



Active Transportation Plan 2023 Progress Report Card

Overview

The City of San Luis Obispo has taken considerable steps in improving bicycle and pedestrian transportation. In 2021, the City of San Luis Obispo adopted the Active Transportation Plan (Plan), a transportation planning document that included community engagement and comprehensive analyses to identify and remove barriers to bicycling and walking.

The Active Transportation Plan 2023 Progress Report Card (Report Card) provides a snapshot of the City's Active Transportation Program since adoption of the Plan in 2021. The Report Card is intended to act as a "check-in" and provides an update on eight performance measures as detailed in the Plan. The Report Card will be updated every two years and is intended as a tool to assist in the financial planning process and allocation of resources to transportation projects.

The Report Card is organized into seven sections including: 1) Overview 2) Analysis Summary 3) Awards and Recognition 4) Active Transportation Plan Progress Highlights 5) Project Highlights 6) a detailed Active Transportation Performance Measure Progress which provides overview of the implementation status of each of the eight performance measures from the Active Transportation Plan, and 7) a Traffic Volume Trend on the Tier 1 Network. Since the Report Card is a "snapshot" some data points are more up to date than others but provide the most accurate information that is currently available. Due to the COVID-19 pandemic disrupting normal transportation commute patterns in the years 2020-2022, some performance measure efforts were paused but will be updated with the most current data later in 2024 to help inform the planning process for the FY 2025-27 Financial Plan.

Analysis Summary

Since adoption of the Active Transportation Plan in 2021 the City has made considerable progress in only three years. For instance, by implementing active transportation improvements as part of annual pavement maintenance projects, through conditions of approval on development projects, and the City's Capital Improvement Program (CIP) projects, more than 26% of the Tier 1 active transportation network—the projects with the greatest potential to increase bicycle and pedestrian mode share—is now in place. When including projects that are currently in progress—either in planning, design or construction—the percentage jumps to over 50%. The City is on track to meet its climate action goal of completing the Tier 1 network by 2030.

The General Plan also includes a transportation mode split objective of reaching 20% of all trips by bike and 12% by walking by 2030. The most recent survey data shows that bicycles currently comprise 16% of all trips and walking accounts for 11% of all trips according to the Citywide Household Transportation Survey conducted in 2019. Due to COVID-19, a survey was not conducted in 2022. However, a new survey will be conducted in 2024 and updated information will be available later in 2024 when this report card is updated. Another data point to inform progress on the transportation mode split objective are traffic counts taken along the Tier 1

network as shown in Attachment 4. Comparison of traffic counts from 2016 to 2023 show a decrease in vehicular, pedestrian, and transit forms of transportation, which mirror national trends of a shift in the labor market to more remote work. Hence, almost all forms of transportation have seen a decrease with the exception of the bicycle, which witnessed an increase in use by over seven percent. Meanwhile, trips to schools (K-12) have shown good results with over 20% of trips by bike, 19% by walking, and almost 13% by school bus according to a baseline Safe Routes to School survey led by the San Luis Obispo Council of Governments in 2022.

This Report Card also looks at the progress towards achieving the City's Vision Zero goal of eliminating traffic fatalities and severe injuries by 2030. Over the last two decades the City has seen a gradual decline in overall number of collisions however recent years have seen an increase in the number of collisions with fatal and severe injuries. In the period from 2019 to 2021 there have been eight crashes with fatal results and 38 resulting in severe injuries. With fewer cars on the road during COVID-19, traffic congestion was reduced significantly, which emboldened some people to drive at illegal speeds that can cause fatal or severe injuries when involved in a collision. The increase in fatal and severe injuries reflects a national trend, showing that there is still work to be done.

In an effort to match spending with the City's goals, the City has made a commitment to spend its transportation dollars proportional to its mode split objectives. Along those lines, the City has made progress toward that commitment. A four-year average of the fiscal years 2019-2023 show that the city has spent 35% on vehicular improvements, 27% on walking, 25% on bicycling, and 12% on transit.

Finally, the Active Transportation Plan has made a commitment to strive for the same gender representation of those using active transportation modes as those using single occupancy motor vehicles (currently 49% male and 51% female). According to the most recent survey, the percentage of community members bicycling was 30% female and 69% male with less than 1% for other gender responses. For walking the percentage of females was 41% and 58% male with less than 1% for other gender responses. These numbers on gender representation are better than the national average, but there is still work to be done in this area to meet the City's goal.

Awards and Recognition

Since adoption of the Active Transportation Plan in 2021, the City has received recognition for its work in active transportation, including:

- American Planning Association Central Coast Section Award for Excellence in Transportation Planning
- The League of American Bicyclists renewed its recognition of the City of San Luis Obispo as a Bicycle Friendly Community at the Gold Level



Attachment 1: Active Transportation Plan Progress Highlights

Attachment 2: Active Transportation Plan Project Highlights

Attachment 3: Active Transportation Plan Performance Measure Progress

Attachment 4: Traffic Volume Trend on the Tier 1 Network 2016/18 and 2022/23



Active Transportation Plan 2023 Progress Highlights

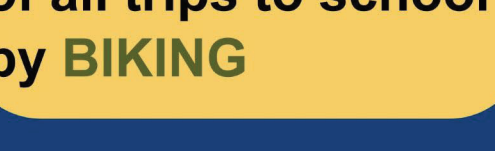
19%

of all trips to school
by **WALKING**



20%

of all trips to school
by **BIKING**



26%



of Plan's Tier 1 bicycle and
pedestrian network installed
with the goal of full completion
by 2030



27%



of transportation
funding allocated to
pedestrian
improvements and

25%



to bicycle
improvements.

Progress Toward Reaching the City's Mode Split Objectives

	2030 Goals	2019*
Walking	12%	11%
Bicycle	20%	16%
Transit	7%	2%
Single-Occupancy Vehicle	50%	61%
Carpool and Other	11%	10%

*No 2022 survey due to COVID-19. Survey to be readministered in 2024.





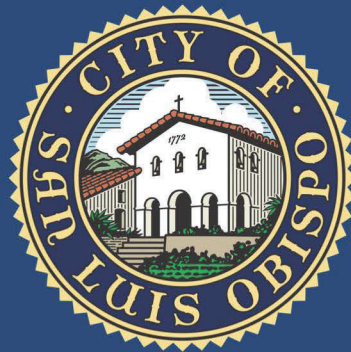
Railroad Safety Trail Bridge at Phillips/Pepper Streets



Neighborhood greenways on Nipomo, Ramona, Cerro Romaldo, Morro



Pedestrian enhancements in Downtown



2023 Project Highlights



Protected bike lanes in Downtown



Pedestrian crossing improvements at Johnson, South, Broad, Madonna, Foothill, and Osos Streets



Madonna Road shared use path

Attachment 3: Active Transportation Plan Performance Measure Progress

The below table provides the current status of eight performance measures that are included in the Active Transportation Plan. Provided details for each performance measure include a description, the tracking mechanism, the baseline when the Active Transportation Plan was adopted in 2021, the current status as of 2023, and notes where applicable.

#	Performance Measure	Tracking Mechanism	Baseline	2023 Status	Notes
1	Increase the share of citywide commute trips made by bicycling to 20% and 12% by walking by 2030	Summarize biennially (every other year) based on data from U.S. Census Bureau, American Community Survey (latest 5-year average), Citywide Household Transportation Survey	2017 ACS Survey Results: <ul style="list-style-type: none"> ☒ • Bicycle - 8.3% ☒ • Walk - 7.2% • Drive Alone - 67.7% 	2019 Citywide Household Transportation Survey Results: <ul style="list-style-type: none"> • Walking - 11% • Bicycle - 16% • Transit - 2% • Single-Occupancy Vehicle - 61% • Carpool and other - 10% 	Following feedback from the Active Transportation Committee and concurrence from staff, the tracking mechanism for this performance measure is now emphasizing the results of the Citywide Household Transportation Survey given that the ACS data only collects data on trips to work and school while the city's survey collects data on all transportation trip types to provide a more accurate picture of transportation mode split. No 2022 survey due to COVID-19. Survey to be administered again in 2024. To supplement this data, traffic counts for the years 2016/18 and 2022/23 are included in attachment 4. Note there are no counts for 2020 and 2021 due to COVID-19
2	Consistent with the City's Climate Action Plan and General Plan Mode Share Objectives, decrease the share of total citywide trips made by single-occupant auto to 50% or less by 2030	Summarize biennially (every other year) based on data from U.S. Census Bureau, American Community Survey (latest 5-year average)	Current Mode Share: <ul style="list-style-type: none"> ☒ • Drive Alone - 67.7% 	2019 Citywide Household Transportation Survey Results: <ul style="list-style-type: none"> • Drive Alone - 61% 	No 2022 survey due to COVID-19. Survey to be administered again in 2024
3	Achieve Platinum Level status as Bicycle Friendly Community by the League of American Bicyclists	League of American Bicyclists Bicycle Friendly Community Rankings (renewed every 4 years)	Gold Status	Gold Status	Gold Status renewed in 2024. Eligible to apply for Platinum in 2027
4	Continue progress towards the City's Vision Zero goal of eliminating traffic fatalities and severe injuries, endeavoring towards a trend of zero fatal collisions by 2030.	City of San Luis Obispo Annual Traffic Safety Report	Three-Year Total (2015-2017): <ul style="list-style-type: none"> ☒ 3 fatal collisions • 43 severe injury collisions 	Three-Year Total (2019-2021): <ul style="list-style-type: none"> • 8 fatal collisions • 38 severe injury collisions 	Compiled collision data for years 2021-2023 available later in 2024

Attachment 3: Active Transportation Plan Performance Measure Progress

#	Performance Measure	Tracking Mechanism	Baseline	2023 Status	Notes
5	Complete installation of the Active Transportation Plan's Tier 1 bicycle and pedestrian network by 2030	Summarize at outset of each 2-year Capital Improvement Plan	6.5% of the ultimate Tier 1 network currently in place: ☐ 0% of new low-stress bikeway mileage ☐ 0% of new enhanced pedestrian/bicycle crossings	26% of the ultimate Tier 1 network currently in place including: 19% of new low-stress bikeway mileage 15% of new enhanced pedestrian/bicycle crossings	
6	Consistent with the General Plan Circulation Element policies, strive to allocate transportation funding across various transportation modes approximately proportional to the General Plan Modal Split Objectives	Baseline to be set with FY2021-23 Financial Plan	Summarize transportation expenditures as running 4-6-year average at outset of each 2-year Capital Improvement Plan	Four-Year Average (FY 2019-2023): • Bicycle - 25% • Walk - 27% • Transit - 12% • Vehicle 35%	Ahead of the next budget planning process, the status will be updated with FY 2023-25 data
7	Double the mode share for all bicycle and pedestrian trips for public K-12 schools in the city	In collaboration with SLO Rideshare, conduct survey of local K-12 schools biennially (every other year)	Baseline to be set via school surveys in 2021	2022 SLOCOG Safe Routes to School Survey: ☐ • Bicycle, scooter, or skate - 20.7% • Walk - 19% • School Bus - 13% • Drive alone or only with family - 43% • Carpool - 4% • Public Transit - 1.79%	SLOCOG readministering survey in spring 2024
8	Strive to achieve the same demographic representation of those using active transportation modes as those using single occupancy motor vehicles.		U.S Census Bureau, American Communities Survey, Citywide Household Transportation Survey and other sources	2019 Citywide Household Transportation Survey Results: • Bicycle - 69% Male, 30% Female ☐ • Walk - 58% Male, 41% Female • Drive Alone - 49% Male, 51% Female [for all modes, "decline to state" gender was less than 1%)	No 2022 survey due to COVID-19. Survey to be administered again in 2024

Attachment 4: Traffic Volume Trend on the Tier 1 Network 2016/18 and 2022/23

The below table provides traffic volumes comparing the years 2016/18 to 2022/23 as another data point to inform performance measure #1 to “Increase the share of citywide commute trips made by bicycling to 20% and 12% by walking by 2030.” Since no household transportation survey was conducted in 2020 due to COVID-19, the traffic volume data helps provide another reference point to understanding the city’s progress in achieving its mode split objectives.

The table compares traffic volumes along the Active Transportation Plan Tier 1 network of 11 main corridors which the city has committed to completing by 2030. For each mode of transportation (auto, bicycle, and pedestrian) the average daily traffic is provided between two sets of years 2016/2018 and 2022/2023. The data show a decrease in overall travel by auto (-5.4%), pedestrian (-8.7%) and increase by bicycle (7.5%). To supplement traffic volumes, transit annual boardings are also provided showing an overall decrease in transit use between the years 2018 to 2022 (-45%).

No.	Street / Location	Auto ADT			Bicycle ADT			Pedestrian ADT			Transit Annual Boardings		
		2016/18	2022/23	% Change	2016/18	2022/23	% Change	2016/18	2022/23	% Change	2018	2022	% Change
1	Higuera St (Tank Farm Rd to Prado Rd)	18,047	16,174	-10.4%	191	208	8.9%	93	212	128.0%	945,288	515,008	-45.0%
2	Dalidio Drive (Madonna Rd to Prado Rd)	1,073	4,185	290.2%	9	38	322.2%	N/A	65	N/A			
3	Broad Street (Tank Farm Rd to Industrial Rd)	29,137	26,759	-8.2%	210	91	-56.7%	38	113	197.4%			
4	Railroad Safety Trail (Boulevard del Campo to Orcutt Rd)	N/A	N/A	N/A	277	305	10.1%	366	437	19.4%			
5	Railroad Safety Trail (Foothill to Taft)	N/A	N/A	N/A	260	383	47.3%	134	195	45.5%			
6	Foothill Blvd (Chorro St to Santa Rosa St)	20,196	17,995	-10.9%	708	654	-7.6%	584	1,288	120.5%			
7	Chorro St (Lincoln St to Palm St)	5,860	5,359	-8.5%	200	207	3.5%	436	421	-3.4%			
8	Marsh St (Broad St to Chorro St)	10,547	8,099	-23.2%	189	211	11.6%	2,845	1,388	-51.2%			
9	Madonna Rd (US 101 SB Ramps to El Mercado)	23,161	22,781	-1.6%	254	289	13.8%	148	194	31.1%			
10	Los Osos Valley Rd (Calle Joaquin to Auto Park Dr)	33,362	32,763	-1.8%	68	164	141.2%	161	122	-24.2%			
11	Tank Farm (Higuera to Santa Fe)	19,413	17,951	-7.5%	70	69	-1.4%	50	65	30.0%			
	Overall Total	160,794	152,066	-5.4%	2,436	2,619	7.5%	4,855	4,435	-8.7%			

Notes:

1. ADT - Average Daily Traffic
2. Traffic data collected during fall 2016 and fall 2018 are compiled together to comprise one data set
3. Traffic data collected during 2022 and 2023 are compiled together to comprise a complete data set for comparison purposes with 2016/2018 data