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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 #1Table 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

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<th>% of City (1)</th>
<th>Resident Trips</th>
<th>By (Year)</th>
<th>Estimated City Resident Trips</th>
<th>% Increase in Participation Over Base Year</th>
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<td>6,000</td>
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<td>Walking, Car Pools, and other Forms</td>
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<td>Motor Vehicles</td>
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<td>Motor Vehicles</td>
<td>62</td>
<td>2010</td>
<td>48,300</td>
<td></td>
<td>+13%</td>
</tr>
<tr>
<td>Transit</td>
<td>8</td>
<td>6,300</td>
<td></td>
<td></td>
<td>+72%</td>
</tr>
<tr>
<td>Bicycles</td>
<td>44</td>
<td>11,000</td>
<td></td>
<td></td>
<td>+83%</td>
</tr>
<tr>
<td>Walking, Car Pools, and other Forms</td>
<td>46</td>
<td>12,500</td>
<td></td>
<td></td>
<td>+60%</td>
</tr>
<tr>
<td>Motor Vehicles</td>
<td>59.50</td>
<td>2020-2035</td>
<td>52,500</td>
<td></td>
<td>+23%</td>
</tr>
<tr>
<td>Transit</td>
<td>8.12</td>
<td>7,200</td>
<td></td>
<td></td>
<td>+100%</td>
</tr>
<tr>
<td>Bicycles</td>
<td>16.20</td>
<td>14,200</td>
<td></td>
<td></td>
<td>+136%</td>
</tr>
<tr>
<td>Walking, Car Pools, and other Forms</td>
<td>17.18</td>
<td>15,100</td>
<td></td>
<td></td>
<td>+94%</td>
</tr>
</tbody>
</table>

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

2.0.2 Flexible Work Schedules
The City shall support flex time programs and alternative work schedules where they reduce peak hour traffic 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 City shall establish and promote programs that reduce congestion in the downtown in a way that supports the downtown’s long-term economic viability.

2.0.5 Long-term Measures
The City shall support trip reduction programs as a long-term sustained effort to reduce traffic congestion and maintain air quality. If air quality degrades below legal standards or 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’ 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**

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 employers, the Chamber of Commerce, Air Pollution Control District, Transportation Management Association, and other agencies to support 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:

1. Candidate employers will be surveyed to determine base year average vehicle ridership (AVR) levels.
2. Candidate employers will be offered assistance in preparing plans to reduce automobile dependency of their work forces.
3. 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** encourage transit development, expansion, coordination and **aggressive** marketing throughout San Luis Obispo County to serve a **broader** range of local and regional transportation needs **including commuter service**.

3.0.2 City Bus Service

The City **should** improve and expand city bus service to make the system more **attractive**, **convenient** and **accessible** 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**:

17% of city trips in San Luis Obispo by 2000
28% 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 provided by public and private organizations**.

3.0.4 Campus Service

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

3.0.5 Unmet Transit Needs

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

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

3.0.6 Service Standards

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

- **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 plan (5-year time frame) and 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 school groups.

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

3.1.4 Commuter Bus Service
The City of San Luis Obispo should encourage 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. The City will coordinate with efforts of the San Luis Obispo Council of Governments (SLOCOG) Regional Transit Authority (SLORTA) to evaluate the cost effectiveness of centralizing transit service.

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

3.1.6 Marketing and Promotion
The City will 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.

4.0.3.0.2 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 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 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 and maintained to improve bicycling safety, convenience, and encourage people to use bicycles to commute to work or school.

4.0.6 Bikeway Development with Road Improvements

Bikeways should be constructed as designated in the Bicycle Transportation Plan 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 to provide incentives to all students, faculty and staff to use alternative forms of transportation.

4.1.2 Bicycle Transportation Plan
The City shall maintain and regularly update its 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 City shall work with Cal Poly and Cuesta College 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  Zoning Regulations
The City will modify its zoning regulations to establish standards for the installation of lockers, secured bicycle parking, and showers.

4.1.4  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 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 residential areas with major activity centers and trails leading into city and county open areas that avoid sensitive areas.

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

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

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

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
For areas outside of the Downtown, the City will pursue its program for the installation of sidewalks to complete a continuous 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 continue its annual program of replacing existing curbs with handicapped compliant ramps.

5.1.3.5.1.4 School Routes - Safe Routes to School
The City should continue to coordinate with parents, SLOCOG and teachers of elementary school students to establish a "suggested routes to school" program for bicycling and walking.

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 in 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 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 26.0.1 and the Highway Capacity manual.

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>LOS OBJECTIVE</th>
<th>MINIMUM LOS STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle 1</td>
<td>B</td>
<td>D</td>
</tr>
<tr>
<td>Pedestrian 2</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>Transit 3</td>
<td>C</td>
<td>Baseline LOS or LOS D, whichever is lower</td>
</tr>
<tr>
<td>Vehicle</td>
<td>C</td>
<td>E (Downtown), D (All Other Routes)</td>
</tr>
</tbody>
</table>

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.
Table 3  Modal Priorities for Level of Service

<table>
<thead>
<tr>
<th>Complete Streets Areas</th>
<th>Priority Mode Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown &amp; Upper Monterey Street</td>
<td>1. Pedestrians</td>
</tr>
<tr>
<td></td>
<td>2. Bicycles</td>
</tr>
<tr>
<td></td>
<td>3. Transit</td>
</tr>
<tr>
<td></td>
<td>4. Vehicle</td>
</tr>
<tr>
<td>Residential Corridors &amp; Neighborhoods</td>
<td>1. Pedestrians</td>
</tr>
<tr>
<td></td>
<td>2. Bicycles</td>
</tr>
<tr>
<td></td>
<td>3. Vehicle</td>
</tr>
<tr>
<td></td>
<td>4. Transit</td>
</tr>
<tr>
<td>Commercial Corridors &amp; Areas</td>
<td>1. Vehicles</td>
</tr>
<tr>
<td></td>
<td>2. Bicycles</td>
</tr>
<tr>
<td></td>
<td>3. Transit</td>
</tr>
<tr>
<td></td>
<td>4. Pedestrians</td>
</tr>
<tr>
<td>Regional Arterial and Highway Corridors</td>
<td>1. Vehicles</td>
</tr>
<tr>
<td></td>
<td>2. Transit</td>
</tr>
<tr>
<td></td>
<td>3. Bicycles</td>
</tr>
<tr>
<td></td>
<td>4. Pedestrians</td>
</tr>
</tbody>
</table>

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 6.0.2C. If the level of service degrades below thresholds established in Policy 6.0.1B, 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 6.0.2C, 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 6.0.2C. 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.
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.

6.07.0 Policies

6.0.17.0.1 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.

6.0.27.0.2 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.

6.0.37.0.3 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.

6.0.47.0.4 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

7.0.47.1.1 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.
7.0.27.1.2 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):

1. Changes in traffic volumes throughout the city.
2. Changes to the Level of Service (LOS) on arterial streets, regional routes and highways.
3. Traffic speeds.
5. Changes in streetscape features.
6. 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.

6.0.57.1.5 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.

6.0.67.1.9 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.
Figure 1

Streets Classification Diagram

Legend

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

- **Proposed**
  - Railroad Track
  - Urban Reserve
  - LUCE SOI Planning Subarea
  - City Limit

Source: City of San Luis Obispo
Types of Streets

6.17.2 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:

6.1.17.2.1 Average Daily Traffic (ADT)

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

6.1.27.2.2 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.** Level of Service (LOS) “A” is free-flowing traffic while LOS “F” is extreme congestion.
- **B.** At LOS "D," the recommended standard, drivers can expect delays of 2535 to 4055 seconds and sometimes have to wait through more than one cycle of a traffic signal. Vehicles may stack up at intersections but dissipate rapidly.
- **C.** At LOS "E," delays increase to 4055 to 6080 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

<table>
<thead>
<tr>
<th>Descriptions (2) of Street Types</th>
<th>Existing ADT/LOS (1)</th>
<th>Desired Maximum ADT/LOS</th>
<th>Desired maximum Speeds (3)</th>
<th>Travel Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local Commercial Streets</strong></td>
<td>directly serve non-residential development that front them and channel traffic to commercial collector streets (reference black line streets on Figure 1. #2).</td>
<td>5,000</td>
<td>25 mph</td>
<td>2</td>
</tr>
<tr>
<td><strong>Local Residential Streets</strong></td>
<td>directly serve residential development that front them and channel traffic to residential collector streets (reference black line streets on Figure 1. #2).</td>
<td>1,500</td>
<td>25 mph</td>
<td>2</td>
</tr>
<tr>
<td><strong>Commercial Collector Streets</strong></td>
<td>collect traffic from commercial areas and channel it to commercial arterials.</td>
<td>10,000</td>
<td>25 mph</td>
<td>2</td>
</tr>
<tr>
<td><strong>Residential Collector Streets</strong></td>
<td>collect traffic from residential areas and channel it to arterials.</td>
<td>3,000 (3)</td>
<td>25 mph</td>
<td>2</td>
</tr>
<tr>
<td><strong>Residential Arterials</strong></td>
<td>are bordered by residential property where preservation of neighborhood character is as important as providing for traffic flow and where speeds should be controlled.</td>
<td>LOS D</td>
<td>35 mph CVC*</td>
<td>2</td>
</tr>
<tr>
<td><strong>Arterial Streets</strong></td>
<td>provide circulation between major activity centers and residential areas</td>
<td>LOS E (Downtown)</td>
<td>25 mph CVC*</td>
<td>2-4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS D (other routes)</td>
<td>40 mph CVC*</td>
<td>2-4</td>
</tr>
<tr>
<td><strong>Parkway Arterials</strong></td>
<td>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</td>
<td>LOS D</td>
<td>45 mph CVC*</td>
<td>4-6</td>
</tr>
<tr>
<td><strong>Highway/Regional Routes</strong></td>
<td>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</td>
<td>LOS D</td>
<td>45 mph in City CVC*</td>
<td>2-6</td>
</tr>
</tbody>
</table>
Descriptions (2) of Street Types

<table>
<thead>
<tr>
<th>Descriptions</th>
<th>Existing ADT/LOS (1)</th>
<th>Desired Maximum ADT/LOS</th>
<th>Desired maximum Speeds (3)</th>
<th>Travel Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway</td>
<td></td>
<td>LOS D</td>
<td>55 mph</td>
<td>4-6</td>
</tr>
</tbody>
</table>

*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**
Figure 2 — Circulation Element Streets Classification Map

Street Classification Legend

- Proposed Street
- Major and Regional route
- Arterial
- Freeway Arterial
- Commercial Collector
- Residential Collector

Existing Streets
- Freeway
- Major and Regional route
- Arterial
- Freeway Arterial
- Residential Arterial
- Commercial Collector
- Residential Collector
- Other

This figure is proposed for deletion.
NEIGHBORHOOD TRAFFIC MANAGEMENT

6.08.0 Policies

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

6.0.2 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 shall ensure that neighborhood traffic management projects:

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

6.0.38.0.7 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 4 except as provided under CEQA. The City shall also not approve development which significantly further worsens already deficient residential neighborhood traffic conditions as established in Figure 4 except as provided under CEQA. New development shall incorporate traffic calming features to minimize speeding and cut-through traffic.
8.08.1 Programs

6.0.48.1.1 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 #XTable 4.

6.0.5 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 (e.g. 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 Community educational programs to promote selection of routes within the City that do not pass through residential areas.

6.0.6 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 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 City Vehicle Operation
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 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 roadway 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.
This figure is proposed for deletion.
STREET NETWORK CHANGES

7.09.0 Policies

7.0.19.0.1 New Development

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

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.

7.0.29.0.2 Public Participation

The City will provide for broad public participation in the planning, 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.

7.0.39.0.3 Arterial Street Corridors

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

7.0.49.0.4 Project Implementation

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

7.0.59.0.5 Right-of-Way Reservation

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

7.49.1 Programs

7.4.19.1.1 Building Setback Lines

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

<table>
<thead>
<tr>
<th>Project #</th>
<th>Improvement Description</th>
<th>Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roadway Projects</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

7.1.29.1.2 Prado Road Improvements

The City 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.

7.1.39.1.3 Street Amenities Plan

The City 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.

7.1.49.1.4 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 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.

7.1.59.1.5 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 Main-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.
7.1.69.1.6 Streetscapes and major roadways

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

A. Establish streetscape design standards for major roadways;
B. Encourage the creation and maintenance median planters and widened parkway plantings;
C. Retain mature trees in the public right-of-way;
D. Emphasize the planting and maintaining 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, required 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

<table>
<thead>
<tr>
<th>Project #</th>
<th>Street Section</th>
<th>Description of Potential Change</th>
<th>Lead Agency</th>
<th>Primary Funding Responsibility</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.</td>
<td>Prado Road</td>
<td>Build to Highway/Regional Route standards w/ Class I bike paths &amp; bridges for wildlife corridors (City Limits to Broad Street)</td>
<td>City Development (1)</td>
<td>Build if Dalidio area develops</td>
<td></td>
</tr>
</tbody>
</table>

Figure 4: Transportation Capital Projects
### FIGURE 4: TRANSPORTATION CAPITAL PROJECTS

<table>
<thead>
<tr>
<th>A.2</th>
<th>Prado Road</th>
<th>Build to Parkway Arterial Street standards (Freeway W. to Madonna Road)</th>
<th>City Development</th>
<th>Build if Dalidio area develops</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.3</td>
<td>Buckley Road</td>
<td>Extend as Arterial Street westward to South Higuera St</td>
<td>City Development</td>
<td>Build if development occurs</td>
</tr>
<tr>
<td>A.4</td>
<td>Bullock Lane</td>
<td>Extend a Residential Collector to connect with Tank Farm Road</td>
<td>City Development</td>
<td>Build if Orcutt area develops</td>
</tr>
<tr>
<td>A.5</td>
<td>Sacramento Drive</td>
<td>Extend as Commercial Collector to connect with Orcutt Road at Duncan Road</td>
<td>City Development</td>
<td>Build if area south of Orcutt develops</td>
</tr>
<tr>
<td>A.6</td>
<td>Bishop Street</td>
<td>Extend Bishop Street to connect with South Street</td>
<td>City Development</td>
<td>CIP Project will require redesign of South-Broad intersection</td>
</tr>
<tr>
<td>A.7</td>
<td>Sante Fe Road</td>
<td>Extend road to connect with Prado Road (extended)</td>
<td>City/County Development</td>
<td>Build if area north of Tank Farm develops</td>
</tr>
</tbody>
</table>

#### Road Widening Projects

<table>
<thead>
<tr>
<th>B.1</th>
<th>Higuera Street (High to Marsh)</th>
<th>Acquire property and widen to allow four travel lanes, center turn lane, bike lanes, etc., &amp; implement Downtown Plan concepts</th>
<th>City Development</th>
<th>CIP Project and adjoining parcels redevelop</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.2</td>
<td>Orcutt Road (Broad to Johnson)</td>
<td>Complete widening to 4 lanes</td>
<td>City Development/ City</td>
<td>Build as adjoining parcels develop or redevelop and fill in gaps</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>B.3</td>
<td>Tank Farm Road (S. Higuera to Broad)</td>
<td>Widen to Parkway Arterial standards</td>
<td>City/County Development</td>
<td>Build as part of Airport Area development</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>B.4</td>
<td>Prado Road (Higuera west to 101)</td>
<td>Widen street and bridges to 4 lanes</td>
<td>City Development/ City</td>
<td>Secure ROW and construct as area develops</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>B.5</td>
<td>South Higuera St (Madonna to City Limits)</td>
<td>Complete widening to 4 lanes</td>
<td>City Development/ City</td>
<td>Capital Improvement Project</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
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<td>------------------------------------------</td>
</tr>
<tr>
<td>B.6</td>
<td>Los Osos Valley Road (Madonna to Highway 101)</td>
<td>Widen to Parkway Arterial standards</td>
<td>City Development</td>
<td>Build if Irish Hills area develops</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>B.7</td>
<td>Santa Rosa (Olive to Foothill) (see Appendix D)</td>
<td>Install turn lanes and median access controls</td>
<td>City State/Federal Programs</td>
<td>State/Federal Programs</td>
</tr>
</tbody>
</table>

#### Freeway Interchanges

| C.4 | 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 | 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.
810 TRUCK TRANSPORTATION

INTRODUCTION

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

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

8.010.0 Policies and Programs

8.0.10.0.1 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.

8.110.1 Programs

8.1.10.1.1 Idling Trucks

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

8.1.210.1.2 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.

8.1.310.1.3 Commercial Loading Zones

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

8.1.410.1.4 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

This figure is proposed for deletion.
911 AIR TRANSPORTATION

INTRODUCTION
The City and County of San Luis Obispo 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.

9.011.0 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 airport and develop an Airport Land Use Compatibility Plan as it relates to address noise and safety concerns.

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

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

——— 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 work with the County 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
The City shall encourage improved public transit service to serve the county airport as soon as practical.

9.111.1 Programs

9.1.111.1 Environmentally Sensitive Aircraft
The City 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.
1012 RAIL TRANSPORTATION

INTRODUCTION

The Southern Union Pacific Transportation Company Railroad owns and maintains railroad tracks that extend 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.

10.012.0 Policies

10.0.1  Interstate Passenger Rail Service

The City shall support 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  State and Federal Programs

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

10.0.3  Transit Service Connections

The City 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  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  Programs

10.1.1  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  Intra-county Rail Service

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

10.1.3  Idling Train Engines

The City shall work with the Air Pollution Control District and others to eliminate idling train engines in San Luis Obispo.
1113 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

11.013.0 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.

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

11.0.213.0.2 City Parking Programs
City parking programs 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 Programs

11.1.113.1.1 Parking Management Plan
The City shall maintain and periodically update its Access and Parking Management Plan (every 5 years).

11.1.213.1.2 Monitor Public Parking
The City shall regularly monitor the use of public parking in the commercial downtown.

11.1.313.1.3 Park and Ride Lots
The City 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 serve commute purposes.

11.1.413.1.4 Public Parking Structures
Additional public parking structures shall only be built after a comprehensive parking study (that includes considering the evaluation of alternative transportation possibilities) is completed and its results considered of a parking supply and demand study.

11.1.513.1.5 Curb Parking Evaluation
The City 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.
The City should/shall continue to operate the downtown trolley as a parking management tool to reduce congestion.
1214 NEIGHBORHOOD PARKING MANAGEMENT

12.014.0 Policies

12.0.14.1 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 neighborhoods from spill-over parking from adjacent high-intensity 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.)

12.14.1 Programs

12.1.14.1.1 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.

12.1.214.1.2 Financing Districts
The City will investigate the feasibility and desirability of establishing parking financing districts.
SCENIC ROADWAYS

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

1315.0 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 roadway shall be considered "sensitive” and require architectural review.

13.0.2 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 Development Along Scenic Routes
The City will preserve and improve views of important scenic resources from 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 "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 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.
4.D. Clustering of street trees along scenic roadways should be considered as an alternative to uniform spacing.

13.0.5 County Role
The City shall highly encourage work with the County to protect and enhance scenic roadways that connect San Luis Obispo with other communities and recreation areas.
Figure 3
Scenic Roadways
13.0.615.0.5 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.
4. D. Actively participating in the development and periodic updates of the US 101 Aesthetic Study of San Luis Obispo County.

13.0.715.0.6 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.

13.115.1 Programs

13.1.15.1.1 Visual Character

The City will participate with Caltrans, the County and other cities to establish a program for enhancing the visual character of the Highway 101 corridor consistent with the US 101 Aesthetic Study for San Luis Obispo County.
13.1.2 Architectural Review Guidelines
The City *will* revise its Architectural Review Community Design Guidelines to incorporate concern for the protection of views and vistas from scenic roadways.

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

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

4.1 Sign Regulations
The City will amend its sign regulations to prohibit billboards along designated scenic roadways.
1416 CIRCULATION ELEMENT IMPLEMENTATION, PROGRAM FUNDING AND MANAGEMENT

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

14.016.0 Policies

14.0.16.0.1 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.

14.0.216.0.2 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.

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

Non-Vehicular

14.0.416.0.4 Alternative Mode Program Objectives
Funding for street projects and parking structures should not prevent compromise the city’s ability to fund its non-vehicular program objectives.

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 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.
14.0.516.0.5 Circulation Element Update

The City intends to 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 that San Luis Obispo County becomes a "self help" county.

14.116.1 Programs

14.1.116.1.1 Transportation Work Program

Transportation Work Program will 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.

14.1.216.1.2 Transportation Multi-Modal Impact Fee

The City will adopt 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.

14.1.316.1.3 Evaluation of Alternatives

Prior to implementation of a project identified in this element, the City shall be thoroughly reevaluated. The reevaluation shall reevaluate its need and include 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.

14.1.416.1.4 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.

<table>
<thead>
<tr>
<th>Level of Service (LOS)</th>
<th>Description of Signalized Intersections</th>
<th>Volume / Capacity Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Little or no delay (under 5 seconds per vehicle. Most vehicles arrive during the green phase and do not stop at all.)</td>
<td>&lt; .59</td>
</tr>
<tr>
<td>B</td>
<td>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.</td>
<td>.60 - .69</td>
</tr>
<tr>
<td>C</td>
<td>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.</td>
<td>.70 - .79</td>
</tr>
<tr>
<td>D</td>
<td>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.</td>
<td>.80 - .89</td>
</tr>
<tr>
<td>E</td>
<td>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.</td>
<td>.90 - .99</td>
</tr>
<tr>
<td>F</td>
<td>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.</td>
<td>&gt; 1.0</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Reference</th>
<th>Summary Description</th>
<th>New Program</th>
<th>Expanded Program</th>
<th>Existing Program</th>
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<tr>
<td><strong>Trip Reduction</strong></td>
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<td>Objective 6</td>
<td>Education Programs for Alternative Transportation</td>
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<td>Objective 17</td>
<td>City Employee Telecommute Telecommute Guidelines</td>
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<td>1.4</td>
<td>Downtown Congestion Reduction</td>
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<td>1.8</td>
<td>Route 1 Trip Reduction Efforts</td>
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<td>1.9</td>
<td>Trip Reduction Plan for City Employees</td>
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<tr>
<td>1.10</td>
<td>Voluntary Employer Trip Reduction Program</td>
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<td><strong>Transit Programs</strong></td>
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<td>2.4</td>
<td>Cal Poly / Cuesta &quot;No Fare&quot; Transit Programs</td>
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<tr>
<td>2.8</td>
<td>Long-Range Transit Plan</td>
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<tr>
<td>2.9</td>
<td>Bulk-Rate Transit Pass Program</td>
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<td>2.10</td>
<td>Downtown Trolley System</td>
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<td>2.11</td>
<td>Cuesta Commute Bus Service</td>
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<td>2.12</td>
<td>Centralize Transit Service Management</td>
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<td>2.13</td>
<td>Comprehensive Marketing Program</td>
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<td><strong>Bicycle Transportation</strong></td>
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<td>3.3</td>
<td>Complete Bikeway Network</td>
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<td>3.8</td>
<td>Cal Poly Incentive Program</td>
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<td>3.9</td>
<td>Bicycle Transportation Plan Update</td>
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<td>3.10</td>
<td>Cal Poly &amp; Cuesta Bicycle Plans</td>
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<td>3.12</td>
<td>Modifications to Zoning Regulations</td>
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<td>3.13</td>
<td>Railroad Bicycle Path</td>
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<td><strong>Walking</strong></td>
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<td>4.5 (A)</td>
<td>Install Crossing Controls</td>
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<td>4.5 (B)</td>
<td>Downtown Bulb Outs &amp; Crosswalks</td>
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<td>4.5 (C)</td>
<td>Median Islands at Intersections</td>
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<td>4.7</td>
<td>Prepare Pedestrian Transportation Plan</td>
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<td>Expanded Program</td>
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<td>-----------</td>
<td>-------------------------------------------</td>
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<tr>
<td>4.8</td>
<td>Sidewalk Installation</td>
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<td>4.9</td>
<td>Handicapped Ramp Program</td>
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<td>Suggested Route to School Program</td>
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### Street Standards

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<td>5.3</td>
<td>Joint City / County Design Standards</td>
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<td>5.4</td>
<td>Subdivision Regulations Revisions</td>
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### Neighborhood Traffic Management

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<tr>
<td>6.5</td>
<td>Neighborhood Traffic Management Plans</td>
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<td>6.6</td>
<td>Neighborhood Protection Methods</td>
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<td>6.7</td>
<td>Traffic Calming Workshops</td>
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<td>6.8</td>
<td>Other Neighborhood Traffic Studies</td>
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<td>6.9</td>
<td>Managed City Vehicle Routing</td>
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### Traffic Flow

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<td>7.1</td>
<td>Traffic Management Priorities</td>
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<td>7.6</td>
<td>Ongoing Traffic Monitoring</td>
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<td>7.7</td>
<td>Transportation Surveys</td>
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<td>7.8</td>
<td>Computerized Traffic Model</td>
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<td>7.9</td>
<td>HOV Lane Evaluation</td>
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### Street Network Changes

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<td>8.8</td>
<td>Building Setback Lines</td>
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<td>(Projects on—Figure—#4, Table 5)</td>
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</table>

- Prado Road (A.1) \(\times\) (establish as part of Margarita Area Specific Plan)
- Prado Road (A.2) \(\times\) (establish as part of Dalidio Area Development Plan)
- Buckley Road (A.3) \(\times\) (work with county to establish alignment)
- Bullock Lane (A.4) \(\times\) (establish as part of Orcutt Area Specific Plan)
- Sacramento Drive (A.5) \(\times\)
<table>
<thead>
<tr>
<th>Reference</th>
<th>Summary Description</th>
<th>New Program</th>
<th>Expanded Program</th>
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<td></td>
<td>Bishop Street (A.6)</td>
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<td>Sante Fe Road (A.7)</td>
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<td>(work with County to establish alignment)</td>
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<td>Higuera Street (B.1)</td>
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<td>Orcutt road (B.2)</td>
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<td></td>
<td>Tank Farm Road (B.3)</td>
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| 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

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<tr>
<th>Project</th>
<th>Intersection</th>
<th>Description</th>
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<td>B.8 (a)</td>
<td>Santa Rosa/Foothill</td>
<td>Construct an east-bound right turn lane on Foothill</td>
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<td>B.8 (b)</td>
<td>Santa Rosa/Olive</td>
<td>Construct a north-bound right turn lane on Santa Rosa</td>
</tr>
<tr>
<td>B.8 (c)</td>
<td>Santa Rosa/Walnut</td>
<td>Construct a west-bound left turn lane and an east-bound left turn</td>
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Appendix E. List of Streets and Current ADT/LOS Estimates

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<tr>
<th>Street Segment</th>
<th>Count Location</th>
<th>ADT (2)</th>
<th>Count Date</th>
<th>LOS (3)</th>
<th>Year Estimated</th>
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<tr>
<td><strong>Commercial Collector</strong></td>
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<td>Capitolo (Broad – Sacramento)</td>
<td>E / Broad</td>
<td>5,100</td>
<td>8-13-92</td>
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<tr>
<td>El Mercado (S / Madonna)</td>
<td>S / Madonna</td>
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<td>8-15-91</td>
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<tr>
<td>Industrial (Broad – Sacramento)</td>
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<td>2,300</td>
<td>4-4-92</td>
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<tr>
<td>Palm (Chorro – Santa Rosa)</td>
<td>W / Osos</td>
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<td>11-12-92</td>
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<td>Sacramento (Orcutt – Industrial)</td>
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<td>Santa Fe (Buckley – Prado)</td>
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<td>Augusta (Bishop – Laurel)</td>
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<tr>
<td>Bishop (Johnson – Broad)</td>
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<td>3-22-90</td>
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<tr>
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<tr>
<td></td>
<td>S/ Serrano</td>
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<td>Buchon (High – Johnson)</td>
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<td>1-15-92</td>
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<td>Flora (N / Southwood)</td>
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<td>12-18-92</td>
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<td><strong>Parkway Arterials</strong></td>
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NOTES
For Chorro Street, north of Lincoln Street, the maximum ADT goal is 5,000 ADT.

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.