown because there are very few handicap spaces available. live on Lawton near the South and Broad intersection.

### Question 2

- No Opinion

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency
- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 10

December 16, 2022, 12:15 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 1

December 16, 2022, 12:25 PM

### Question 1

- I work downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- No Opinion

### Question 3

- No Opinion

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- No opinion

---

### Name not shown

inside Neighborhood 9

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

December 16, 2022, 12:38 PM

### Question 1

- I work downtown
- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very interested

---

### Name not shown

inside Neighborhood 6

December 16, 2022, 4:31 PM

### Question 1

- I live downtown
- I shop and dine downtown
- I visit parks downtown
- Other - I walk downtown.

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

### Name not available

inside Neighborhood 10

December 16, 2022, 4:57 PM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 11

December 16, 2022, 5:42 PM

### Question 1

- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 10

December 16, 2022, 6:49 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

### Name not shown

inside Neighborhood 8

December 16, 2022, 7:50 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- No Opinion

### Question 4

- Improve and add walking paths, including sidewalks and paths where none exist today
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat interested

---

### Name not shown

outside Neighborhoods

December 16, 2022, 10:46 PM

### Question 1

- I shop and dine downtown
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No Opinion

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat uninterested

---

### Name not shown

inside Neighborhood 11

December 17, 2022, 12:31 AM

### Question 1

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Improve and add walking paths, including sidewalks and paths where none exist today
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 8  
December 17, 2022, 7:36 AM

### Question 1

- Other - I avoid going downtown because it's too chaotic to navigate anymore.

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 7  
December 17, 2022, 10:41 AM

### Question 1

- Other - management of my properties please provide comment space at the end of all question so i can add my real thoughts and no contribute to this engineered pre-programed out come Survey set up on some ones self serving agenda

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 7  
December 17, 2022, 11:08 AM

### Question 1

- I shop and dine downtown

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Add bus service that goes to more places around SLO

### Question 5

- Somewhat interested

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Muriel Altamirano

outside Neighborhoods

December 17, 2022, 1:29 PM

#### Question 1

- Other - Parking structures make the most sense. But they are so scary. Afraid my children might go over the edge (and 2 of them adult size). Found out no security cameras either. Take my business outside downtown as possible. Heard several have fallen already!

#### Question 2

- Somewhat Agree

#### Question 3

- Yes

#### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

#### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 7

December 17, 2022, 2:30 PM

#### Question 1

- I shop and dine downtown

#### Question 2

- Strongly Agree

#### Question 3

- Sometimes

#### Question 4

- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today
- Increase bus service frequency

#### Question 5

- Somewhat interested

---

### Name not available

outside Neighborhoods

December 17, 2022, 9:13 PM

#### Question 1

- I shop and dine downtown
- I visit parks downtown

#### Question 2

- Strongly Agree

#### Question 3

- Yes

#### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency

#### Question 5

- Very uninterested

---

### Robert Akelian

inside Neighborhood 9

December 18, 2022, 3:05 AM

#### Question 1

- I use professional services downtown (doctors appointments, etc.)
- Other - Apple Store

#### Question 2

- Somewhat Disagree

#### Question 3

- Yes

#### Question 4

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

**Name not available**  
inside Neighborhood 5  
December 18, 2022, 7:02 AM

### Question 1

- I live downtown

### Question 2

- Strongly Disagree

### Question 3

- No Opinion

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

---

**Name not available**  
inside Neighborhood 1  
December 18, 2022, 7:18 AM

### Question 1

- Other - I bike and shop downtown. Homeless people and parking fees have ruined our downtown. High rents have forced many businesses to move or close down completely! Downtown is a shell of what it once was.

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat interested

---

**Name not shown**  
outside Neighborhoods  
December 18, 2022, 8:28 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

**Name not available**  
outside Neighborhoods



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

December 18, 2022, 8:49 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown
- Other - Need more options for vehicles, for seniors, without the high cost of downtown parking. Plus, I am unable to use parking structures due to height of primary vehicle I have at this time. I live several miles from downtown, no bus service avail. for miles

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add bus service that goes to more places around SLO
- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- I'm not sure and would like to know more

---

### Name not shown

outside Neighborhoods

December 18, 2022, 9:02 AM

### Question 1

- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- Sometimes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 7

December 18, 2022, 9:21 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 7

December 18, 2022, 2:55 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- Other - The library

### Question 2

- Strongly Disagree

### Question 3

- No

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- I'm not sure and would like to know more

---

### Name not shown

inside Neighborhood 7

December 18, 2022, 4:00 PM

### Question 1

- I shop and dine downtown
- Other - Visit the public library, art museum, history museum, walking

### Question 2

- Strongly Agree

### Question 3

- No

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 11

December 18, 2022, 6:49 PM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Somewhat uninterested

---

### Name not available

inside Neighborhood 6

December 18, 2022, 9:33 PM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very uninterested

---

### Name not shown

inside Neighborhood 10

December 19, 2022, 7:39 AM

### Question 1

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- No Opinion

### Question 3

- No Opinion

### Question 4

- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested

---

### Name not available

inside Neighborhood 8

December 19, 2022, 10:29 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- No Opinion

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems

### Question 5

- I'm not sure and would like to know more

### Name not available

inside Neighborhood 6

December 19, 2022, 11:03 AM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Disagree

### Question 3

- No Opinion

### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

### Name not available

outside Neighborhoods

December 19, 2022, 2:08 PM

### Question 1

- I work downtown
- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more secure bicycle parking throughout Downtown
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Somewhat interested

---

**Name not available**  
inside Neighborhood 1  
December 19, 2022, 10:39 PM

### Question 1

- I live downtown
- I shop and dine downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

---

**Name not available**  
inside Neighborhood 6  
December 20, 2022, 11:51 AM

### Question 1

- I live downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Disagree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

---

**Name not available**  
inside Neighborhood 8  
December 20, 2022, 10:02 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Increase bus service frequency

### Question 5

- Very uninterested

---

**Name not shown**

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

inside Neighborhood 4  
December 21, 2022, 11:12 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- Very uninterested

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### Name not available

inside Neighborhood 10  
December 21, 2022, 3:31 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- Sometimes

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- No opinion

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### Name not shown

inside Neighborhood 7  
December 23, 2022, 3:07 PM

### Question 1

- I shop and dine downtown
- I visit parks downtown
- Other - I go to movies, museum, & concerts downtown

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Increase bus service frequency

### Question 5

- Somewhat interested

---

### Name not available

inside Neighborhood 11  
December 23, 2022, 8:44 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

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### Name not available

inside Neighborhood 8

December 26, 2022, 9:09 AM

### Question 1

- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Strongly Agree

### Question 3

- No Opinion

### Question 4

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Very uninterested

### Name not shown

inside Neighborhood 6

December 27, 2022, 11:35 AM

### Question 1

- I live downtown
- I work downtown
- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)
- I visit parks downtown

### Question 2

- Somewhat Disagree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- No opinion

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### Name not available

inside Neighborhood 7

December 27, 2022, 4:29 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- No Opinion

### Question 3

- Yes

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency

### Question 5

- Very interested

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### Name not available

inside Neighborhood 10

December 29, 2022, 10:02 AM

### Question 1

- I work downtown
- I shop and dine downtown
- I visit parks downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add bus service that goes to more places around SLO
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- I'm not sure and would like to know more

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### Name not available

inside Neighborhood 6

December 29, 2022, 11:46 AM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Disagree

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Add bus service that goes to more places around SLO

### Question 5

- Very interested

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### Name not available

inside Neighborhood 10

December 29, 2022, 2:40 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Somewhat Agree

### Question 3

- Yes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

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### Whitney Weddell

inside Neighborhood 10

## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

December 29, 2022, 4:31 PM

### Question 1

- I shop and dine downtown

### Question 2

- No Opinion

### Question 3

- No

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very interested

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### Name not available

inside Neighborhood 8

December 29, 2022, 4:36 PM

### Question 1

- I shop and dine downtown

### Question 2

- No Opinion

### Question 3

- Yes

### Question 4

- Add bus service that goes to more places around SLO
- I already primarily walk, bike, roll, or use transit to Downtown San Luis Obispo

### Question 5

- Very uninterested

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### Name not available

inside Neighborhood 2

December 29, 2022, 6:18 PM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- Sometimes

### Question 4

- Add bus service that goes to more places around SLO
- Increase bus service frequency
- Provide cash benefits to downtown employees who use non-drive-alone travel methods

### Question 5

- Very interested

---

### Name not available

inside Neighborhood 7

December 29, 2022, 9:33 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- Strongly Agree

### Question 3

- Yes

### Question 4



## Access and Parking Management Plan Update

What strategies should the City consider for its updated Access and Parking Management Plan?

- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat interested

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### Name not available

inside Neighborhood 7

December 30, 2022, 5:09 PM

### Question 1

- I shop and dine downtown
- I use professional services downtown (doctors appointments, etc.)

### Question 2

- No Opinion

### Question 3

- Sometimes

### Question 4

- Add more secure bicycle parking throughout Downtown
- Add more bikeway routes such as bike lanes, protected cycletracks, and path systems
- Improve and add walking paths, including sidewalks and paths where none exist today

### Question 5

- Somewhat uninterested

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### Name not shown

inside Neighborhood 8

December 31, 2022, 7:28 PM

### Question 1

- I shop and dine downtown

### Question 2

- Somewhat Agree

### Question 3

- No

### Question 4

- Nothing would encourage me to walk, bike, roll, or use transit more

### Question 5

- Very uninterested