APPENDIX B: DRAFT CIRCULATION ELEMENT

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CHAPTER 2

CIRCULATION

CHAPTER 2 - CIRCULATION

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1 CIRCULATION ELEMENT

NOTE TO REVIEWER:

This version focuses on updates to the policy and program components of the Circulation Element. The Introduction and Goals will be edited as appropriate based on the changes approved for the policies and programs.

Introduction

1.0 Purpose

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

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

1.1 History

The City adopted a master plan for streets and highways in 1953 and in 1962. In 1973, it adopted its first Circulation Element which was completely revised in 1982. This Circulation Element is a revision of the 1982 element. By incorporating policies and programs addressing scenic roadways, this Element replaces the Scenic Highways Element adopted September, 1983. This Element's preparation was coordinated with the preparation of a revised Land Use Element.

1.2 Public Participation

Before adopting or revising any general plan element, the Planning Commission and the City Council hold public hearings. The City publishes notices in the local newspaper to let citizens know about the hearings at least ten days before they are held. Also, the City prepares environmental documents to help citizens understand the expected consequences of its planning policies before a general plan element is adopted. The Planning Commission and City Council reviewed an administrative draft of this Circulation element at public meetings during 1991 and 1992. A public hearing draft of the Element was published for public review in May, 1992. An Environmental Impact Report (EIR), which evaluates the effects of both this Circulation Element and a revised Land Use Element, was published for public review in October, 1993. In January and February, 1994 the Planning Commission held public hearings to review the Circulation Element and EIR and forwarded recommendations to the City Council. In August 1994, the City Council certified the Final EIR for the Circulation and Land Use Elements as accurate and complete. In September through November 1994, the City Council held public hearings to consider the adoption of the Circulation Element. The City Council adopted this Circulation Element on November 29, 1994.

1.3 For More Information

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

1.4 Definitions

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

1.5 Goals and objectives

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

1.5.1 Transportation Goals

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

1.5.2 Overall Transportation Strategy

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

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

1.5.3 Transportation Objectives

1.6 Encourage Better Transportation Habits

San Luis Obispo should:

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

1.7 Promote Alternative Forms of Transportation

San Luis Obispo should:

1. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the city by 2000, and extend the system to serve new growth areas.
2. Complete improvements to the city's transit system serving existing developed areas by 2000, and provide service to new growth areas.
3. Support the efforts of the County Air Pollution Control District to implement traffic reduction programs.
4. Support and develop education programs directed at promoting types of transportation other than the single-occupant vehicle.

1.8 Manage Traffic

San Luis Obispo should:

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

1.9 Support Environmentally Sound Technological Advancement

San Luis Obispo should:

1. Promote the use of quiet, fuel-efficient vehicles that produce minimum amounts of air pollution.
   1A. The City will continue to support the use and development of compressed natural gas fueling stations in the San Luis Obispo area.

   2B. When replacing any City vehicle or expanding the City's vehicle fleet, the City will consider purchasing alternative fuel vehicles that reduce air pollution.

   3C. The City encourages the use of alternative fuels on a regional basis.

2. Advocate the use of communication systems that enable the transmission of information to substitute for travel to work or meetings. Develop goals and policies for City employee participation in telecommuting systems.
3. Solicit ideas from private industry for the development and implementation of innovative transportation technologies in San Luis Obispo.
4. Support the use of alternative pavement materials for public streets, roads and other transportation corridors.

1.10 Support a Shift in Modes of Transportation.

San Luis Obispo will:

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

1.11 Establish and maintain beautiful and livable street corridors.

The City will:

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

~~Figure~~ Table 1 Modal Split Objectives

Type of Transportation	% of City (1) Resident Trips	By (Year)	Estimated City Resident Trips	% Increase in Participation Over Base Year
~~Motor Vehicles~~	~~71~~	~~1990 (base year) (2)~~	~~42,600~~	~~-~~
~~Transit~~	~~6~~		~~3,600~~	~~-~~
~~Bicycles~~	~~10~~		~~6,000~~	~~-~~
~~Walking, Car Pools, and other Forms~~	~~13~~		~~7,800~~	~~-~~
~~Motor Vehicles~~	~~66~~	~~2000~~	~~45,100~~	~~+ 6%~~
~~Transit~~	~~7~~		~~4,800~~	~~+33%~~
~~Bicycles~~	~~12~~		~~8,200~~	~~+37%~~
~~Walking, Car Pools, and other Forms~~	~~15~~		~~10,300~~	~~+32%~~
~~Motor Vehicles~~	~~62~~	~~2010~~	~~48,300~~	~~+13%~~
~~Transit~~	~~8~~		~~6,200~~	~~+72%~~
~~Bicycles~~	~~14~~		~~11,000~~	~~+83%~~
~~Walking, Car Pools, and other Forms~~	~~16~~		~~12,500~~	~~+60%~~
Motor Vehicles	~~59~~ 50	~~2020~~2035	~~52,500~~	~~+23%~~
Transit	~~8~~ 12		~~7,200~~	~~+100%~~
Bicycles	~~16~~ 20		~~14,200~~	~~+136%~~
Walking, Car Pools, and other Forms	~~17~~ 18		~~15,100~~	~~+94%~~

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

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

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

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

2 TRAFFIC REDUCTION

As part of the General Plan Update, integrating the concept of sustainability was an important aspect of the State grant. In reviewing the General Plan, a number of sustainability practices were already included in the General Plan. For existing and new policies and programs that support sustainability, this icon is shown at the end of the policy / programs title. See Policy 2.0.3 below as an example.

~~**Introduction**~~

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

~~**POLICIES AND PROGRAMS**~~

~~**COMMUNITY TRIP REDUCTION**~~

2.0 Policies

2.0.1 Multi-level Programs

The City ~~should~~shall support county-wide and community ~~programs in order to~~-based efforts aimed at substantially ~~reduce~~reducing the number of vehicle trips and parking demand.

2.0.2 Flexible Work Schedules

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

2.0.3 Work-based Trip Reduction

~~Employers should participate in trip reduction programs.~~
The City shall encourage employers within the city limits and work with the county to work with employers outside of the City limits to participate in trip reduction programs. ~~including commuter benefit options to reduce the amount of commuters who drive alone in their vehicles~~.

2.0.4 Downtown Congestion

~~The~~ Within the Downtown the City ~~should~~shall establish and promote programs ~~that reduce~~aimed at reducing congestion in ~~the downtown in~~ a way that ~~does not damage~~supports the ~~downtown's~~ long-term economic viability of the downtown. ~~.~~

2.0.5 Long-term ~~Measures~~Measure

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

2.1 Programs

2.1.1 Agency Cooperation

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

~~2.1.2 Average Vehicle Ridership~~

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

~~2.1.3 Trip Reduction~~

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

~~2.1.4~~2.1.2 **City Trip Reduction**

~~City government will aggressively pursue~~The City shall maintain and where cost effective improve a trip reduction plan for City employees ~~with the goal of achieving an AVR of 1.7 or larger~~.

~~2.1.5~~2.1.3 **Large Employers**

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

~~9 Candidate employers will be surveyed to determine base year average vehicle ridership (AVR) levels.~~

~~10 Candidate employers will be offered assistance in preparing plans to reduce automobile dependency of their work forces.~~

~~11 Twenty-four months from the initiation of this assistance program, candidate employers will again be surveyed. If meaningful progress is made toward achieving AVR targets (a 10% or greater increase in AVR of the candidate work force), the voluntary participation program will continue. If meaningful progress has not been made toward achieving AVR targets, then the City will consider adopting a mandatory trip reduction ordinance.~~

2.1.4 Incentives for Educational Institutions

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

3 TRANSIT SERVICE

3.0 Policies

3.0.1 Transit Development

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

3.0.2 City Bus Service

The City ~~should~~shall improve and expand city bus service to make the system more ~~attractive,~~ convenient and accessible~~.~~ for everyone. Transit services owned and operated by the City shall endeavor to maintain and improve all system-side transit standards identified in the City's Short Range Transit Plan. ~~ridership should be expanded so that it accounts for:~~

1~~7% of city trips in San Luis Obispo by 2000~~
2~~8% of all in city trips in San Luis Obispo by 2010.~~

3.0.3 Paratransit Service

~~Paratransit~~The City shall continue to support paratransit service for the elderly and ~~handicapped should continue to be~~disabled persons provided by public and private ~~organizations~~transportation providers.

3.0.4 Campus Service

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

3.0.5 Unmet Transit Needs

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

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

3.0.6 Service Standards

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

- ~~Bus fares will be set at levels where cost is not a constraint for people to use buses.~~
- ~~The frequency of City transit service will compare favorably with the convenience of using private vehicles.~~
- A. Routes, schedules and transfer procedures of the City and regional transit systems should be coordinated to encourage ~~commuter~~ use of buses.
- B. In existing developed areas, transit routes should be located within 1/4 mile of existing businesses or dwellings.
- C. In City expansion areas, employment-intensive uses or medium, medium-high or high density residential uses should be located within 1/8 mile of a transit route.
- D. The spacing of stops should balance patron convenience and speed of operation.

3.0.7 Transit Service Access

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

3.1 Programs

3.1.1 Transit Plans

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

3.1.2 Bulk Rate Transit Passes

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

The City shall make available bulk rate transit passes to all ~~employers and schools~~groups.

~~3.1.3 Downtown Trolley~~

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

~~3.1.4~~3.1.3 Commuter Bus Service

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

~~3.1.5~~3.1.4 Transit Service Evaluation

The City ~~will cooperate~~shall coordinate with ~~efforts of~~ the San Luis Obispo ~~Council of Governments (SLOCOG~~Regional Transit Authority (SLORTA) to evaluate the cost effectiveness of ~~centralizing transit~~consolidated service.

~~3.1.6~~3.1.5 Marketing and Promotion

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

3.1.6 Regional Transit Center

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

~~3.1.8 Shuttle Service~~

~~The City shall evaluate the feasibility of a shuttle service among shopping centers and the Downtown.~~

4 BICYCLE TRANSPORTATION

4.0 Policies

4.0.1 Bicycle Use

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

~~4.0.2 Cal Poly Trips~~

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

~~4.0.3~~4.0.2 Campus and School Site Trips

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

4.0.3 Continuous Network

~~The City shall complete a continuous network of safe and convenient bikeways that connect neighborhoods with major activity centers and with county bike routes~~and related facilities ~~as specified by~~in the ~~Bicycle Transportation Plan~~ The City shall collaborate with SLO County to coordinate planning and development of county bikeways to support a regional bike network and identify and acquire additional rights of way in the City as they become available.

4.0.4 New Development

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

4.0.5 Bikeway Design and Maintenance

~~Bikeways should be designed~~The City shall design and ~~maintained~~maintain bikeways to ~~improve~~make bicycling ~~safety, convenience,~~safe, convenient and ~~encourage people to use bicycles to commute to work or school.~~ enjoyable.

~~4.0.4~~4.0.6 Bikeway Development with Road Improvements

~~Bikeways~~The City shall construct bikeways facilities as designated in the Bicycle Transportation Plan ~~should be established~~ when:

A. The street section is repaved, restriped, or changes are made to its cross-sectional design; or
B. The street section is being changed as part of a development project.~~; or~~
C. ~~The construction of bike lanes or paths are called for by the City's Capital Improvement Plan.~~

~~4.0.5 Arterial Streets~~

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

4.0.7 Education and Safety

The City shall support education and safety programs aimed at all ~~youth, adult~~ cyclists and motorists.

4.0.8 Bicycle Transportation Coordinator

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

4.0.9 Traffic Law Compliance

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

4.0.10 Right-of-way Acquisition

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

4.0.11 Bicycle Transportation Plan Implementation

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

4.0.12 Bike Parking

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

4.1 Programs

4.1.1 Incentives (Note: Task Force recommends that this program be moved to the Traffic Reduction section).

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

4.1.2 Bicycle Transportation Plan

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

~~4.0.6 Campus Bicycle Plans~~

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

4.1.3 Campus Coordination

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

4.1.4 Campus Master Plans

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

Program 4.1.4 is recommended to become a policy.

~~4.1.3~~4.1.5 Zoning Regulations

The City ~~will modify~~shall revise its zoning regulations to establish and maintain standards for ~~the installation of lockers, and~~ secured bicycle parking~~,~~ and ~~showers~~ancillary facilities.

~~4.1.4~~4.1.6 Railroad Bikeway and Trail

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

~~4.0.7 Funding Priority~~

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

4.1.7 Bicycle Friendly Community

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

4.1.8 Regional Coordination

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

4.1.9 Bicycle Licensing

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

5 WALKING

5.0 Policies

5.0.1 Promote Walking

~~Walking should be encouraged~~The City shall encourage and promote walking as a regular means of transportation ~~for people who live within a 20-minute walk of school, work, or routine shopping destinations.~~ .

5.0.2 Sidewalks and Paths

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

5.0.3 New Development

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

5.0.4 Pedestrian Access

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

5.0.5 Pedestrian Crossings

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

~~1.~~i. Install crossing controls~~,~~ where warranted by the California Manual on Uniform Traffic Control Devices (MUTCD) that provide adequate time for pedestrians to cross the street.

~~2.~~ii. In the downtown, install traffic-calming features such as textured cross walks and ~~landscaped~~ bulb-outs, where appropriate.

~~3.~~iii. On Arterial Streets, Parkways or Regional Routes with four or more travel lanes, install medians at pedestrian crossings where roadway width allows.

5.0.6 Downtown Commercial Core

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

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

5.0.7 Sidewalks

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

5.1 Programs

~~5.1.1 Pedestrian Transportation Plan~~

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

5.1.1 Downtown Pedestrian Plan

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

5.1.2 ~~Sidewalk~~ Pedestrian Network

~~The~~ For areas outside of the Downtown, the City ~~will pursue~~ shall implement its program for the installation of ~~sidewalks to complete~~ a continuous and connected pedestrian network ~~throughout the community~~ giving areas with the heaviest existing or potential pedestrian traffic priority in funding.

5.1.3 ~~Handicapped Ramps~~ Americans with Disabilities Act Compliance

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

~~5.1.3~~5.1.4 ~~School Routes~~ Safe Routes to School

The City ~~should work~~shall continue to coordinate with ~~parents~~SLOCOG and ~~teachers of elementary school students to establish a "suggested routes~~local schools to ~~school" program for bicycling~~pursue Safe Routes to School programs and ~~walking.~~ grant opportunities.

5.1.5 Consolidated Bicycle and Pedestrian Plan

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

6 MULTI-MODAL CIRCULATION

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

6.0 Policies

6.0.1 ~~Policy 6.0.A~~ Complete Streets

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

6.0.2 ~~Policy 6.0.B~~ Multimodal Level of Service (LOS) Objectives, Service Standards, and ~~Significant~~Significance Criteria

The City shall strive to achieve level of service objectives and shall maintain level of service minimums for all four modes of travel; Pedestrians, Bicyclists, Transit, & Vehicles per Table 2~~6.0.1~~ and the Highway Capacity manual.

Table 2. MMLOS Objectives, Service Standards, and Significance Criteria

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

Notes:
(1) Bicycle LOS objectives & standards only apply to routes identified in the City's adopted Bicycle Transportation Plan.
(2) Exceptions to minimum pedestrian LOS objectives & standards may apply when its determined that sidewalks are not consistent with neighborhood character including topography, street design and existing density.
(3) Transit LOS objectives & standards only apply to routes identified in the City's Short Range Transit Plan.

6.0.3 ~~Policy 6.0.C~~ Multimodal Priorities

In addition to maintaining minimum levels of service, multimodal service levels should be prioritized in accordance with the established modal priorities designated in Table 3~~ 6.0.2~~, such that construction, expansion, or alteration for one mode should not degrade the service level of a higher priority mode. 1

Table 3 Modal Priorities for Level of Service

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

Notes:

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

6.0.4 ~~Policy 6.0.D~~ Defining Significant Circulation Impact

Any degradation of the level of service shall be minimized to the extent feasible in accordance with the modal priorities established in Policy 6.0.2~~C~~. If the level of service degrades below thresholds established in ~~p~~Policy 6.0.1~~B~~, it shall be determined a significant impact for purposes of environmental review under the California Environmental Quality Act (CEQA). For roadways already operating below the established MMLOS standards, any further degradation to the MMLOS score will be considered a significant impact under CEQA. Where a potential impact is identified, the City in accordance with the modal priorities established in Policy 6.0.2~~C~~, can determine if the modal impact in question is adequately served through other means e.g., another parallel facility or like service. Based on this determination, a finding of no significant impact may be determined by the City.

6.0.5 ~~Policy 6.0.E~~ Mitigation

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

a. **Pedestrian**: Provision of sidewalk, providing or increasing a buffer from vehicular travel lanes, increased sidewalk clear width, providing a continuous barrier between pedestrians and vehicle traffic, improved crossings, reduced signal delay, traffic calming, no right turn on red, reducing intersection crossing distance.
b. **Bicycle**: Addition of a bicycle lane, traffic calming, provision of a buffer between bicycle and vehicle traffic, pavement resurfacing, reduced number of access points, or provision of an exclusive bicycle path, reducing intersection crossing distance.
c. **Transit**: For transit-related impacts, developments shall be responsible for their fair share of any infrastructural improvements required. This may involve provision of street furniture at transit stops, transit shelters, and/or transit shelter amenities, pullouts for transit vehicles, transit signal prioritization, or exclusive transit lanes.

6.0.6 ~~Policy 6.0.F~~ City Review

When new projects impact the existing circulation system, the City shall review the effectiveness and desirability of "direct fix" mitigation improvements to address MMLOS impacts. Where a significant impact is found, alternative system-wide project mitigations may be submitted for consideration to the City in accordance with the modal priorities established in Policy 6.0.2~~C~~. Exceptions shall be based on the physical conditions of the right-of-way to support additional improvements. If the right-of-way in question cannot

address on-site mitigation, appropriate off-site improvements that have direct nexus to and effectively address the specific impacts created by the project may be considered.

6.1 ~~MMLOS~~ Programs

6.1.1 Traffic Count Program

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

~~6~~7 TRAFFIC MANAGEMENT

~~INTRODUCTION~~

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

~~Policies and Programs Standards~~

~~Purpose~~

Overall Purpose

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

~~6.0~~7.0 Policies

~~6.0.1~~7.0.1 Peak Hour and Daily Traffic

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

~~6.0.2~~7.0.2 Street Network

The City shall manage to the extent feasible the street network so that the standards presented in Table 2 ~~6.1~~ are not exceeded. This will require new development to mitigate the traffic impacts it causes or the City to limit development that affects streets where congestion levels may be exceeded. The standards may be met by strengthening alternative modes over the single occupant motor vehicle.

~~6.0.3~~7.0.3 Growth Management & Roadway Expansion

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

~~6.0.4~~7.0.4 Transportation Funding

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

7.0.5 Vehicle Speeds

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

~~7.0~~7.1 Programs

~~7.0.1~~7.1.1 Traffic Reduction Priority

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

~~7.0.2~~7.1.2 Transportation Monitoring

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

~~5.~~i. Changes in traffic volumes throughout the city.
~~6.~~ii. Changes to the Level of Service (LOS) on arterial streets, regional routes and highways.
~~7.~~iii. Traffic speeds.
iv. Changes in the use of bicycle and pedestrian facilities.
v. Changes in streetscape features.
~~8.~~vi. The location, type and frequency of accidents.

7.1.3 Transportation Survey

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

7.1.4 Transportation Model

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

~~6.0.5~~7.1.5 Cooperative Street Design

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

7.1.6 Subdivision Regulations

The City shall revise its Subdivision Regulations to include right-of-way and design standards for each type of street shown in Figure 1 ~~6.2~~ and Table 4.

7.1.7 Traffic Access Management

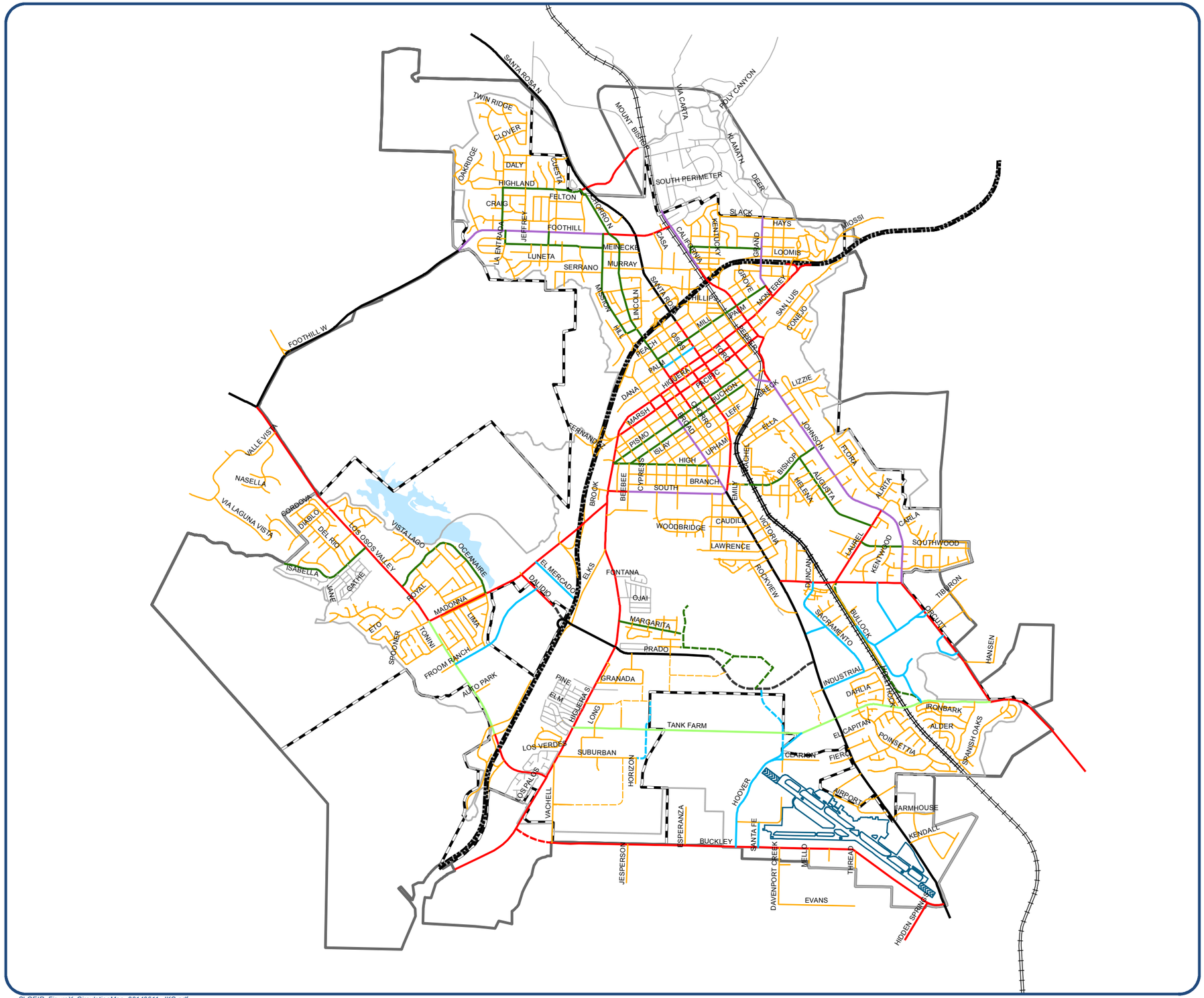
The City shall adopt an access management policy to control location, spacing, design and operation of driveways, median openings, crosswalks, interchanges and street connections to a particular roadway in a manner that preserves the safety and efficiency of the transportation system.

7.1.8 State Highway HOV Lanes

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

~~6.0.6~~7.1.9 Transportation Funding

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



Legend

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

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

Source: City of San Luis Obispo

slo 2035 LAND USE & CIRCULATION UPDATE

0 0.5 1 Miles

Figure 1
Streets Classification Diagram

SLOEIR_FigureX_CirculationMap_20140611_JKC.pdf

Please see the next page

Types of Streets

~~6.1~~7.2 Design Standards

The City's roadway system is shown in Figure 1. The City shall require that improvements to the City's roadway system are made consistent with the following descriptions and standards ~~apply to streets shown on Figure #2~~:

~~6.1.1~~7.2.1 Average Daily Traffic (ADT)

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

~~6.1.2~~7.2.2 Vehicle Level of Service (LOS)

~~The~~ Level of service is a letter grade representation of the quality of traffic flow ~~during the peak traffic hour of the day~~based on congestion.

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

~~b.~~B. At LOS "D," the recommended standard, drivers can expect delays of ~~25~~35 to ~~40~~55 seconds and sometimes have to wait through more than one cycle of a traffic signal. Vehicle may stack up at intersections but dissipate rapidly.

~~c.~~C. At LOS "E," delays increase to ~~40~~55 to ~~60~~80 seconds and drivers frequently have to wait through more than one cycle of a traffic signal. Stacked lines of cars at intersections become longer.

Table 4. Street Classification Descriptions and Standards

Descriptions (2) of Street Types	Existing ADT/LOS (1)	~~Desired~~ Maximum ADT/LOS	Desired maximum Speeds (3)	~~Travel Lanes~~
Local Commercial Streets directly serve non-residential development that front them and channel traffic to commercial collector streets (reference black line streets on Figure 1 ~~#2~~).		5,000	25 mph	~~2~~
Local Residential Streets directly serve residential development that front them and channel traffic to residential collector streets (reference black line streets on Figure 1 ~~#2~~).		1,500	25 mph	~~2~~
Commercial Collector Streets collect traffic from commercial areas and channel it to ~~commercial~~ arterials.		10,000	25 mph	~~2~~
Residential Collector Streets collect traffic from residential areas and channel it to arterials.		3,000 (3)	25 mph	~~2~~
Residential Arterials are bordered by residential property where preservation of neighborhood character is as important as providing for traffic flow and where speeds should be controlled.		LOS D	~~35 mph~~ CVC*	~~2-4~~
Arterial Streets provide circulation between major activity centers and residential areas		LOS E (Downtown) LOS D (other routes)	~~25 mph~~ CVC* ~~40 mph~~ CVC*	~~2-4~~
Parkway Arterials are arterial streets with landscaped medians and roadside areas, where the number of cross streets is limited and direct access from fronting properties is discouraged		LOS D	~~45 mph~~ CVC*	~~4-6~~
Highway/Regional Routes connect the city with other parts of the county and are used by people traveling throughout the county and state and are designated as primary traffic carriers. Segments of these routes leading into San Luis Obispo should include landscaped medians and roadside areas to better define		LOS D	~~45 mph in City~~ CVC*	~~2-6~~

Descriptions (2) of Street Types	Existing ADT/LOS (1)	~~Desired~~ Maximum ADT/LOS	Desired maximum Speeds (3)	~~Travel Lanes~~
them as community entryways				
Freeway is a regional route of significance where access is controlled.		LOS D	~~55 mph~~ CVC*	~~4-6~~

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

NOTES

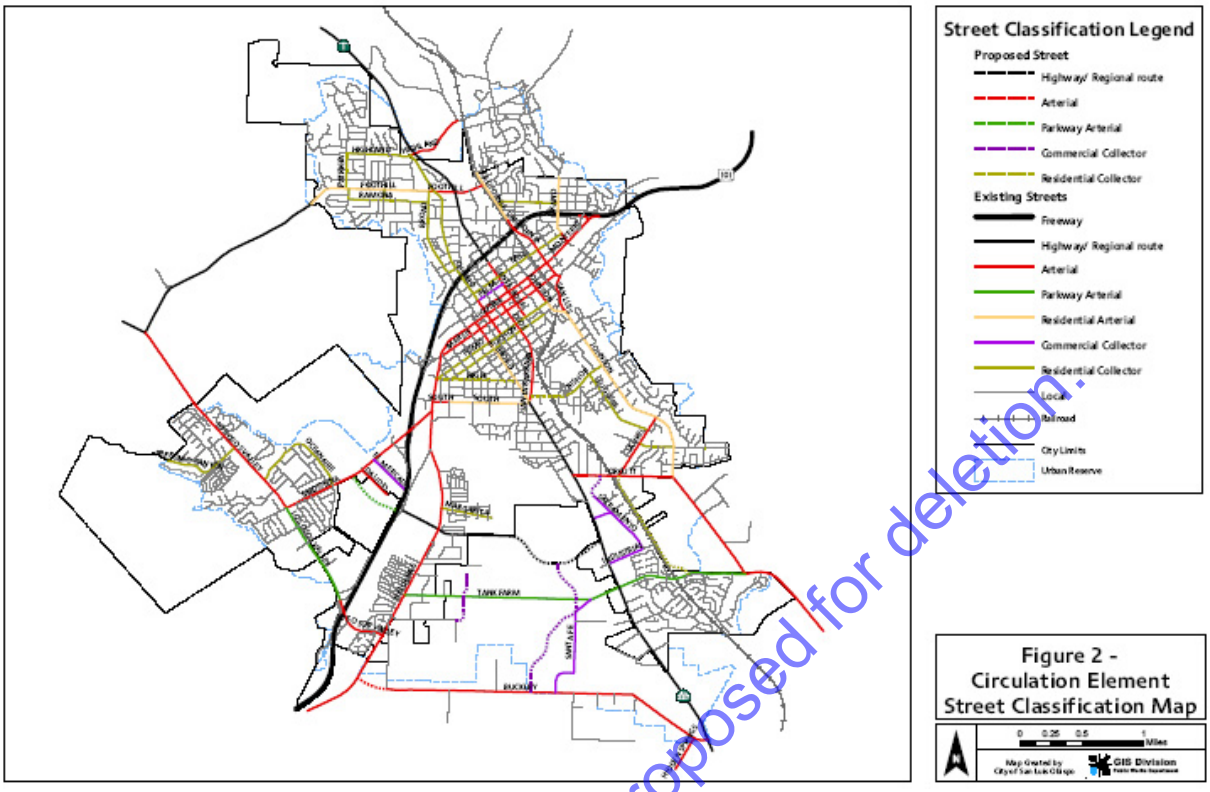
~~A.~~ To determine the classification of a particular street segment, refer to Figure 1 ~~#2~~: Streets Classification Map and Appendix E. Appendix E includes the most recent traffic counts and estimates of level of service (LOS). Traffic counts will be different for various segments of a particular street. In some cases, a range of LOS ratings are shown on Appendix E for "Arterial" streets because of the variability of traffic flow conditions along a particular corridor; and some street segments approaching intersections may have poorer LOS than shown in this table. Note that all ADT should reflect volumes typically experienced when all schools are in session. To account for seasonal shifts ADT shall be calculated using an annual average daily traffic (AADT) for individual volumes and the threshold shall be adjusted up to 15%.

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

~~4.~~ For Chorro and Broad Streets~~,~~ (north of Lincoln Street~~,~~), ~~Broad Street,~~ and Margarita Avenue the maximum desired ADT goal is 5,000 ADT.

~~5. Changes to the classification of any street shown on Figure #2 will require amendment to this Circulation Element~~

~~6. Figure 2 Circulation Element Streets Classification Map~~



~~7~~8 NEIGHBORHOOD TRAFFIC MANAGEMENT

~~6.0~~8.0 Policies

~~6.0.1~~8.0.1 Through Traffic

~~Through~~The City shall design its circulation network to encourage through traffic ~~should~~to use Regional Routes ~~and~~, Highways, Arterials, Parkway Arterials, and Residential Arterial streets and ~~should not~~to discourage through traffic use~~,~~ of Collectors ~~or~~and Local streets.

~~6.0.2~~8.0.2 Residential Streets

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

8.0.3 Neighborhood Traffic Speeds

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

~~7.0.4 Expansion Areas~~

~~In the Irish Hills Special Design Area and the Margarita and Orcutt Expansion Areas, dwellings shall be set back from Regional Routes and Highways, Parkway Arterials, Arterials, Residential Arterials, and Collector streets so that interior and exterior noise standards can be met without the use of noise walls.~~

8.0.4 Neighborhood Traffic Management

~~The City should~~The City shall ensure that neighborhood traffic management projects:

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

8.0.5 Neighborhood Traffic Management Guidelines

The City shall update its Neighborhood Traffic Management Guidelines to address voting, funding, and implementation procedures.

8.0.6 Non-Infill Development

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

~~6.0.3~~8.0.7 New Project Evaluation

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

~~8.0~~8.1 Programs

~~6.0.4~~8.1.1 Traffic Management Plans

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

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

- ~~i. The Public Works Director will define the neighborhood planning area and will survey the area's households. If more than 10% of the area's households respond to the survey and more than 50% of the respondents to the survey support the preparation of a traffic management plan, the Public Works Department will proceed with plan preparation.~~
- ~~ii. The plan will be prepared on an area-wide basis to ensure that traffic problems along specific street corridors are not shifted to adjacent corridors or areas.~~

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

~~6.0.5~~8.1.2 Traffic Control Measures

The City will undertake measures to control traffic in residential areas where traffic speeds or volumes exceed standards set by Table 7.1 Descriptions and Standards for the Street Classifications Map.~~policy 5.2. Measures that will be considered include:~~

~~9.0.4 Installation of signs on arterial routes that encourage motorists to use routes that do not pass through residential areas.~~

~~9.0.5 Operational changes (eg. signalization, turn lanes and turn pockets at intersections) on arterial streets that encourage their use as inter-community connectors.~~

~~9.0.6 Bulbouts or other traffic calming devices at intersections on streets leading into residential areas to inform motorists that they are entering a neighborhood area.~~

~~9.0.7 Meandering street designs, traffic circles, road humps, raised cross walks, stop signs, speed tables, planters, textured streets, offset intersections and other traffic control devices designed to slow traffic speeds without increasing City liability.~~

~~9.0.8~~A. ~~Community educational programs to promote selection of routes within the City that do not pass through residential areas.~~

~~6.0.6~~8.1.3 Quality of Life

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

~~6.0.7 7.1.3 Traffic Calming Workshops~~

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

~~6.0.8~~8.1.4 City Vehicle Operation

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

8.1.5 Regional Cut-Through Traffic

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

~~TRAFFIC FLOW~~

~~4.1.1 Policies~~

~~4.1.1.1 Level of Service~~

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

~~1. When traffic reaches LOS "C," the City will pursue the following:~~

~~ii. Limit increases in all traffic via traffic management programs identified in this document.~~

~~iii. Institute programs that require the use of alternative forms of transportation and establish policies and programs that act as disincentives to the use of vehicles.~~

~~iv. Make minor changes within existing roadways to improve pedestrian and bicycling safety while improving traffic flow.~~

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

~~4.1.1.2 Peak Hour and Daily Traffic~~

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

~~4.1.1.3 Street Network~~

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

~~4.1.1.4 Driveway Access~~

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

~~4.1.2 Programs~~

~~4.1.2.1 Traffic Reduction Priority~~

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

~~4.1.2.2 Transportation Monitoring~~

~~The City will establish an on going and comprehensive transportation monitoring program that, at a minimum, will keep track of (on a bi-annual basis):~~

~~4.0.1.1 Changes in traffic volumes throughout the city.~~
~~4.0.1.2 Changes to the Level of Service (LOS) on arterial streets, regional routes and highways.~~
~~4.0.1.3 Traffic speeds.~~
~~4.0.1.4 Changes in the use of bike lanes.~~
~~4.0.1.5 The location, type and frequency of accidents.~~

~~4.1.2.3 Transportation Survey~~

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

~~4.1.2.4 Transportation Model~~

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

~~4.1.2.5 Highway 227 Relocation~~

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

~~FIGURE : NEIGHBORHOOD TRAFFIC MANAGEMENT AREAS~~

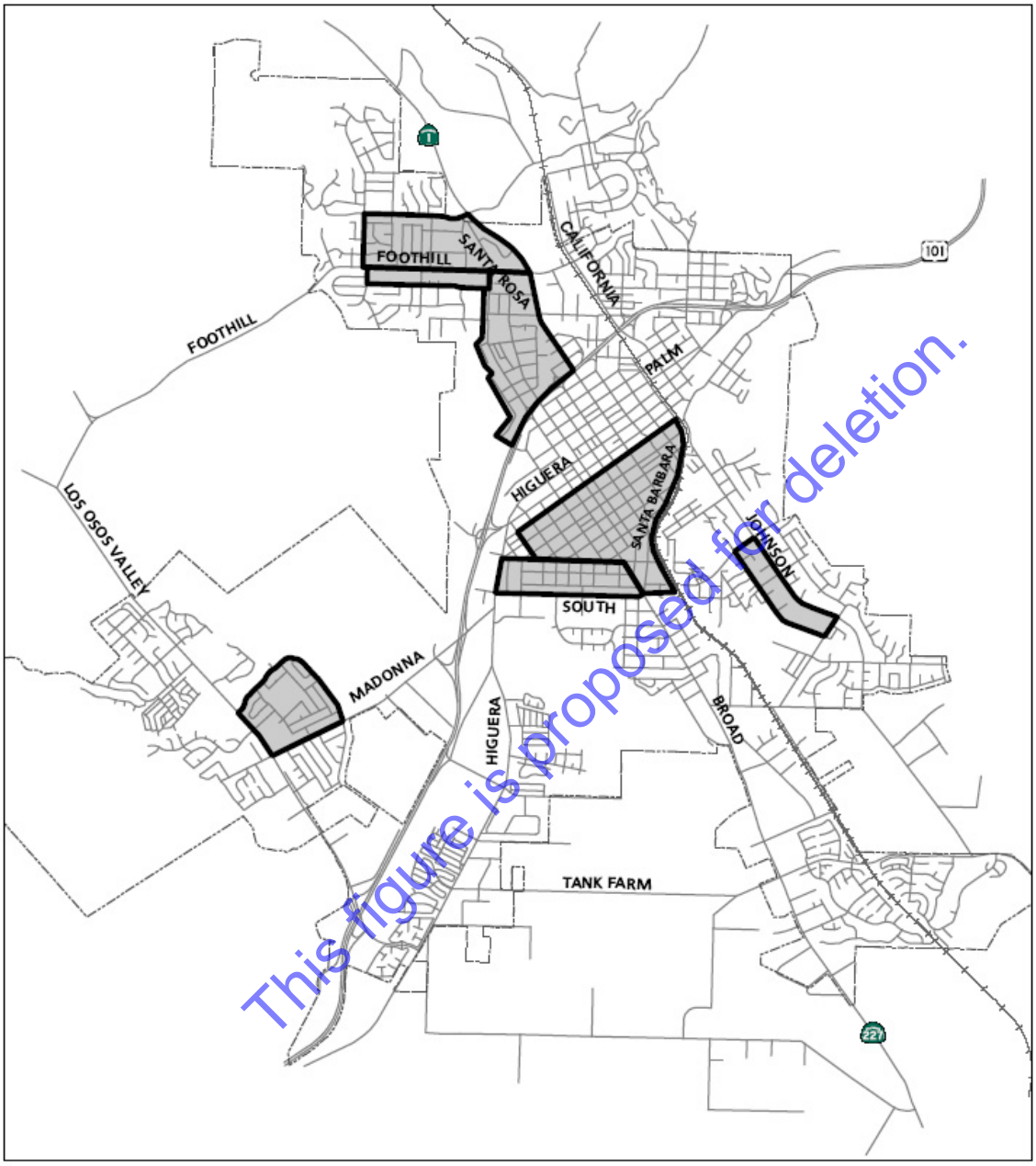
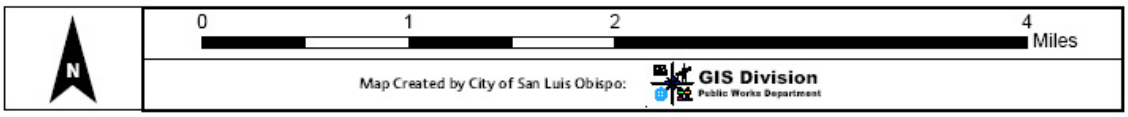


Figure 3 - Neighborhood Traffic Management Areas



~~7~~9 STREET NETWORK CHANGES

~~7.0~~9.0 Policies

~~7.0.1~~9.0.1 New Development

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

~~10.1.4 Specific Plans~~

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

~~7.0.2~~9.0.2 Public Participation

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

~~10.0.9 Street Network Changes~~

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

~~7.0.3~~9.0.3 Arterial Street Corridors

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

~~7.0.4~~9.0.4 Project Implementation

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

~~7.0.5~~9.0.5 Right-of-Way Reservation

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

~~7.1~~9.1 Programs

~~7.1.1~~9.1.1 Building Setback Lines

The City will establish building setback lines for routes listed on ~~Figure~~Table 5 ~~#4~~.

Table 5. Transportation Capital Projects

Project #	Improvement Description	Lead Agency
Roadway Projects		
	This table will be completed once review of the Public Draft element has been conducted and improvements have been endorsed.	
Freeway Interchange Projects		
Other Projects		

~~**10.1.3 Highway 227 Relocation**~~

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

~~7.1.2~~**9.1.2 Prado Road Improvements**

The City ~~will~~shall ensure that changes to Prado Road (projects A.1, A.2, B.4 and C.1) and other related system improvements are implemented in a sequence that satisfies circulation demands caused by area development.

The sponsors of development projects that contribute to the need for the Prado Road interchange or overpass (project C.1) will be required to prepare or fund the preparation of a Project Study Report for the interchange project. The Project Study Report shall meet the requirements of the California Department of Transportation.

~~7.1.3~~**9.1.3 Street Amenities Plan**

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

~~7.1.4~~**9.1.4 Conceptual Plan for the City's Center**

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

~~**11.0.1 Santa Barbara Street Connection**~~

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

~~**11.0.2 Council of Governments**~~

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

~~5.1.4 Monitor the pattern of development throughout San Luis Obispo County and provide feedback to agencies on its impact on the transportation system.~~

~~5.1.5 Sponsor a study that addresses the traffic needs of regional corridors that serve east-west traffic between San Luis Obispo and the coast to include an evaluation of:~~

~~i. Reconstructing the Santa Rosa Street interchange to improve Route 101/Route 1 connections.~~

~~ii. Widening Santa Rosa Street to six lanes between Olive Street and Foothill Boulevard.~~

~~iii. Constructing an underpass or an overpass at Foothill Boulevard and Santa Rosa Street to reduce intersection congestion.~~

~~iv. Constructing a reliever route for Route 1.~~

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

~~7.1.5~~**9.1.5 San Luis Ranch/Dalidio~~/Madonna Road/McBride~~ Development**

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

~~**10.0.10 Main-Madonna Area Development**~~

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

~~7.1.6~~9.1.6 Streetscapes and major roadways

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

A. Establish streetscape design standards for major roadways;
B. Encourage the creation and maintenance median planters and widened parkway plantings;
C. Retain mature trees in the public right-of-way;
D. Emphasize the planting and maintaining of California Native tree species of sufficient height, spread, form and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics, consistent with the Tree Ordinance or as recommended by the Tree Committee or as approved by the Architectural Review Commission.
E. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance the streetscape appearance, comfort and safety.
F. Identify gateways into the City including improvements such as landscaped medians, wayfinding and welcoming signage, arches, lighting enhancements, pavement features, sidewalks, and different crosswalk paving types.
~~F.~~G. Encourage and where possible, require~~d~~ undergrounding of overhead utility lines and structures.
~~G.~~H. When possible, signs in the public right-of-way should be consolidated on a single, low-profile standard.
I. In the Downtown, streetscape improvements shall be consistent with the Downtown Pedestrian Plan.

~~Figure 2: Transportation Capital Projects~~

~~FIGURE 4: TRANSPORTATION CAPITAL PROJECTS~~

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

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

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

~~8~~10 TRUCK TRANSPORTATION

~~INTRODUCTION~~

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

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

~~8.0~~10.0 Policies ~~and Programs~~

~~8.0.1~~10.0.1 Truck Routes

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

The City shall require STA-sized and CA legal trucks to use the City's truck routes as designated in Figure 2-~~5~~.

~~8.0.2 10.0.2 Downtown Truck Deliveries~~

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

~~8.1~~10.1 Programs

~~8.1.1~~10.1.1 Idling Trucks

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

~~8.1.2~~10.1.2 Home Occupations

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

~~3.0 Truck Route Plan~~

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

~~8.1.3~~10.1.3 Commercial Loading Zones

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

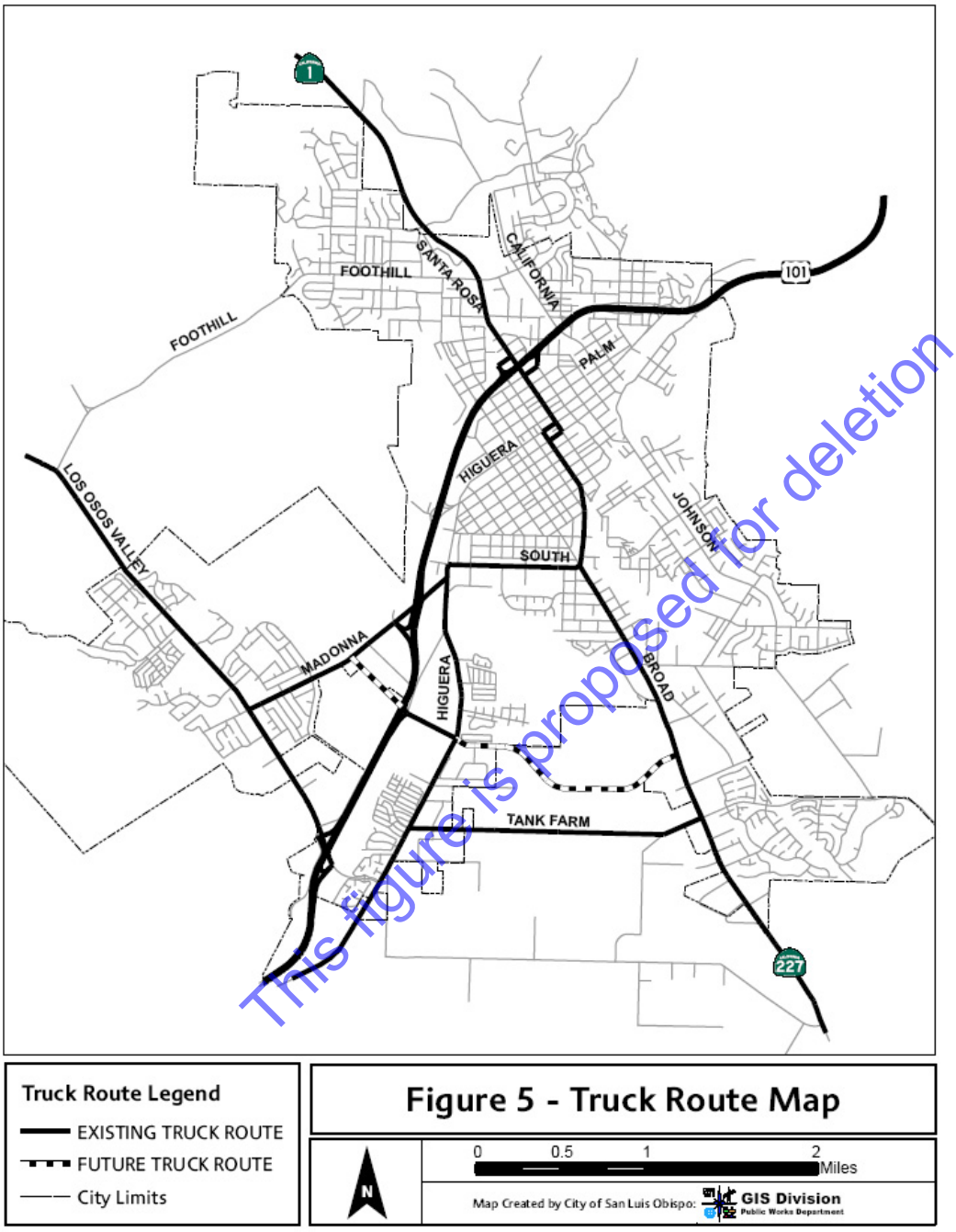
~~8.1.4~~10.1.4 Truck Circulation

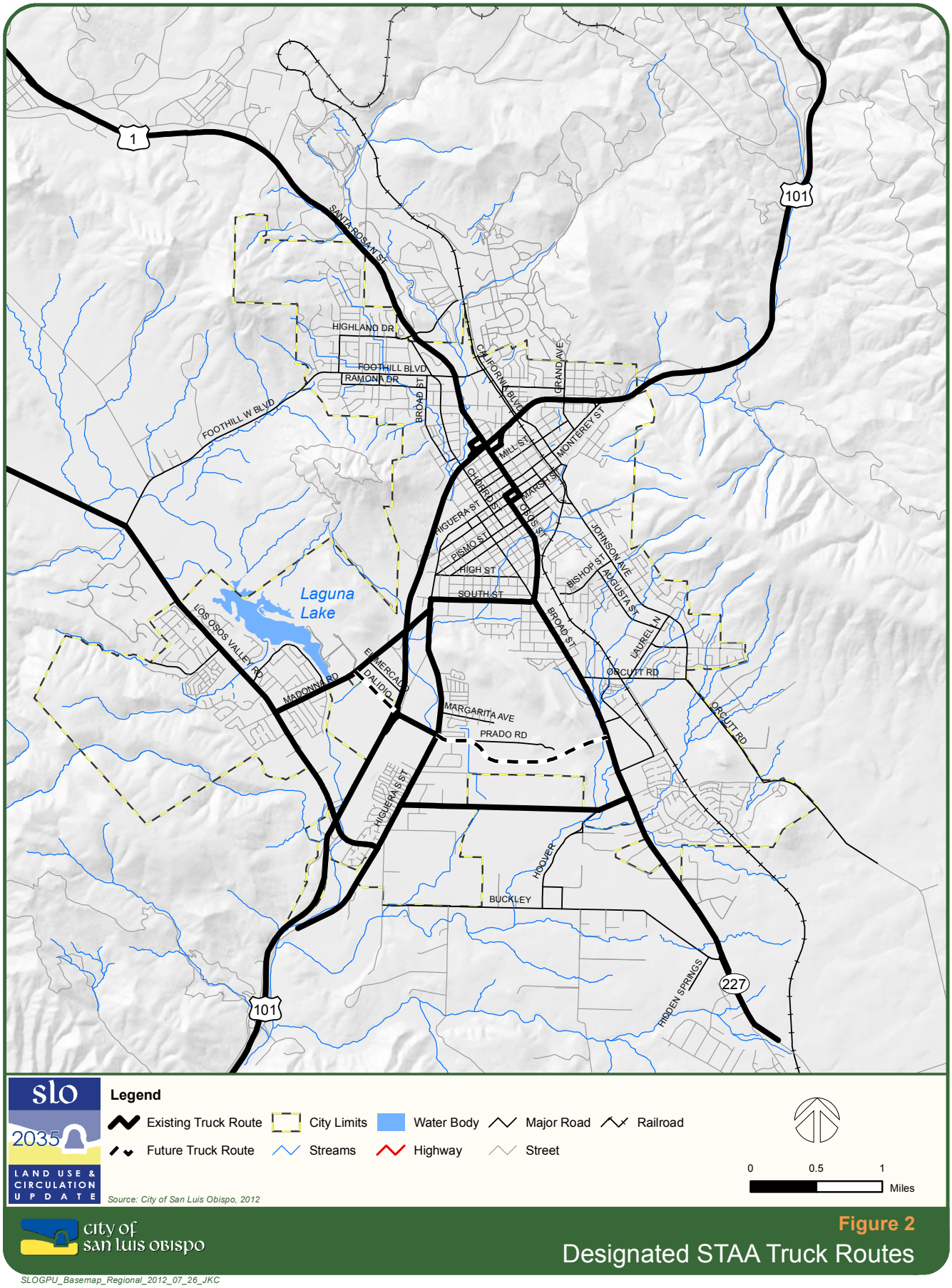
The City shall adopt an ordinance regulating the movement of heavy vehicles.

~~15.0.1 Truck Delivery Ordinance~~

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

~~Figure : Truck Route Map~~




1
101
SANTA ROSA ST
HIGHLAND DR
FOOTHILL BLVD
RAMONA DR
FOOTHILL W BLVD
BROAD ST
CALIFORNIA BLVD
GRAND AVE
MONTEREY ST
MILL ST
CHORRO ST
MARSH ST
HIGUERA ST
PISMO ST
HIGH ST
SOUTH ST
OSOS ST
BISHOP ST
JOHNSON AVE
AUGUSTA ST
LAUREL LN
BROAD ST
ORCUTT RD
Laguna Lake
LOS OSOS VALLEY RD
MADONNA RD
E. FOOTHILL BLVD
EMERALD
DALIDIO
MARGARITA AVE
PRADO RD
HIGUERA ST
HOOVER
BUCKLEY
HIDDEN SPRINGS
227
101
slo 2035 LAND USE & CIRCULATION UPDATE
Legend
Existing Truck Route
Future Truck Route
City Limits
Streams
Water Body
Highway
Major Road
Street
Railroad
0
0.5
1
Miles
Source: City of San Luis Obispo, 2012
city of san luis obispo
Figure 2
Designated STAA Truck Routes
SLOGPU_Basemap_Regional_2012_07_26_JKC

~~9~~11 AIR TRANSPORTATION

~~INTRODUCTION~~

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

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

~~9.0~~11.0 Policies

11.0.1 Interstate Air Service

The City shall support and encourage expansion of air transportation services.

~~**Airport Land Use Compatibility Plan**~~

~~The City should respect the recommendations of the~~shall develop an Airport Land Use Compatibility Plan as it ~~relates to~~ address ~~noise and safety concerns.~~

~~**7.2.1 County Airport**~~

~~The County~~ as well as protecting and improving circulation and public transit access to the airport~~should provide for general aviation and commuter air service to San Luis Obispo~~.

~~**Compatible Land Uses**~~

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

~~**Development Projects**~~

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

11.0.2 County Aircraft Operations

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

11.0.3 Public Transit Service

~~Public~~The City shall encourage improved public transit service ~~should be encouraged~~ to ~~serve~~ the ~~county~~County airport ~~as~~ soon as practical.

~~9.1~~11.1 Programs

~~9.1.1~~11.1.1 Environmentally Sensitive Aircraft

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

11.1.2 Airport Facilities Development

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

11.1.3 Airport Funding

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

11.1.4 Update of the Airport Land Use Plan

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

~~10~~12 RAIL TRANSPORTATION

~~INTRODUCTION~~

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

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

~~10.0~~12.0 Policies

~~10.0.1~~12.0.1 ~~Interstate~~ Passenger Rail Service

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

~~8.1.1 County Rail Service~~

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

~~10.0.2~~12.0.2 State and Federal Programs

The City shall support Regional, State ~~or federal~~and Federal programs ~~that support~~ for the expansion of passenger rail service to San Luis Obispo ~~should be maintained and expanded~~.

~~10.0.3~~12.0.3 Transit Service Connections

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

~~10.0.4~~12.0.4 Intra and Inter-city Transportation Needs

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

~~10.1~~12.1 Programs

~~10.1.1~~12.1.1 Daily Train Connections

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

~~10.1.2~~12.1.2 Intra-county Rail Service

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

12.1.3 Idling Train Engines

The City shall work with the Air Pollution Control District and others to eliminate idling train engines in San Luis Obispo.

~~11~~13 PARKING MANAGEMENT

~~**INTRODUCTION**~~

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

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

Commercial Parking

~~11.0~~13.0 Policies

~~**8.0 Alternative Transportation**~~

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

~~11.0.1~~13.0.1 Curb Parking

~~Curb~~The City shall manage curb parking in the ~~commercial~~downtown~~is intended for~~ to encourage short-term use ~~by~~to those visiting businesses and public facilities.

~~11.0.2~~13.0.2 City Parking Programs

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

~~11.1~~13.1 Programs

~~11.1.1~~13.1.1 Parking Management Plan

The City ~~will~~shall maintain and ~~periodically~~ regularly update its *Access and Parking Management Plan* (every 5 years).

~~11.1.2~~13.1.2 Monitor Public Parking

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

~~11.1.3~~13.1.3 Park and Ride Lots

The City ~~will work~~shall coordinate with ~~Caltrans~~SLOCOG during periodic updates to ~~consider~~SLOCOG's Park and Ride Lot Development report to evaluate the need for and location of park-and-ride lots ~~that~~to serve ~~commute purposes~~commuters.

~~11.1.4~~13.1.4 Public Parking Structures

~~Additional~~The City shall only approve construction of additional public parking structures ~~should only be built~~ after ~~a comprehensive parking study (that includes~~considering the ~~evaluation of alternative transportation possibilities) is completed~~findings and ~~its~~ results ~~considered~~ of a parking supply and demand study.

~~11.1.5~~13.1.5 Curb Parking Evaluation

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

~~11.1.6~~13.1.6 Downtown Trolley

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

~~12~~14 NEIGHBORHOOD PARKING MANAGEMENT

~~12.0~~14.0 Policies

~~12.0.1~~14.0.1 Residential Parking Spaces

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

14.0.2 Neighborhood Protection

The City shall facilitate strategies to protect n~~N~~eighborhoods ~~shall be protected~~ from spill-over parking from adjacent high inten~~den~~sity uses.

14.0.3 Neighborhood Parking District

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

~~12.1~~14.1 Programs

~~12.1.1~~14.1.1 Neighborhood Parking Permits

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

~~12.1.2~~14.1.2 Financing Districts

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

~~13~~15 SCENIC ROADWAYS

~~INTRODUCTION~~

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

~~13.0~~15.0 Policies

~~13.0.1 Views~~

~~In particular, the route segments shown in Figure 6 and the Conservation and Open Space Element are designated as scenic roadways.~~

~~8.2 Development projects shall not wall off scenic roadways and block views.~~

~~8.3 Development projects, including signs, in the viewshed of a scenic roadways shall be considered "sensitive" and require architectural review.~~

~~13.0.2~~15.0.1 Scenic Routes

The route segments shown on Figure ~~3~~ 6 and in Figure 11 of the Conservation and Open Space Element – Scenic Roadways Map --are designated as scenic roadways.

~~13.0.3~~15.0.2 Development Along Scenic Routes

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

~~1.~~A. Projects, including signs, in the viewshed of a scenic roadway should be considered as "sensitive" and require architectural review.

~~2.~~B. Development projects should not wall off scenic roadways and block views.

~~3.~~C. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.

~~4.~~D. Signs along scenic roadways should not clutter vistas or views.

~~5.~~E. Street lights should be low scale and focus light at intersections where it is most needed. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed. However, safety priorities should remain superior to scenic concerns.

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

~~13.0.4~~15.0.3 Public Equipment and Facilities

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

~~1.~~A. Whenever possible, signs in the public right-of-way should be consolidated on a single low-profile standard.

~~2.~~B. Public utilities along scenic highways should be installed underground.

~~3.~~C. The placement of landscaping and street trees should not block views from Scenic Routes. Clustering of street trees along scenic roadways should be considered as an alternative to uniform spacing.

~~4.~~D. Traffic signals with long mast arms should be discouraged along scenic roadways.

~~13.0.5~~15.0.4 County Role

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

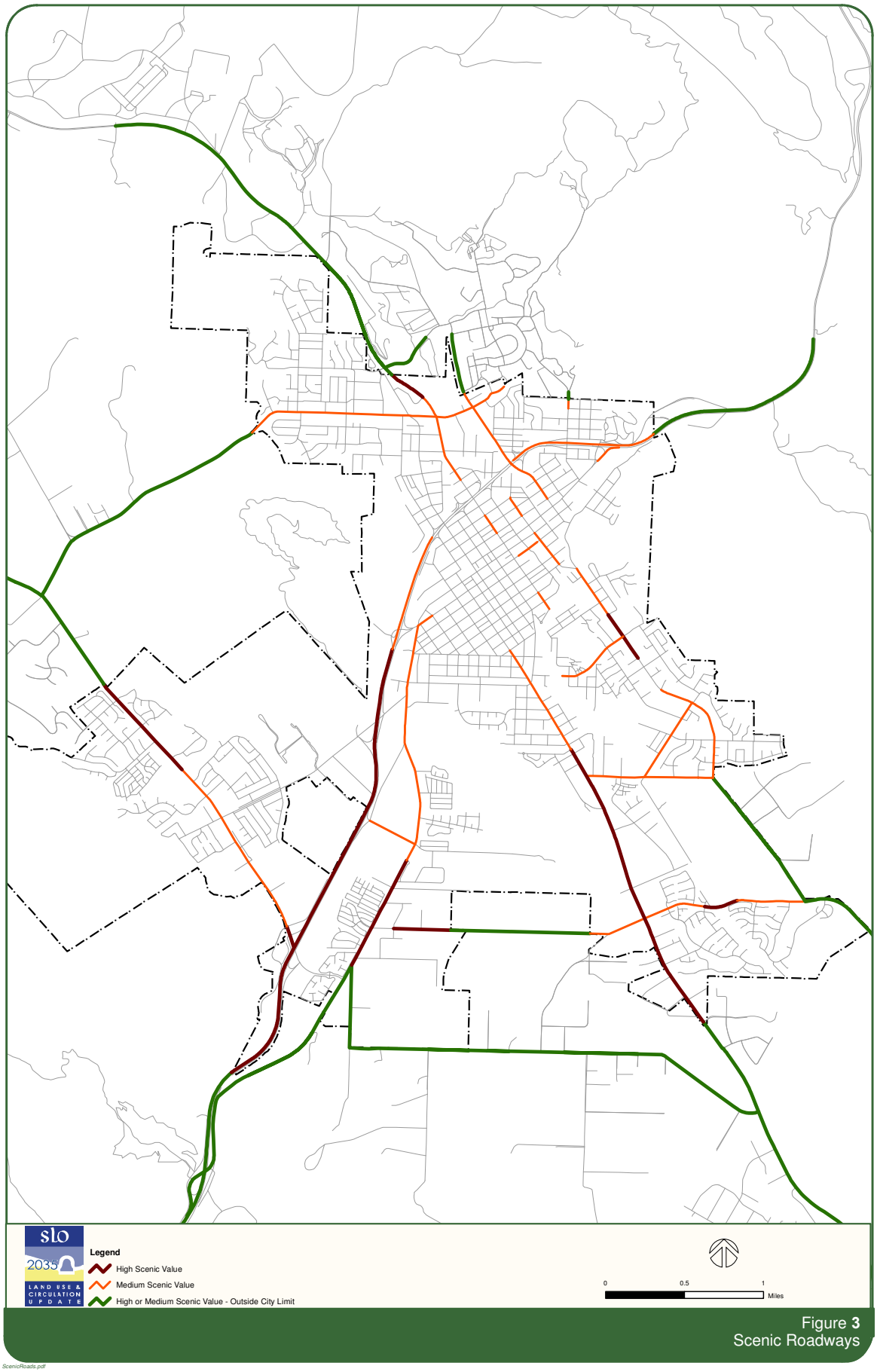


Figure **3**
Scenic Roadways

~~13.0.6~~15.0.5 Scenic Highways

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

~~1.~~A. Reviewing draft county general plan elements or major revisions to them.

~~2.~~B. Reviewing changes to the Regional Transportation Plan (RTP) as a member agency of the San Luis Obispo Council Regional Transportation Agency.

~~3.~~C. Reviewing development projects that are referred to the city that are located along routes shown in the Conservation and Open Space Element.

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

~~13.0.7~~15.0.6 Designation of Scenic Highways

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

~~13.1~~15.1 Programs

~~13.1.1~~15.1.1 Visual Character

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

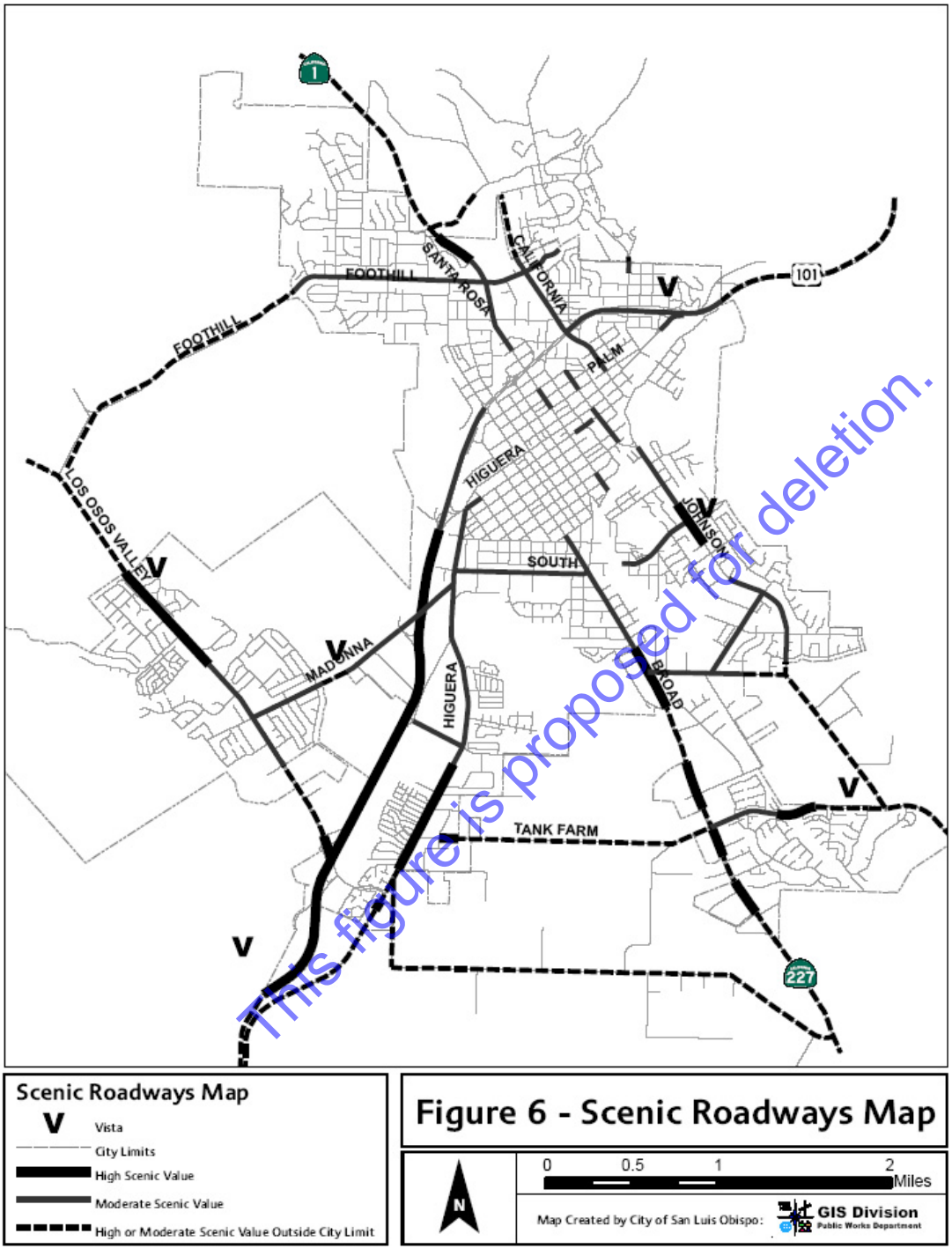


Figure 6 - Scenic Roadways Map

~~13.1.2~~15.1.2 Architectural Review Guidelines

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

~~13.1.3~~15.1.3 Street Corridor Landscaping

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

~~13.1.4~~15.1.4 Billboards

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

~~4.1.1 Sign Regulations~~

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

~~14~~16 CIRCULATION ELEMENT IMPLEMENTATION, PROGRAM FUNDING AND MANAGEMENT

~~INTRODUCTION~~

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

~~14.0~~16.0 Policies

~~14.0.1~~16.0.1 City and Regional Growth

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

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

~~14.0.2~~16.0.2 Encourage Alternative Transportation

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

~~14.0.3~~16.0.3 City Funding

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

~~Non Vehicular~~

~~14.0.4~~16.0.4 Alternative Mode Program Objectives

Funding for ~~street projects and~~ parking structures ~~should~~shall not ~~prevent~~compromise the ~~city from meeting~~City's ability to fund its ~~non vehicular program objectives~~alternative mode programs or projects.

~~4.0.7.1 Cost Allocation~~

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

~~4.1.2 Alternative Transportation Costs~~

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

~~4.0.7.2 Development Project Costs~~

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

~~4.0.7.3 Transportation System Costs~~

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

~~4.1.3 Transportation Services Management~~

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

~~14.0.5~~16.0.5 Circulation Element Update

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

~~4.0.7.4 Development Proposal Evaluation~~

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

16.0.6 New Policy

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

~~14.1~~16.1 Programs

~~14.1.1~~16.1.1 Transportation Work Program

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

~~1.~~A. Implementation schedules for all City transportation programs and projects including those described in the Circulation Element.

~~2.~~B. A comprehensive funding strategy which identifies funding for each program type by source and amount.

~~14.1.2~~16.1.2 ~~Transportation~~ Multi-Modal Impact Fee

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

~~14.1.3~~16.1.3 Evaluation of Alternatives

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

~~1.~~A. Other projects listed in the Circulation Element; or

~~2.~~B. Projects made feasible by new or improved technology not existing when this Element was adopted.

~~14.1.4~~16.1.4 Evaluate Transportation Effects

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

APPENDICES

Appendix A: Level of Service (LOS) Definitions

Appendix B: Scenic Roadway Survey Methodology

Appendix C: Summary of Circulation Element Projects & Programs

Appendix D: Operational Changes to Santa Rosa Street

Appendix E: List of Streets and Estimated ADT/LOS

Appendix F: City Council Resolution Adopting This Circulation Element

Appendix A. Level of Service Definitions

Street Segments

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

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

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

Source: Highway Capacity Manual, Transportation Research Board, 1985

Appendix B. Scenic Roadway Survey Methodology

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

Appendix C. Summary of Circulation Element Projects and Programs

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

Reference	Summary Description	New Program	Expanded Program	Existing Program
4.8	Sidewalk Installation		X	
4.9	Handicapped Ramp Program			X
4.10	Suggested Route to School Program	X		
Street Standards				
5.3	Joint City / County Design Standards	X		
5.4	Subdivision Regulations Revisions	X		
Neighborhood Traffic Management				
6.5	Neighborhood Traffic Management Plans	X		
6.6	Neighborhood Protection Methods	X		
6.7	Traffic Calming Workshops	X		
6.8	Other Neighborhood Traffic Studies		X	
6.9	Managed City Vehicle Routing	X		
Traffic Flow				
7.1	Traffic Management Priorities	X		
7.6	Ongoing Traffic Monitoring	X		
7.7	Transportation Surveys	X		
7.8	Computerized Traffic Model	X		
7.9	HOV Lane Evaluation	X		
Street Network Changes				
8.8	Building Setback Lines (Projects on ~~Figure #4~~ Table 5)			
	Prado Road (A.1)	X	(establish as part of Margarita Area Specific Plan)	
	Prado Road (A.2)	X	(establish as part of Dalidio Area Development Plan)	
	Buckley Road (A.3)	X	(work with county to establish alignment)	
	Bullock Lane (A.4)	X	(establish as part of Orcutt Area Specific Plan)	
	Sacramento Drive (A.5)			X

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

Reference	Summary Description	New Program	Expanded Program	Existing Program
	Broad Street Ramp Closures (C.4)	X		
	Orcutt Road Overcrossing (D.2)			X
	Prefumo Road Medians (D.3)	X		
	Garden Street Modifications (D.4)	X		
	Downtown Broad-Monterey Streets Modifications (D.5)	X		
Truck Routes				
9.3	Truck Idling Regulations	X		
9.4	Home Occupation Permit Regulations	X		
9.6	Provision of Commercial Loading Zones		X	
9.7	Commercial Truck Parking Regulations	X		
Air Transportation				
10.6	Transit Service to Airport	X		
10.7	Environmentally Sensitive Aircraft	X		
10.8	Airport Land Use Plan Update		X	
Parking Management				
12.4	Update Parking Management Plan	X		
12.5	Monitor Downtown Parking Use		X	
12.6	Park & Ride Lot Analysis	X		
12.8	Downtown Curb Space Utilization Study	X		
13.2	Neighborhood Parking Permit Programs		X	
Scenic Roadways				
14.8	Highway 101 Corridor Enhancement	X		
14.9	ARC Guidelines Revision	X		
14.10	Landscape Plans for Scenic Roadways	X		
14.11	Billboard Abatement Program		X	
14.12	Billboard Controls	X		
Element Implementation				
15.10	5-Year Circulation Element Updates		X	
15.12	Transportation Work Program	X		

Reference	Summary Description	New Program	Expanded Program	Existing Program
15.13	Transportation Impact Fee Program	X		
15.14	Capital Projects Reevaluation		X	
15.15	Major Projects Impact Reporting		X	
	Number of Programs	**69**	**20**	**10**

(1) City sponsored street projects are those listed on ~~Figure #4~~Table 5 and referenced above where:
~~9.1~~ The City is identified as the "lead agency," and
~~9.2~~ The City has primary funding responsibility or the street project is not associated with new development.

Appendix D. Operational Changes to Santa Rosa Street

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

Appendix E. List of Streets and Current ADT/LOS Estimates

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

Street Segment	Count Location	ADT (2)	Count Date	LOS (3)	Year Estimated
Laurel (Johnson – Flora)					
Lincoln (Broad – Chorro)	W / Chorro	3,700	1-15-92	--	--
Margarita (E / Higuera)	E / Higuera	2,600	7-10-91	--	--
Mill (Grand – Chorro)	W / Pepper	2,300	7-23-92	--	--
Oceanaire (LOVR – Madonna)	S / Lakeview	1,900	8-07-86	--	--
Patricia (N / Foothill)	N / Foothill S / Foothill	3,900	4-4-92	--	--
Pismo (Higuera – Johnson)	W / Johnson	4,200	5-7-92	--	--
Prefumo (LOVR – CL)	W / LOVR	3,400	10-8-92	--	--
Ramona (Patricia – Broad)	W / Broad	4,500	1-16-92	--	--
San Jose – La Entrado (Ramona – Luneta)	S / Foothill	1,200	12-12-88	--	--
San Luis (Calif – Andrews)	E / California	1,700	4-9-92	--	--
Southwood (E / Laurel)	E / Laurel	1,800	11-30-88	--	--
Sydney (Flora – Johnson)	E / Johnson	1,700	10-10-86	--	--
Residential Arterial					
Broad (South – Pismo)		--	--	A	1991
California (Taft – Cal Poly)		--	--	A – B	1991
Foothill (Broad – CL)		--	--	A	1991
Grand (Mill – Cal Poly)		--	--	A	1991
Johnson (Pismo – Orcutt)		--	--	A	1991
South (Beebe – Broad)		--	--	A	1991
Arterial					
Broad (Pismo – Higuera)		--	--	A-F	1991
Buckley (Broad – Higuera)		--	--	A	1991
California (Taft – San Luis)		--	--	A	1991
Chorro (Palm – Pismo)		--	--	A-C	1991
Foothill (Broad – California)		--	--	A-D	1991
Highland (Ferrini – Cal Poly)		--	--	A	1991

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

NOTES

Street Segment	Count Location	ADT (2)	Count Date	LOS (3)	Year Estimated

~~a.~~ For Chorro Street, north of Lincoln Street, the maximum ADT goal is 5,000 ADT.

~~b.~~ Traffic counts will be different for various segments of a particular street.

~~c.~~ In some cases, a range of LOS ratings are shown on Appendix E for "Arterial" streets because of the variability of traffic flow conditions along a particular corridor; and some street segments approaching intersections may have poorer LOS than shown in this table.