

RESOLUTION NO. 10184 (2010 Series)

**RESOLUTION OF THE CITY OF SAN LUIS OBISPO ADOPTING A
NEIGHBORHOOD TRAFFIC MANAGEMENT (NTM) ACTION PLAN FOR THE
PISMO & BUCHON NEIGHBORHOOD**

WHEREAS, in June 1998, the City Council adopted Resolution 8811 which establishes guidelines that direct how Neighborhood Traffic Management (NTM) Plans should be prepared; and

WHEREAS, consistent with these adopted guidelines, residents of the Pismo and Buhcon neighborhood have worked with City Transportation staff to prepare a draft NTM Plan for the Pismo and Buchon Neighborhood; and

WHEREAS, ballots distributed to all households within the study area requesting support of the draft NTM Plan measures resulted in at least a 51% response rate and a supporting two-thirds vote, and this level of support exceeds the recommended minimum level required; and

WHEREAS, the City Council finds that the preparation of the Action Plan is consistent with the standards and protocol contained within the NTM guidelines adopted by Resolution 8811, the recommended voting and funding methodology revisions to those guidelines, and that the installation of the measures identified in the Action Plan are reasonable methods for pursuing City NTM goals along this particular corridor.

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

SECTION 1. The City Council adopts the Pismo & Buchon Neighborhood Traffic Management Plan, attached as Exhibit A, and directs the Public Works Department to implement the improvements as called for by the Action Plan.

Upon motion of Council Member Marx, seconded by Council Member Ashbaugh and on the following vote:

AYES:	Council Members Ashbaugh, Marx and Settle, and Vice Mayor Carter
NOES:	None
ABSENT:	Mayor Romero

The foregoing resolution was adopted this 1st day of June 2010.



Mayor David F. Romero

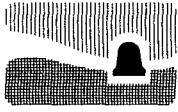
ATTEST:



Elaina Cano
City Clerk

APPROVED AS TO FORM:


J. Christine Dietrick
City Attorney



Pismo/Buchon Neighborhood Traffic Management Draft Action Plan (June, 2010)

Background

In the Fall of 2005, residents in the Pismo/Buchon neighborhood submitted a petition asking the City of San Luis Obispo to address concerns about excessive traffic speeds, volumes, and collisions in the neighborhood.

On April 21, 2008, the City of San Luis Obispo Public Works Department held a community meeting for neighborhood residents to discuss their traffic concerns. Based on interest expressed at the meeting, a Neighborhood Action Team comprised of residents representing the entire neighborhood was formed. Four neighborhood representatives attended the first Neighborhood Action Team meeting in May 2008. At this initial meeting the Action Team members reviewed and specified issues that they felt should be addressed as part of this Neighborhood Traffic Management (NTM) effort. Public Works staff discussed with the Action Team the types of traffic studies that would measure the volume, speed and travel patterns of traffic in the neighborhood and that traffic studies would begin in the Fall once all schools were in session.

The traffic studies were conducted from September 2008 to May 2009. Five Action Team members subsequently met with Public Works Staff in May 2009 to discuss the results of the traffic studies and develop a cost effective solution to resolve the traffic concerns identified by the residents. Development of the Action Plan continued as City staff met with the Action Team throughout 2009 and 2010.

Traffic Study Results

The results of the traffic studies confirmed the neighborhood concerns about traffic speeds and volumes. As summarized in Table 1, speed surveys conducted on Johnson Avenue indicate that the 85th percentile speed ranged between 35-38 mph with a posted speed of 30 mph; Pismo Street ranged from 30-32 mph while Buchon Street ranged from 31-33 mph, both with a posted speed of 25 mph. A license plate survey during the peak traffic hours confirmed that 74% of the traffic on Buchon and 56% of the traffic on Pismo did not have a destination within the neighborhood. Traffic volume counts indicated that the average daily volume of vehicles on Buchon (3,570) exceed the Circulation Element desired maximum volume (3,000 for a Residential Collector) by 20%. Traffic volume counts indicated that the average daily volume of vehicles on Pismo (3,650) exceed the Circulation Element desired maximum volume by 22%.

Table 1-Traffic Volumes and Speeds

	<u>Traffic Speeds</u>		<u>Traffic Volumes</u>	
	Observed Predominant Speed	Speed Limit	Observed	Circulation Element Desired
Buchon	31-33 MPH	25 MPH	3,570	3,000
Pismo	30-32 MPH	25 MPH	3,650	3,000
Johnson	35-38 MPH	30 MPH	12,931	N/A

Study Area

The study area, shown in Figure 1, was established by Public Works staff and the Action Team. The study area boundary is based on traffic conditions in the neighborhood and the effect the proposed traffic calming measures could have on adjacent streets.

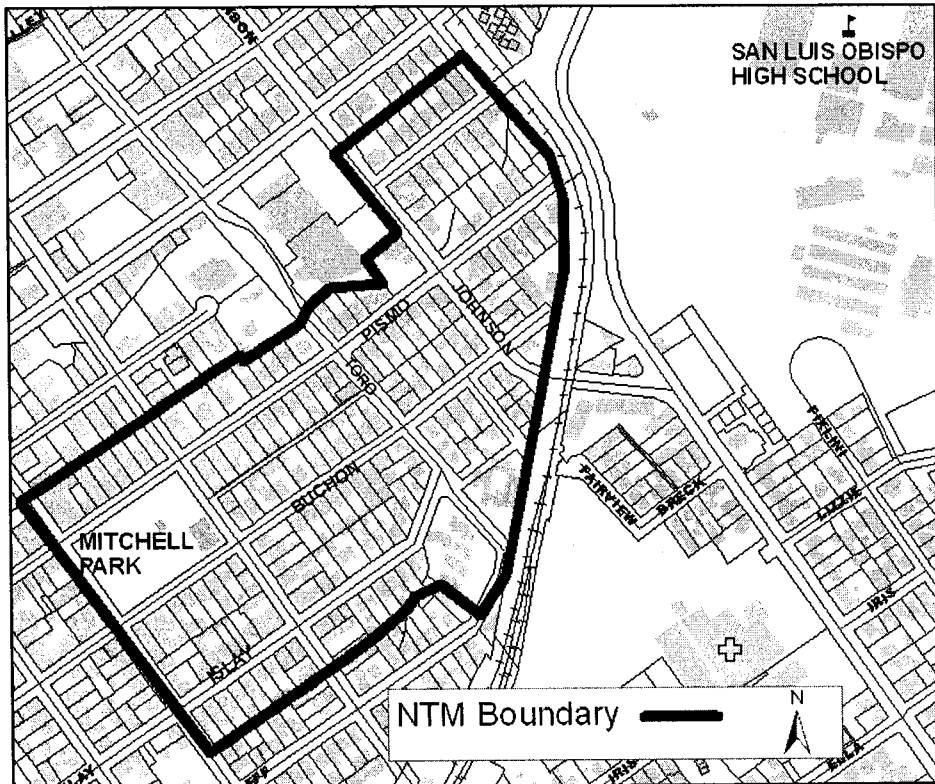


Figure 1 – NTM Study Area

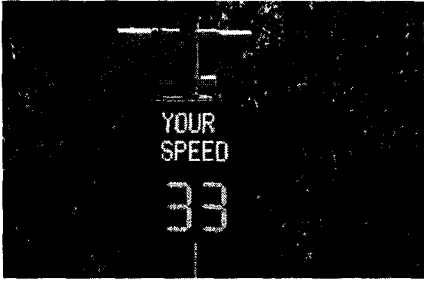
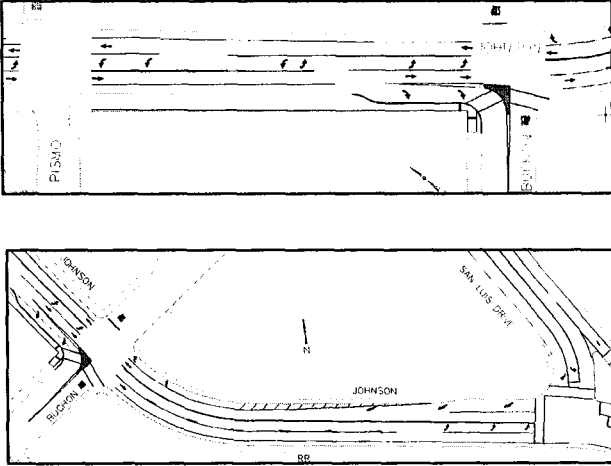
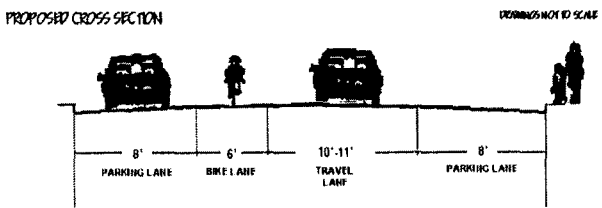
Statement of Objectives

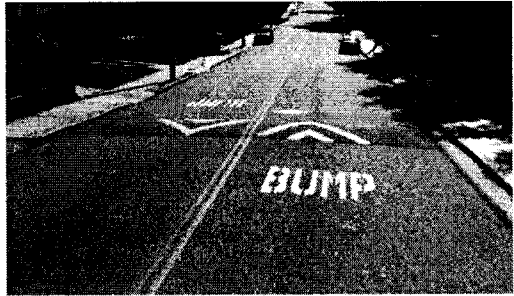
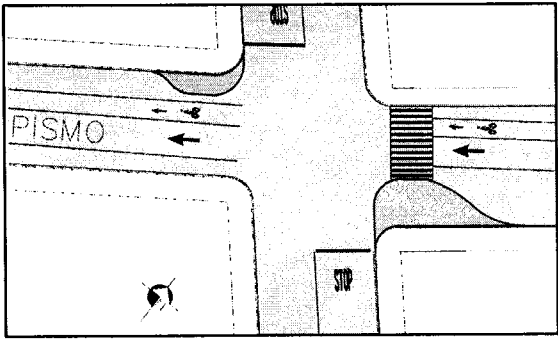

The objective of this Action Plan is to improve the quality of life and the personal safety for the residents of the Pismo/Buchon neighborhood by reducing vehicle speeds, reducing non-local traffic volumes, and improving pedestrian safety. The Action Team agreed upon goals form the basis of this Neighborhood Traffic Management Action Plan. These goals include:


Table 2- Action Plan Objectives

	<u>Current</u>	<u>NTM Objectives</u>
Johnson Speeds	36.7 MPH	32.5 MPH
Pismo Speeds	31.0 MPH	27.5 MPH
Buchon Speeds	31.7 MPH	27.5 MPH
Pismo Volume	3,650 ADT	3,300 ADT
Buchon Volume	3,570 ADT	3,300 ADT

Table 4-Traffic Calming Projects

Projects	Description	Example
<p>1 Johnson Avenue: Speed Feedback Signs</p>	<ul style="list-style-type: none"> • Electronic speed display • Reminds drivers of their speed • May reduce vehicle speed an average of 10% • Replacement often needed after 5 - 7 years • Sign reliability and maintenance concerns 	
<p>2 Johnson Ave: Reconfigure Striping (San Luis Drive to Pismo Street)</p>	<ul style="list-style-type: none"> • New Lane configuration with a two-way left turn lane and one thru lane • Will allow northbound motorists to merge into one lane prior to Pismo • May reduce tendency for motorists to be trapped into turning on Pismo and driving thru the neighborhood • Will provide residents easier access into/out of their driveways • Will provide additional capacity for the left turn lane onto San Luis Drive • Concern that motorists may use the two-way left turn as a through lane • Example drawings at right include intersections improvements at Johnson/Buchon that will be constructed outside of the Action Plan approval process. 	
<p>3 Pismo Street: "Road Diet" (Johnson Avenue to Santa Rosa St.)</p>	<ul style="list-style-type: none"> • Existing 2 vehicle lanes will be reduced to one vehicle lane • New lane configuration will allow for one vehicle lane, 2 parking lanes and one bike lane. • May reduce vehicle speeds • Expected to reduce tendency for motorists to pass each other • Will improve pedestrian access • Similar to lane configuration on Pismo west of Broad 	

<p>4</p>	<p>Pismo Street: Speed Humps 1240, 1176, 1126</p>	<ul style="list-style-type: none"> • Rounded, raised area of pavement • 14 feet in length, 3 inches in height • May reduce vehicle speeds an average of 18% • Most effective at overall speed reductions if installed in a series • Speed reductions based on the number and spacing of devices • Possible increase in traffic noise • Concern over jarring of vehicles 	
<p>5</p>	<p>Pismo Street At Toro Street: Raised Crosswalk and Bulbouts</p>	<p>Raised Crosswalk:</p> <ul style="list-style-type: none"> • Raised flat-topped area of pavement with crosswalk markings • 22 feet in length, 3 inches in height • May reduce vehicle speeds by an average of 18% • Improved pedestrian access • Possible increase in traffic noise • Concern over jarring of vehicles (although less than speed humps) <p>Bulbouts:</p> <ul style="list-style-type: none"> • An extension of the sidewalk • Will serve to physically narrow the street and correct the wide offset of the intersection • Will diminish tendency for vehicles to pass each other. • Shorten the crossing distance for pedestrians • May reduce vehicle speed by an average of 4% 	
<p>6</p>	<p>Buchon Street at Toro Street: Raised Crosswalk</p>	<ul style="list-style-type: none"> • Installed on the east side of the intersection • Raised flat-topped area of pavement with crosswalk markings • 22 feet in length, 3 inches in height • May reduce vehicle speeds by an average of 18% • Improved pedestrian access • Possible increase in traffic noise • Concern over jarring of vehicles (although less than speed humps) 	

7	<p>Islay Street: Speed Hump 1034</p>	<ul style="list-style-type: none"> • Rounded, raised area of pavement • 14 feet in length, 3 inches in height • May reduce vehicle speeds an average of 18% • May reduce the tendency for motorists to use Islay as an alternate to Buchon • Possible increase in traffic noise • Concern over jarring of vehicles 	
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Implementation & Performance Monitoring

If the City Council approves the Action Plan, City staff will immediately begin engineering and design of the improvements, which should take approximately 4-6 months to complete. Following design, City staff will advertise for construction bids & award a construction contract, which should take approximately 1-2 months. Construction should take approximately 2-3 months to complete. Once construction is completed, City staff will conduct ongoing performance monitoring of traffic volumes, speeds, and collisions for a period of 12 months.

It is the NTM policy that the application of NTM devices should not divert traffic onto other Residential Collector or Residential Local street that exceeds the diversion standards shown in Figure 3 of the NTM guidelines. Therefore if after a period of 6 or 12 months staff determines the diversion standards are exceeded staff will install three additional speed humps and painted edge lines on Buchon street. If it is determined that any of the improvements have imposed any undue secondary impacts, the Director of Public Works may order modification, addition, and/or removal of NTM devices installed as part of this action plan.

Cost Estimates & Funding

The Action Plan proposes to construct a series of traffic calming measures on Johnson Ave, Pismo St, and Buchon St. as described in Table 3 and 4. If these measures fail to meet the goals of the project as listed in Table 1, the Action Plan includes the option of installing additional traffic calming devices. The total cost of the Action Plan is estimated at \$270,000. The proposed funding strategy is to allocate \$172,900 of available City Neighborhood Traffic Management funding to the Action Plan. This funding will be allocated to Action Plan projects 1 through 7. If after one year performance monitoring determines that there has been an increase of traffic on Buchon, additional traffic calming devices may be installed depending on City staff and funding resources.

Table 5- Project Funding

Action Plan Projects

1	Speed Feedback Signs (2)	\$18,000
2	Reconfigure Johnson Avenue	\$8,000
3	Pismo Road Diet	\$6,500
4	Pismo Speed Humps (3)	\$12,000
5	Pismo/Toro Bulbouts-Raised Crosswalk	\$85,000
6	Buchon/Toro Raised Crosswalk	\$5,000
7	Islay Speed Hump (1)	\$4,000
	Total:	\$138,500

Approved Projects

1	Johnson & Buchon Intersection Improvements	\$65,000
	Total:	\$65,000

Contingency Followup Projects

1	Edge Lines	\$2,000
2	Buchon Speed Humps (3)	\$12,000
	Total:	\$14,000

Engineering Total:	\$21,750
Construction Total:	\$217,500
Contingency Total:	\$32,625
Misc. Total:	\$1,000
Project Total:	\$272,875