



AGENDA

Regular Meeting of the
SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE
Council Hearing Room, City Hall
990 Palm Street, San Luis Obispo

July 16, 2009

Thursday

7 p.m.

MISSION:

The purpose of the Bicycle Advisory Committee is to provide oversight and policy direction on matters related to bicycle transportation in San Luis Obispo and its relationship to bicycling outside the City.

ROLL CALL: Glen Matteson (Chair), Chris Black, Matt Colonell, Tim Gillham, Cheryl Lenhardt, and Kristina Seley (Vice Chair), Jim Woolf.

PUBLIC COMMENT: At this time, the public is invited to address the Committee concerning items not on the agenda but are of interest to the public and within the subject matter jurisdiction of the Bicycle Advisory Committee. The Committee may not discuss or take action on issues that are not on the agenda other than to briefly respond to statements made or questions raised, or to ask staff to follow up on such issues.

MINUTES: May 21, 2009 (Attachment 1)

ACTION ITEMS:

1. Upcoming Transportation Planning Efforts (Attachments 2, 3, and 4)

DISCUSSION ITEMS:

2. Committee Items:
3. Staff Items:
 - FY 2009-11 staffing assignments (Attachment 5)
 - FY 2009-11 projects (Attachment 5)
 - Bike parking update (3/26 meeting request -The Nautical Bean)
 - Shared Use Path, Motorized Devices update
 - Mountain Biking Collaboration meeting / research update
 - County BAC liaison
 - Bike Rodeo volunteers

The City of San Luis Obispo is committed to including the disabled in all of its services, programs, and activities. Please contact the Clerk or staff liaison prior to the meeting if you require assistance.



ACTION ITEMS:

Agenda Item # 1: Upcoming Transportation Planning Efforts

Updating the City's Circulation Element and Bicycle Transportation Plan will be efforts City staff will begin to undertake in the next two years. Because these are rather large planning efforts, staff wants to inquire about the Committee's interest in assisting staff with research and recommendations. Staff anticipates the following work efforts will be needed:

Circulation Element Update (see Attachment 2, Other Important Council Objectives):

1. Review and evaluate the effectiveness of existing policies and programs.
2. Research other well written Circulation Elements for content.
3. Research other Bicycle Friendly Communities for program ideas.
4. Scope the extent of revisions required to address outdated sections.
5. Identify new policies and programs that may be warranted to address changing community needs or legislation.

The above work efforts need to be completed within the next two years.

Bicycle Transportation Plan Update (see Attachment 3 and 4, Processing and Content):

1. Review and evaluate the effectiveness of existing policies and programs.
2. Research other well written Bike Plans for content.
3. Research other Bicycle Friendly Communities for program ideas.
4. Scope the extent of revisions required to address outdated sections.
5. Identify new policies, programs and projects that may be warranted to address changing community needs or legislation.
6. Update the ranking of existing projects and rank any new projects.

In order to be eligible for BTA (Bicycle Transportation Account) funding, our Bicycle Transportation Plan must be updated and certified by the State every five years. Since the Plan was last updated in 2007, the City has until 2012 to update the document which will allow time to incorporate any Circulation Element changes into the Bicycle Transportation Plan.

Staff Recommendation: After discussion, the Committee should provide input to staff regarding the proposed work efforts and the Committee's interest in assisting staff with research and recommendations for the Circulation Element and Bicycle Transportation Plan Update efforts during the next two years.

DISCUSSION ITEMS:

Agenda Item # 3: Committee Member Items

Agenda Item # 4: Staff Items

- Bike parking update (3/26 meeting request -The Nautical Bean)
- Shared Use Path, Motorized Devices update
- Mountain Biking Collaboration meeting / research update
- County BAC liaison
- Bike Rodeo volunteers (Sept. 19)
- Tentative agenda items for next meeting
 - _____
 - _____

ATTACHMENTS:

1. Draft BAC Meeting Minutes of May 21, 2009
2. Other Important Council Objectives
3. BTA Grant: Bicycle Transportation Plan Preparation and Processing guidelines
4. California Streets and Highways Code 891.2
5. FY 2009-11 staffing assignments and projects

G:\Transportation-Data_Unsorted Stuff\Transportation\Transportation Committees\Bike Committee\BAC Agendas\2009\7.16.09



DRAFT MINUTES

Regular Meeting of the
SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE
 Council Hearing Room, City Hall
 990 Palm Street, San Luis Obispo

May 21, 2009

Thursday

7 p.m.

MISSION:

The purpose of the Bicycle Advisory Committee is to provide oversight and policy direction on matters related to bicycle transportation in San Luis Obispo and its relationship to bicycling outside the City.

ROLL CALL: Glen Matteson (Chair), Matt Colonell, Cheryl Lenhardt, Kristina Seley (Vice Chair)

Committee members Black and Gilham were absent.

Staff Members: Peggy Mandeville, Kevin Christian, Recording Secretary Janet Miller

SWEARING IN: Committee Members, Woolf and Colonell (reappointment).

PUBLIC COMMENT:

Gary Havas, San Luis Obispo, noted that in his capacity as a Parks and Recreation Commissioner, he would attend the Bicycle Advisory Committee meetings and act as a liaison for the Parks and Recreation Commission. He made the suggestion to increase interaction with the mountain biking community for the enhancement of the Committee.

Staff noted that they would meet with Mr. Havas to discuss his ideas to increase interaction with the mountain biking community, and report back to the Committee on the subject at a future meeting.

MINUTES: March 26, 2009

Chair Matteson made grammatical and spelling suggestions for Item #1. He made further suggestions for Item #2, Madonna Bike Path, to more clearly express the BAC's discussion and position on the matter. **CM Colonell** made a clarification suggestion to Item #2, Unmet Bikeway Needs, to strike alignment with the RRST, and change it to include an undercrossing utilizing the existing drainage culvert.

Action: Motion to accept with changes made by **CM Lenhardt** and seconded by **CM Colonell**. The motion passed with a vote of 4:0. **Vice Chair Seley** abstained due to her absence at the previous meeting.

ACTION ITEMS:**Agenda Item # 1: BTA Grant Candidate / Bicycle Transportation Plan Amendment**

Staff presented the eligibility requirements for project candidacy for the next Bicycle Transportation Account (BTA) grant applications (deadline, December 2009). Staff also presented timing needs for staff to complete an application and recommended three options for consideration by the BAC.

1. Recommend the proposed sub-section project (a bridge crossing the railroad tracks at Phillips Lane) for the next BTA grant application, using the adopted Bicycle Transportation Plan map showing a grade separated crossing as the project's inclusion in the Plan; or
2. Recommend the proposed sub-section project for the next BTA grant application and recommend that staff process an amendment to the Bicycle Transportation Plan to more clearly identify the sub-section project; or
3. Recommend an alternate Bicycle Plan Project for the next BTA Grant application.

Action: Following discussion, the BAC formed a unanimous consensus generally following option #1, including the points below. (No formal motion was made or voted on.)

- Use of the adopted Bicycle Transportation Plan map showing a grade separated crossing in the Phillips Lane vicinity and the railroad tracks, should be sufficient for the grant application.
- The Johnson Ave. undercrossing (shown on Sheet 5 of the RRM Design Group "Railroad Safety Trail – Preliminary Alignment" plan) is the preferred crossing. It is understood that UP requirements may make this location cost prohibitive, and thus the Phillips Lane location becomes an acceptable alternative. All cost and UP requirements should be considered prior to final project selection (including: right-of-way along entire corridor where bridge ramps would be required, bridge height requirements, undercrossing – track alignment requirements, potential undercrossing drainage issues).
- Due to the length of the proposed northern side access ramp for the proposed Phillips bridge, consideration should also be made for a southern side access ramp.

Agenda Item #2: Bicycle Rodeo Funding

Staff presented the typical process from the past several years on BAC recommendations for funding of the Bicycle Rodeo, along with an overview of funding sources.

Action: Motion was made by **Jim Woolf** and seconded by **Matt Colonell** to support the staff recommendation authorizing staff to allocate up to \$5000 each year for the Bike Rodeo. The motion passed unanimously.

DISCUSSION ITEMS:**Agenda Item #3: Committee Member Items**

- **CM Colonell** commented that the dirt path in Sinsheimer Park that connects the RRST and Southwood Drive along the creek next to the School District corporation yard, may need to be paved.

Agenda Item #4: Committee Member Items

- Madonna bike path: Staff and **Chair Matteson** provided an update on the project's review by the Architectural Review Commission..
- Railroad Safety Trail, Phase 4 dedication: Staff provided Information on the event.
- Airport Area Specific Plan bike paths: Staff informed the Commission of Chevron's application to amend the Airport Area Specific Plan and its planned bicycle facilities.
- Railroad Safety Trail Phase 3 stimulus funding: Staff provided an update and clarification on the alignment and endpoints.
- Caltrans Marsh Street underpass: Staff provided an update and clarification.
- RBP3, Railroad path to Laurel: Staff introduced the concept of utilizing the existing Class II bike lane (W. bound Orcutt between Laurel and RRST) for a Class I facility if an easement cannot be obtained on Andre Morris and Buttery property. Use of landscaping to create a visual screen was suggested by the BAC as a solution to the property owner's issue with of a bike path distracting employees. Considering a bulb-out on Laurel at the southbound stop location was suggested to slow turning traffic and allow a larger platform for cyclists to queue, if the Class II lane is converted. Staff will proceed with direction provided by Committee discussion.
- Bike Month Update: Staff discussed the events underway.
- Bike Parking Update (3/26 meeting request concerning The Nautical Bean). Will be considered and discussed at an upcoming meeting.
- Shared Use Path, Motorized Devices update. There was no news to report. The topic will be discussed on future agendas as new information is gathered.

CM Lenhardt motioned, and was seconded by **CM Seley**, to adjourn. The motion passed unanimously. The meeting **adjourned at 8:56 pm.**

OTHER IMPORTANT OBJECTIVES

LAND USE AND CIRCULATION REVISIONS

OBJECTIVE

Initiate a focused revision to the Land Use and Circulation Elements.

DISCUSSION

Workscope Summary

As part of the 2007-2009 Financial Plan work program, the Council reviewed options for updating the Land Use and Circulation Elements, ranging from comprehensive updates to more focused updates. These options included: (a) \$1,400,000 for comprehensive updates to both Elements; (b) approximately \$850,000 to perform a more "surgical" update to the Land Use and Circulation Elements; (c) approximately \$200,000 to update the circulation model currently under development; and (d) not consider amendments to the General Plan Elements until the 2011-2013 Financial Plan.

While the Council supported the more surgical option "c" above, even this option appears expensive given the fiscal challenges this City is now facing. As part of its goal-setting, Council identified this project as an "other important goal", therefore the proposed work program for this goal is directed more toward making progress on updating these policy documents, but in smaller (yet meaningful) phases.

The proposed work scope for Phase I would include the following key elements:

1. Upgrade the traffic model to enable forecasting of circulation impacts.
2. Evaluate the effectiveness of existing policies and programs of the Circulation and Land Use Elements.
3. Scope the extent of revisions required to address outdated sections of the Land Use and Circulation Elements.
4. Evaluate Sphere of Influence areas and develop work programs if necessary for these areas.
5. Identify new policies and programs that may be warranted to address changing community needs or legislation.

Phase 2, anticipated for 2011-2013 would include initiating the actual updates of both the Land Use and Circulation Elements

Existing Situation

The Land Use and Circulation Elements of the City's General Plan have not been significantly updated since their adoption in 1994, though the Land Use Element has been amended several times annually. Update of the elements has been identified as an "other important goal" in the upcoming 2009-2011 Financial Plan.

Project Work Completed

The Council funded an upgrade to the existing traffic model in the 2007-09 Financial Plan. This conversion of the model to a multimodal based model has begun and the first phase (converting the base year scenario) is expected to be complete in July 2009. Additional work to complete the future land use forecasts is still necessary to complete the full traffic model upgrade.

OTHER IMPORTANT OBJECTIVES

LAND USE AND CIRCULATION REVISIONS

WORK PROGRAM CONSTRAINTS AND LIMITATIONS

As noted in earlier staff reports, updates to the Land Use and Circulation Elements, focused or otherwise, will be difficult without adequate funding and staffing. This project comprises Phase 1 of the update and involves many labor-intensive update tasks. Phase 2 will follow in the next two-year budget, and entail preparation of revised draft Land Use and Circulation Elements and taking these through the public hearing process. A key prerequisite of Phase 1 will be working on the traffic model, currently under development, to transform it to one capable of forecasting circulation impacts. This will be especially critical as different land use and circulation patterns and assumptions are evaluated. Completion of the upgrade to the traffic model can be completed by a consultant or, if staff is supplemented by contract staff to conduct normal workload activities, the model can be upgraded by existing staff. However, either option will cost from \$125,000 to \$200,000 over the next two years of the Financial Plan.

Significant resident and business community involvement is anticipated. This will require a substantial amount of public outreach to ensure an accessible, equitable process that encourages input from a wide spectrum of stakeholders. In addition, current City efforts to implement new State law regarding environmental sustainability, such as SB 375 and associated "sustainable communities" strategies, AB 32, CEQA changes, and direction from the Air Resources Board, may limit our ability to treat the project as focused revisions to existing programs and require a more comprehensive look at land use and circulation policies and programs developed in the context of statewide and regional directives. If, as part of staff evaluation of any proposed revisions, it is clear that an Environmental Impact Report (EIR) will be required, staff will return to Council at that time to present options for preparing an EIR or for postponing action until such time as a more comprehensive approach to updating the Land Use and Circulation Elements is feasible.

STAKEHOLDERS

Stakeholders include City residents, business and property owners, Chamber of Commerce, Downtown Association, Residents for Quality Neighborhoods, Cal Poly, Cuesta College, SLO Property Owners' Association, SLO Green Build, Air Pollution Control District, Regional Water Quality Board, California State Department of Fish and Game, neighborhood groups, Sierra Club, Caltrans, County of San Luis Obispo, LAFCO, EcoSlo, San Luis Obispo County Bicycle Coalition, Airport Land Use Commission, Advisory Bodies, San Luis Obispo Coastal Unified School District, Union Pacific Railroad, public utilities, and the SLO Council of Governments.

ACTION PLAN

The timing associated with these tasks assumes some level of contract or intern assistance to backfill regular staff's current workload.

Task	Date
1. Recruit temporary or contract staff or consultant assistance for traffic model development.	7/09
2. Develop traffic forecast model.	6/10
3. Evaluate effectiveness of existing Land Use and Circulation Element policies and programs and identify where changes should be considered.	12/10
4. Public outreach and input (throughout process).	Ongoing

OTHER IMPORTANT OBJECTIVES

LAND USE AND CIRCULATION REVISIONS

Task	Date
5. Identify and develop of strategic revisions to the Land Use Element and Circulation Element where sections have been superseded.	6/11
6. Produce work program for Sphere of Influence areas and identify new programs that may be warranted to address changing legislation.	6/11
7. Conduct traffic model assessments of various land use modifications for future year forecasts and strategic revisions to the Land Use and Circulation Elements.	6/11

KEY ASSUMPTIONS

Work to complete the traffic model update and strategic review of the Circulation Element can be accomplished using existing staff if temporary or contract staff can be used to backfill some of their current workload. Of the two alternatives (temporary staffing assistance versus consultant help), the option of using temporary staff to backfill current staff workload is the least expensive option and impact to the General Fund.

It is assumed that adequate staffing and resources will be available to do the work associated with the Land Use Element. Community Development staff will be available to provide support to the program once the Housing Element, Orcutt Area Specific Plan, and Broad Street Corridor Plan efforts are complete and depending on other Council priorities. Major update efforts for policy and program changes to both Land Use and Circulation Elements will occur outside of the 2009-11 Financial Plan timeframe; however, minor revisions will occur during the 2009-11 Financial Plan. However, if the environmental review associated with the minor revisions triggers the need for an Environmental Impact Report, the cost of preparing it would argue against trying to do isolated revisions and would instead, due to economies of scale, be more appropriate when paired with a full update to both Circulation and Land Use Elements.

RESPONSIBLE DEPARTMENT

Community Development and Public Works will be the lead departments. However, support from, and collaboration with, other departments will be essential.

FINANCIAL AND STAFF RESOURCES REQUIRED TO ACHIEVE THE GOAL

Even though the proposed strategy attempts to be very conservative, it will take some staff time and assistance from contract staff or consultants to achieve this goal. Staff resources from Community Development and Public Works Departments will be required for the life of this project. If the project is funded to enable contract staff to perform existing assignments thus liberating existing staff to develop the forecast traffic model, the cost to develop the model will be much less (approximately \$125,000 instead of \$200,000). Aside from the traffic model enhancement, it is anticipated that approximately ½ FTE will be required (split between Public Works and Community Development departments) to make progress on the tasks listed that are not related to the traffic model.

OTHER IMPORTANT OBJECTIVES

LAND USE AND CIRCULATION REVISIONS

Cost Summary

	Operating Programs		Capital Improvement Plan	
	2009-10	2010-11	2009-10	2010-11
Traffic Model & Circ Programs Evaluation	100,000	25,000		
Newspaper ads, meeting facilitation, temporary staff	20,000	20,000		
Total	\$120,000	\$45,000	\$0	\$0

Funding Sources

	Operating Programs		Capital Improvement Plan	
	2009-10	2010-11	2009-10	2010-11
Transportation Impact Fee	35,000	8,750		
General Fund	85,000	36,250		
Total	\$120,000	\$45,000	\$0	\$0

The costs listed in 2009-10 and 2010-11 are for contract assistance to backfill regular staff in order to develop the forecast traffic model and to conduct the existing programs evaluation. In addition, outreach efforts will require increased costs related to large newspaper ads, mailers, and meeting facilitation for community preference responses. Upgrading the traffic model is an eligible expense of the Transportation Impact Fee program. It is proposed that the final completion of the traffic model work charged to the TIF fund be done on a 35%/65% basis with the General Fund because that is the ratio (35% for new trips) used in the TIF program to have new development fund the projects associated with their growth.

There will most likely be out-year costs in 2011-13 to continue with policy and program updates to the two General Plan elements. Whether the update can remain focused will rest largely on whether potential significant environmental impacts are identified with proposed changes. In the event an Environmental Impact Report (EIR) is triggered, staff recommends pursuing a full update of the Land Use and Circulation Elements. The costs associated with an EIR are substantial and will not vary much between a project that proposes minimal changes and one that involves substantive ones.

GENERAL FUND REVENUE POTENTIAL

It is unlikely that there will be any General Fund revenue enhancements as a result of achieving this goal. It may be possible that Proposition 46 funds will become available during the latter part of the financial plan period to assist with funding for a general plan update. If those funds do become available, staff will return to Council to amend the scope of work.

OUTCOME—FINAL WORK PRODUCT

The final work products will be:

1. A traffic model that is capable of forecasting multi-modal scenarios and non-vehicular trip project benefits.
2. A report that evaluates the effectiveness of current policies and programs in the Circulation and Land Use Elements and identifies new programs that may be required to address legislative changes.
3. Several "clean up" amendments to the Land Use and Circulation Elements.

Bicycle Transportation Plan Preparation and Processing

<http://www.dot.ca.gov/hq/LocalPrograms/bta/BTPProcessFinal.htm>

To be eligible for Bicycle Transportation Account (BTA) funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that addresses items a. - k. in Streets and Highways Code Section 891.2. If a city plans to use a countywide BTP to establish their eligibility for BTA funds, the countywide BTP must include a discussion of the Items a. - k. in Streets and Highways Code Section 891.2 for that city, in addition to the discussions of these items for the unincorporated areas in the county.

Following adoption, the city or county sends the plan to the appropriate Regional Transportation Planning Agency (RTPA) for approval. RTPA approval consists of verifying the plan to be in compliance with Section 891.2 and the Regional Transportation Plan (RTP). Following RTPA approval, the local agency submits the plan, adopting resolution, and RTPA letter of approval to the Bicycle Facilities Unit for review to ensure the plan addresses the required elements.

Bicycle Program staff employs a checklist approach to BTP review, to determine if the plan includes the required elements. The review does not “grade” the information provided in the discussion of the required elements. Each required element should be addressed in the plan, regardless of applicability to the local agency preparing the plan.

Local agencies have successfully employed various approaches to ensuring that their plan addresses the required elements and that the location of the information is apparent to the reviewer:

- Mirroring items a. - k. in the plan's Table of Contents (especially if the sole purpose of the BTP is to qualify for Bicycle Transportation Account funding.)
- Adding a supplement that focuses on items a. - k. (some agencies have employed a question and answer format stating the element and responding with the applicable discussion.)
- Including a page that identifies the locations in the plan where the reviewer will find discussions of the required elements.

CALIFORNIA CODES STREETS AND HIGHWAYS CODE

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- (a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.
- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- (c) A map and description of existing and proposed bikeways.
- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.
- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.
- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- (i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- (k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

MAJOR CITY GOALS**TRAFFIC CONGESTION RELIEF****OBJECTIVE**

Continue efforts on projects and programs which relieve traffic congestion, such as street modifications, intersection improvements, pedestrian improvements, bicycle facilities, trip reduction programs, traffic signal operations and public transit.

DISCUSSION

Measure Y Relationship: *This major City goal for relieving traffic congestion directly supports a top priority for the use of Measure Y funds and will launch for the first time an annual report on congestion management, similar to the annual report on traffic safety.*

American Reinvestment and Recovery Act: *At the time of writing this major goal, issues associated with potential funding stemming from the American Reinvestment and Recovery Act (ARRA) are still unresolved. Approximately \$1,000,000 is anticipated in one-time only funding for transit capital for use by SLO Transit (this will be discussed under the separate Transit Enterprise Fund review), and \$1,200,000 is anticipated to be received for use on general transportation projects. Staff is proposing to program any and all ARRA general transportation funds for the Railroad Safety Trail Phase III project which continues to be significantly underfunded but will be ready for construction in FY 2009-10. This recommendation is being made because the project is eligible for Federal funding assistance and should be able to meet delivery requirements of the Act (it is "shovel ready").*

Workscope Summary

The work program consists of the following key elements:

1. Completing construction plans and specifications for the Los Osos Valley Road (LOVR) interchange.
2. Completing project design and beginning construction of Tank Farm and Broad Street intersection widening.
3. Completing construction of a traffic signal at US 101 and Grand Avenue.
4. Working with developers in the Margarita area to begin a phased in approach to improving Prado Road in the "west end" of the Specific Plan area.
5. Improving the intersection at Johnson and Buchon in response to neighborhood traffic concerns.
6. Constructing curb ramps and repairing city sidewalks to improve accessibility for pedestrians.
7. Completing the first annual Congestion Management Report, similar to the annual Traffic Safety Report, to analyze key traffic congestion problems, identify priorities, and make specific recommendations for improvement.
8. Completing bi-annual bicycle and vehicle traffic counts.
9. Implementing Neighborhood Traffic Management projects to address traffic concerns.
10. Continuing to apply for grants for alternative transportation projects such as bikeways and pedestrian paths including:
 - a. Continuing with bicycle improvements such as the Railroad Safety Trail and Bob Jones City-to-the Sea Trail
 - b. Continuing to promote alternative transportation through marketing and education outreach.
11. Implementing the Short Range Transit Plan (SRTP) update as funds permit.
12. Maintaining basic levels of transit service for SLO Transit and SLO Regional Transit Authority (RTA) during a time of transit funding shortfalls.

MAJOR CITY GOALS

TRAFFIC CONGESTION RELIEF

13. Working with the San Luis Obispo Council of Governments (SLOCOG) and Caltrans regarding future planning for State Route One (Santa Rosa Street corridor).
14. Accessing to the greatest extent possible, American Recovery and Reinvestment Act (ARRA) Funding.

Existing Situation

Public Works is responsible for identifying traffic congestion points and safety issues in the City's circulation network and developing solutions to both. This often leads to recommendations to provide additional capacity (as outlined in the Circulation Element) in order to accommodate current and future traffic demands. In addition opportunities for small scale operational improvements to the street system, traffic striping or signage, signal coordination system, bicycle and pedestrian improvements, and mass transit service improvements are frequently identified. To facilitate these efforts, the City is proposing a number of small, medium, and large capital improvement projects.

Public Works conducts bi-annual surveys and counts of traffic and travel patterns for both vehicles and bicycles. This information is used to prioritize projects and recommend congestion relief efforts necessary as the City and adjacent communities develop.

Through the efforts of the Bicycle Programs Coordinator, the City has been very successful in obtaining partial grant funding for work on improving the City's bikeway system. However, despite these efforts, many of the segments are still underfunded and need further grant assistance to complete construction. Projects currently under design include: the Bob Jones bridge connections at Prado Road and LOVR, Railroad Safety Trail phase 4A (Foothill to Cal Poly), the Bridge over US 101, and Phase 3 (Amtrak to Marsh), and the Safe Route to School project to construct a bridge over Prefumo Creek near LOVR. The City maintains a program for installing bicycle facility improvements in conjunction with City street paving projects to coordinate efforts within the public right of way and reduce project costs.

The City maintains a program for constructing curb ramps and repairing City sidewalks to improve pedestrian accessibility, which is implemented through the annual street reconstruction and resurfacing project. Additionally, the City maintains a Neighborhood Traffic Management program to address traffic concerns within the residential neighborhoods. The City also collaborates with SLO Regional Rideshare to promote activities such as (as Safe Routes to School, Bike Month, and Rideshare Week) that encourage the use of alternative transportation to vehicles. The City is also working with SLO Regional Rideshare to promote a new 511 traffic hotline.

Work Completed

As a result of the City's 2007-09 Capital Improvement Program, construction was completed on the widening of Santa Barbara Street and Orcutt Road at the railroad crossing, and a traffic signal will soon be in place at Laurel and Orcutt. The Bob Jones Trail segment was completed from Prado past the Water Reclamation Facility, and Phase 4 of the Railroad Safety Trail was completed from Taft to Foothill. The final phase of the Bill Roalman Bicycle Blvd was completed in Spring 2009.

Due to the significant recession in the development community, infrastructure improvements associated with development projects have not occurred. The Prado Road extension between Higuera and Broad Street is the responsibility of development and will likely happen in a reduced or phased approach due to the delay in residential development in that specific plan area.

B3-20

MAJOR CITY GOALS**TRAFFIC CONGESTION RELIEF**

Work is near completion on the environmental document for the Los Osos Valley Road Interchange reconstruction, and staff has met with Los Verdes Park residents to discuss their concerns about noise and access. Design work for the project is expected to be completed in early 2010 with a plan to take advantage of accelerated state or federal infrastructure funding that is available.

CONSTRAINTS AND LIMITATIONS

1. The Mid-Higuera widening project has become cost-prohibitive to pursue under its current scope. Staff estimates that right of way acquisition and relocation costs will exceed \$5,000,000 and there is no other funding source available. Because of a lack of timely progress on the environmental document, SLOCOG staff have reprogrammed funds from this project to other projects in the County with the caveat that the City could reapply for those grant funds when it has reached a decision on a new scope for the project. Staff will continue to pursue options for a smaller more focused project at the corner of Marsh and Higuera within available funding.
2. Project costs for this work program are based on recent bids and account for funding currently anticipated to be available to complete the work. The current financial situation could impact the bidding climate and the City's ability to fund the Capital Improvement Plan as currently recommended.
3. It is anticipated that several projects will require additional funds for construction to begin. If additional grant funds are not acquired, and General Fund dollars are not available, the projects will not begin construction and will have to wait for future funding.
4. Significant reductions in transit operational funding will make it difficult to maintain current service levels, let alone implement new service recommendations of the Short Range Transit Plan.
5. Because of funding commitments to keep the Los Osos Valley Road Interchange on schedule, other projects must wait for accumulated Transportation Impact Fee (TIF) funds for design and construction. The revised TIF program better reflects the new costs of capital projects and passes on the appropriate share to new development. Unfortunately, the projected state of the development industry makes it unlikely that TIF revenue will be secured in its historical pattern.
6. Infrastructure improvements tied to new growth areas will be delayed due to the economy and may be implemented in a phased approach when development activity returns to historical levels.
7. Approval of the construction documents for the LOVR Interchange is subject to Caltrans and federal review timelines and therefore the date of approval cannot be guaranteed.
8. Many of the Bikeway projects are only partially funded and will need additional resources to complete construction.
9. Given the projections for the 2009-11 City budget, less funding will be available for the construction of sidewalks, curb ramps, traffic calming devices, and bicycle facilities all of which assist in traffic congestion relief.
10. The temporary Bicycle Programs Coordinator position in the Transportation Planning and Engineering Program is set to expire on June 30, 2009 reducing the staffing available to implement this Major City Goal.
11. The City Traffic Engineer position is proposed for elimination with other regular and contract staff taking up the duties.

B3-21

MAJOR CITY GOALS**TRAFFIC CONGESTION RELIEF****STAKEHOLDERS**

The stakeholders in this program are largely users of the circulation system that include: motorists, bicyclists, transit riders, pedestrians and residents. Other stakeholders include the business and development community, transportation providers such as freight carriers and transit operators, and the disabled community.

ACTION PLAN

Task	Date
Transit Service Levels	
1. Maintain existing transit levels for local and regional services with uncertain levels of State and Federal funding.	Ongoing
2. Implement recommendation in the Short Range Transit Plan if funding is available.	Ongoing
3. Explore alternative fuel and vehicle type to offset operational costs.	Ongoing
Transit Improvements	
1. Use federal and state capital funding to replace and upgrade vehicles.	Ongoing
2. Use federal (ARRA) and state capital funding to upgrade Automatic Vehicle Location) AVL system for improved on time performance.	3/10
3. Use federal (ARRA) and state capital funding to improve the transit facility on Prado Road.	3/10
Congestion Management Report	
Implement low cost recommendations of the Congestion Management Report.	Ongoing
State Route 1/Highway 101	
Work with SLOCOG and Caltrans regarding further planning for State Route One (Santa Rosa Street) including an alternatives assessment for US 101/SR 1 interchange.	6/10
Prado Road Extension	
Work with west side Margarita area property owners to implement phased improvements to Prado Road.	Ongoing
Signalization of US 101/Grand Avenue Intersection	
1. Complete design.	12/09
2. Begin Construction.	5/10
3. Complete construction.	9/10
Los Osos Valley Road Interchange	
1. Complete construction plans and specifications.	5/10
2. Begin right of way acquisition.	6/10
3. Complete right of way acquisition.	6/11
4. Pursue additional funding.	Ongoing
5. Implement phase improvements as new development occurs.	Ongoing
Traffic Model Update	
1. Complete base year traffic model update.	7/09
2. Recruit temporary or contract staff, or consultant assistance for traffic model development.	7/09

MAJOR CITY GOALS

TRAFFIC CONGESTION RELIEF

3. Complete Traffic Model Update with existing Land Use scenarios.	6/10
4. Identification and development of strategic revisions to the Land Use Element in superseded sections.	3/10 – 6/11
5. Conduct traffic model assessments of various land use modifications for future year forecasts and strategic revisions to the Circulation Element.	3/10 – 6/11
Neighborhood Traffic Management Program Update	
Update the Neighborhood Traffic Management program to reflect current practices and principles.	7/09
Aero Drive Realignment	
Work with the County of San Luis Obispo to relocate Aero Drive and signalize access to San Luis Obispo Regional Airport.	Ongoing
SLO County 511	
Work with Rideshare to promote a new 511 traffic hotline.	Ongoing
Johnson and Buchon Intersection Improvements	
1. Begin project design (Combined Scope of Pismo/Buchon Neighborhood Traffic Management Program.	8/09
2. Begin construction.	1/10
3. Complete construction.	5/10
Tank Farm Road Intersection Improvements	
1. Initiate design of Tank Farm Road widening project.	12/09
2. Complete project design.	6/10
3. Begin construction.	9/10
4. Complete Construction.	6/11
Railroad Safety Trail - Phase 3	
1. Complete construction documents.	9/09
2. Pursue additional funding.	Ongoing
3. Award contract and begin construction.	TBD
Railroad Safety Trail - Phase 4a	
1. Complete construction drawings.	7/09
2. Begin Construction	10/09
3. Complete Construction	3/10
Railroad Safety Trail Bridge: Highway 101 Crossing	
1. Complete Union Pacific Railroad and Caltrans Agreements	10/09
2. Complete design	1/10
3. Pursue additional funding	Ongoing
4. Award contract and begin construction.	TBD
Bob Jones City-to-Sea Trail	
1. Pursue outside funding for trail connections.	Ongoing
2. Complete construction drawings.	9/09
3. Complete construction.	3/10

MAJOR CITY GOALS

TRAFFIC CONGESTION RELIEF

Bill Roalman Phase II	
Complete construction.	9/09
Madonna Road Bike Path	
Work with property owners and Caltrans to implement a new bicycle facility that connects Madonna Road to Marsh Street.	10/09
Other Projects That Reduce Traffic Congestion	
1. Complete curb ramps, on-street bicycle facility paving, and striping improvements in conjunction with City Street paving projects.	Ongoing
2. Implement Neighborhood Traffic Management projects.	Ongoing
3. Construct curb ramps and install sidewalks.	Ongoing
4. Conduct bi-annual vehicle and bicycle traffic counts.	Ongoing
5. Complete miscellaneous bicycle facility improvements identified in the Bicycle Transportation Plan, as resources permit.	Ongoing
6. Develop a list, in conjunction with the Bicycle Committee, of streets that would benefit from increased street sweeping and coordinate with Street Maintenance to use miscellaneous sweeping hours, when available, to increase frequency.	Ongoing
7. Seek funding for the design and construction of bikeways and pedestrian paths within the City.	Ongoing
8. Promote bicycling, walking and transit as alternative forms of transportation.	Ongoing
9. Provide more bicycle parking through the City's "Racks with Plaques" program.	Ongoing

KEY ASSUMPTIONS

1. The first Congestion Management Annual Report will be complete in May 2009 and will begin benchmarking various intersection and road segments that are or will experience congestion. An update to the Short Range Transit Plan (SRTP) will be completed in May 2009 with recommendations for service improvements to reduce congestion and provide better service to our transit community.
2. The State will approve "design exceptions" and permits for all projects that require modifications/deviations from current State and Federal standards. This includes design exceptions for the Bob Jones bridge connection at LOVR and the Railroad Safety Trail bridge at US 101.
3. Continuation of the current contract traffic engineering position is needed to conduct and implement this program, which will cost \$107,000 annually. However staff is proposing to fund half of this position through reorganization and the other half directly to grant projects or to the Traffic Model Update project that is included in the proposed CIP; the City Traffic Engineer position will be under filled with the Senior Traffic Engineer whom will supervise the Traffic Engineering section. This staffing strategy will actually result in a 20% reduction in operating costs.
4. A minor increase in temporary staffing hours is also needed to conduct and implement this program, which will cost \$19,700 annually. However staff is proposing to fund these additional hours thru a reorganization; functions typically performed by contract services will be internalized to provide a cost savings, a portion of this savings will fund these additional hours. This staffing strategy will actually result in a 4% reduction in operating costs.

MAJOR CITY GOALS**TRAFFIC CONGESTION RELIEF**

5. Overall staffing reductions as a result of budget balancing strategies will not reduce the ability to design and inspect projects in a timely manner.
6. Approximately \$617,800 (\$543,500 from Mid-Higuera and \$74,300 from Granada/Higuera Signal) in Transportation Impact Fees are recommending to be deprogrammed from prior appropriations to CIP's and used to fund projects in the above list.
7. American Recovery and Reinvestment Act funding (ARRA) of \$1,200,000 is being recommended for programming on the Railroad Safety Trail Phase III project. Since the project is significantly underfunded but will be ready for construction in FY 2009-10, it is intended that any additional ARRA funding available will be programmed for this project.
8. Additional funding for construction will be acquired for capital projects that are fully designed, including the Railroad Safety Trail Segment 3 and Bridge connection at US 101, the Safe Route to School project at Prefumo Creek, and the Bob Jones Bridge connections.
9. Transit service funding levels will stabilize for 2010 and 2011 without the need to reduce basic service levels further.
10. The temporary Bicycle Programs Coordinator staffing position is needed to assist with implementation of the Major City Goal and Measure Y Priority which will cost \$32,700 in 2009-10 and \$37,600 in 2010-11. The Transit fund will fund \$20,000 annually of the Bicycle Program Coordinator position and will use the position to assist in transit programs, marketing and bicycle integration.)

RESPONSIBLE DEPARTMENT

The Public Works Department will be responsible for achieving much of this goal and completion of the identified steps. The Natural Resources Manager, City Biologist, and Community Development Department will assist with environmental issues that may arise on each of the various projects.

FINANCIAL AND STAFF RESOURCES REQUIRED TO ACHIEVE THE GOAL

Along with significant staff commitment from Public Works Transportation, Engineering, Development Review and other operating department staff, substantial additional funding will be needed to complete or make progress on congestion relief projects and programs. Project delivery assumes that staff reductions are not so severe as to prevent delivery of the various projects and other related tasks.

MAJOR CITY GOALS**TRAFFIC CONGESTION RELIEF****Cost Summary**

	Operating Programs		Capital Improvement Plan	
	2009-10	2010-11	2009-10	2010-11
LOVR Interchange Improvements			79,720	
Bicycle Facility Improvements			25,000	25,000
Congestion Management Report				
Traffic Safety Report Implementation			25,000	25,000
Neighborhood Traffic Management			20,000	20,000
Railroad Safety Trail Lighting			15,000	70,000
Railroad Safety Trail: Phase III			2,148,070	
Railroad Safety Trial: Hwy 101 bike/ped bridge			543,500	
Sidewalk Accessibility Improvements			135,000	200,000
Sidewalk Repair			20,000	20,000
Street Light Replacements - Broad Street			60,000	
Traffic Model Update			77,500	77,500
Bicycle Safety Education	* 15,000	15,000		
Total	\$ 15,000	\$ 15,000	\$ 3,148,790	\$ 437,500

Funding Sources

	Operating Programs		Capital Improvement Plan	
	2009-10	2010-11	2009-10	2010-11
General Fund	15,000	15,000	265,000	270,000
Transportation Impact/LOVR Sub-Area Fee			79,720	
Transportation Impact Fee			714,070	167,500
State Bicycle Transportation Account Grant			890,000	
American Recovery and Rein. Act (ARRA)			1,200,000	
Total	\$ 15,000	\$ 15,000	\$ 3,148,790	\$ 437,500

GENERAL FUND REVENUE POTENTIAL

There is no direct potential for General Fund revenues from these projects, however traffic congestion relief will improve access within the City which can increase sales tax and transient occupancy tax revenues.

OUTCOME—FINAL WORK PRODUCT

These programs and projects should result in significant improvements in reducing traffic congestion in key locations in the City.