



# Anholm Bikeway Plan Community Design Charrette (5/10/18) & Active Transportation Committee (5/17/18) Meeting Summaries (Lincoln St. to Ramona Dr. Plan Development)

## Community Design Charrette Meeting Summary

**Overview:** On May 10th, 2018, about 100 community residents attended a neighborhood outreach meeting to develop plans for the “middle section” of the Anholm Bikeway Plan. As adopted in April 2018, the Anholm Bikeway Plan identifies specific design recommendations for the “northern section” (north of Ramona Drive) and “southern section” (Downtown to Lincoln Street) of the proposed bikeway corridor, while calling for further development of plans for the “middle section” (Lincoln Street to Ramona Drive) to evaluate design options that may be acceptable to the community while also achieving the multi-modal transportation goals of the Plan. The purpose of the May 10th meeting was for the community to participate in a design charrette, developing additional or different ideas to be incorporated into a refined plan that will be presented to the Active Transportation Committee (ATC), Planning Commission and ultimately, the City Council for consideration.



**Staff Presentation:** City Manager, Derek Johnson, and City Transportation Manager, Jake Hudson, led off the community meeting with an overview of the project purpose and need, history of planning efforts conducted to date and an outline of the proposed ground rules and objectives of the design charrette. City Transportation Manager, Jake Hudson, reiterated the following specific direction in the Council-adopted Anholm Bikeway Plan with regards to the “middle section” of the corridor:

*“Further evaluate Broad, Mission, Chorro and Lincoln Streets to determine if a Class III Shared Street with traffic calming and diversion on Broad, coupled with measures to mitigate impacts on Lincoln and other streets, is acceptable to the community. If a solution cannot be developed to achieve established multi-modal goals, return with a plan for protected bikeways.”*

Staff discussed the “design toolbox” of traffic volume and speed management treatments available for consideration when developing their own plans as part of the design charrette.



**Community Input:** Before commencing with the design charrette, attendees were first asked to identify their overarching “hopes” and “concerns” for the project. Their responses are summarized as follows:

#### Hopes

- Project will include traffic calming and slow down motor vehicles
- Design will be safe for all street users, and maintain quality of life for residents
- Traffic diverters will not be required
- Plans will optimize traffic flows
- Planning process will be civil
- Responsible use of city resources
- Plans will focus on a complete street approach, with roadways shared by all users
- Implementation approach is thoughtful, deliberate, allows for testing

#### Concerns

- Potential increases in traffic on side streets
- Traffic diversion will create “winners” and “losers” amongst travel modes and/or residents of various streets in the neighborhood
- Design will be unsafe
- Impact to property values
- Removal of on-street parking
- Traffic calming alone will not do enough to meet city’s multimodal goals
- Chorro Street carries an unequitable share of auto traffic
- Design elements will detract from the aesthetic quality of the historic neighborhood

For the design charrette, attendees were organized into 11 groups, and were provided large area maps and other materials to help with designing their own desired plan for the “middle section.” Below is a summary of the key highlights from the design charrette submittals that the various groups presented:

- While the charrette ground rules explained that the design proposals should fit within the context of the Adopted Anholm Bikeway Plan, requiring a Class III shared street with traffic calming and diversion along Broad Street, only one (1) of the 11 groups presented a recommended plan that included diversion. While several tables appeared to include one or two participants who supported or were open to potential for traffic diversion, the general response from residents was opposition to physical traffic diversion within the neighborhood.



- Multiple groups stressed that a traffic calming package should be pursued as a first step, and to avoid considering physical diversion unless community goals cannot be met through traffic calming alone. Others presented plans that included traffic calming only, but acknowledged that this may not be enough to truly encourage shifts in mode share per the city's goals.
- Several groups were not able to finalize a specific design proposal, either due to lack of consensus within the group or due to challenges with developing a design that satisfied the competing interests of various stakeholders within the allotted time.
- There was general agreement within the groups supporting some form of traffic calming throughout the neighborhood to reduce motor vehicle speeds and reduce the attractiveness of local streets to cut-through traffic.
- Several groups commented that the plan needs to improve safety and accessibility for pedestrians, with higher-visibility crossings, lighting and accessible curb ramps.
- One group proposed the addition of a park near the US 101/Broad Street ramps.
- A couple of groups stressed the need for community education and enforcement to improve safety and respectful actions by all road users. A couple of attendees suggested that all bicycle travel through the neighborhood should be discouraged, instead forcing bicyclists to traverse the boundary of the neighborhood via arterial streets and regional multi-use paths.
- Several groups identified the desire for access restrictions and/or traffic calming on local side streets and routes parallel to Broad and Chorro (i.e. Lincoln, Almond, Meinecke) to avoid potential for increased cut-through traffic, regardless of what plan is pursued for Broad Street.
- A few attendees asked about potential for revisiting previously considered design concepts for the "middle section", like a Lincoln Street bike route or a Broad/Chorro one-way couplet configuration with dedicated bike lanes.
- Many of the groups expressed a preference for traffic calming measures that provided potential for landscaping and/or aesthetic appeal for residents without significant disruption to motor vehicle flows, such as bulbouts and raised median islands/pedestrian refuges—or what a few attendees called "diffusers".
- When provided the opportunity to rank the appeal of various forms of traffic calming devices through an interactive poll, attendees ranked the following design measures from most appealing to least appealing without specific discussion of cost or constructability:
  1. Median islands/pedestrian refuges
  2. Bulbouts
  3. Speed Humps/Cushions
  4. Neighborhood Traffic Circles
  5. Chicanes/Pinchpoints/Chokers
  6. Diverters



The staff PowerPoint presentation from the May 10<sup>th</sup> Community Design Charrette is provided as an attachment.

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## **Active Transportation Committee Meeting Summary**

**Overview:** On May 17<sup>th</sup>, 2018, the City Active Transportation Committee (ATC) considered plans for the “middle section” of the Anholm Bikeway Plan, focusing on the corridor segment between Lincoln Street and Ramona Drive. The discussion for this agenda item included a staff presentation, followed by public comment, committee deliberation and questions to staff. The primary responsibility of the ATC is to provide oversight and policy decisions on matters related to bicycle and pedestrian transportation in the city. The intent of this meeting item was to request that the ATC provide a specific recommendation to the City Council on a preferred design option for the Anholm Bikeway Plan “middle section”. The City Council ultimately considers input provided by staff, the community, and city advisory bodies, like the ATC, when making a final determination on plans such as the Anholm Bikeway Plan.

**Staff Presentation:** City Transportation Planner-Engineer, Luke Schwartz, provided the staff presentation to the ATC, which included the following:

- Overview of project planning efforts to date and review of specific direction in the Council-adopted Anholm Bikeway Plan with regards to the “middle section”.
- Summary of the May 10<sup>th</sup> Community Design Charrette, including prevalent comments provided by neighborhood residents, including general neighborhood opposition to physical traffic diversion.
- Overview of four (4) design options for the “middle section” that have been (a) developed per direction in the adopted Anholm Bikeway Plan, (b) developed based public input provided at the Community Design Charrette, or (c) studied in earlier phases of the Anholm Bikeway Plan development.

The four (4) options are shown in the attached staff presentation and are described as follows:



### Options Consistent with Adopted Anholm Bikeway Plan

#### Option #1 – Shared Street with Traffic Calming and Diversion on Broad

Consistent with Council direction and the adopted Anholm Bikeway Plan, this option proposes a Class III bike route (“shared street”) along Broad Street between Lincoln and Ramona. Based on community input at the May 10<sup>th</sup> Design Charrette expressing opposition to physical traffic diversion, the final proposal for this concept developed by staff now includes a single traffic diverter on Broad between Ramona and Meinecke (multiple diverters were proposed in previous iterations of this concept). This single diverter concept shifts less auto traffic to Chorro, while still making some progress towards a low-stress bicycle environment on Broad. The single diverter is coupled with traffic calming measures along Broad, Lincoln, Chorro and other side streets to minimize speeding and cut-through concerns throughout the neighborhood. Where feasible, types of traffic calming measures are proposed based on the preferences of the community as expressed during the Community Design Charrette.

### Other Options for Discussion (Not Consistent with Direction in Adopted Anholm Plan)

#### Option #2 – Shared Street with Traffic Calming Only

This design option establishes a Class III bike route (“shared street”) along Broad Street between Lincoln and Ramona with traffic calming, but no physical traffic diversion. Traffic calming measures are proposed along Broad, Chorro and Lincoln to reduce auto speeds and discourage potential for cut-through traffic within the neighborhood. As with Option #1, where feasible, types of traffic calming measures are proposed based on the preferences expressed by the community. This option is not consistent with Council direction per the adopted Anholm Bikeway Plan—no traffic diverters are proposed—but, is sensitive to neighborhood input and general opposition to physical traffic diversion.

#### Option #3 – Revisit Protected Bike Lanes via On-Street Parking Removal

This design option provides dedicated buffered and/or protected bike lanes on Chorro and Broad Streets through removal of one-side of street parking. As previously proposed by staff as the “Preferred Alternative” in the Draft Anholm Bikeway Plan, this option included a two-way protected bikeway along one side of Chorro Street and a protected southbound bike lane on Broad Street. Traditional one-way bike lanes without physical separation are also feasible on each side of Chorro under this design option. Per the adopted Anholm Bikeway Plan, if a solution incorporating a Class III shared street along Broad cannot be developed in a manner that is acceptable to the community while achieving established multi-modal goals, a plan for protected bike lanes may be revisited.

#### Option #4 – Revisit Protected Bike Lanes via Broad/Chorro One-Way Couplet

This design option was previously considered during the Alternatives Analysis phase of the Anholm Bikeway Plan, but was ultimately discarded in favor of other alternatives. This option provides dedicated buffered and/or protected bike lanes on Chorro and Broad Streets through removal of one travel lane and conversion to one-way couplets. As previously envisioned, this option included a two-way protected bikeway along one side of Chorro Street, with Chorro configured as one-way northbound for auto traffic, and a buffered southbound bike lane on Broad Street, configured as one-way southbound for auto traffic. If further evaluation of this alternative is requested, this concept would need to be refined to provide striped bike lanes (no physical separation) in order to improve functionality for emergency service providers. This alternative is not consistent with specific direction for the “middle section” per the adopted Anholm Bikeway Plan.





Note that these design options are illustrated in the attached PowerPoint presentation at a conceptual level and will be refined in further detail prior to presentation to the Planning Commission and City Council.

**Public Comment:** Several members of the community provided comments on this item during the ATC meeting. The input is generally summarized as follows:

- Residents of the Anholm neighborhood expressed opposition to physical traffic diversion in the neighborhood; would be open to considering a neighborhood-wide traffic calming package to reduce speeds to 20-30 mph if diversion is excluded.
- Concern that project planning needs to consider potential traffic needs and other effects of planned and approved development projects in the vicinity of the Anholm Bikeway.
- Letter from a group of Anholm residents to the ATC supporting consideration of protected bike lanes for the “middle section” of the Anholm corridor.

**ATC Input:** Several ATC members expressed some concerns about physical traffic diversion unfairly shifting the traffic load from one street to another. Others noted that they did not believe that traffic calming alone would provide the level of low-stress shared street that will attract new bicyclists of all ages and ability levels and support the City’s mode share goals. Ultimately, the ATC passed a motion to recommend a design option for the “middle section” that provides dedicated/protected bike lanes in place of street parking on one side of Chorro and Broad Street. This is introduced as “Option #3” above and referred to previously as the “Preferred Alternative” in the Draft Anholm Bikeway Plan. In addition to this motion, the ATC asked staff to consider additional design refinements to this concept, including exploring potential ways to include a dedicated northbound bike lane on Broad Street between Mission and Ramona, as well as improving visibility of bicycle facility and parking lane markings along the corridor. While several of the ATC members expressed a preference for protected bike lanes, they conveyed an openness to providing traditional one-way bike lanes on each side of Chorro in lieu of the previously proposed two-way cycle track to address potential concerns regarding conflicts with driveways. Detailed ATC meeting minutes will be available in draft form in the agenda packet for the next ATC meeting (July 2018), which will be published at [www.slocity.org](http://www.slocity.org). The staff PowerPoint presentation is included as an attachment.

**Next Steps:** Staff will proceed with conducting technical studies and preparing refinements to conceptual designs for the “middle section” considering the context of the following: the adopted Anholm Bikeway Plan, input provided by the community, and the recommendations of the ATC. Current plans are to present updated concepts to the City Planning Commission on July 25, and the City Council on August 21st, 2018. The staff recommendation for the final plan is anticipated to support a preferred concept



consistent with the adopted Anholm Bikeway Plan (Option #1 above), with traffic calming and a single diverter on Broad Street, with potential for installation of diversion as a temporary pilot project for testing. Staff recommendations will also present alternatives not consistent with the adopted Plan, such as the “traffic calming only” option supported by many Anholm residents (Option #2 above) and the ATC-recommended concept for protected bike lanes (Option #3 above). Ultimately, the City Council has the opportunity to consider input from staff, the community and City advisory bodies in selecting a final option for approval.

To review previous project documents and subscribe to future updates, please visit the project website (<http://www.peakdemocracy.com/3444>).

**Attachment A: Staff PowerPoint Presentation (5/10/18 Design Charrette)**

**Attachment B: Staff PowerPoint Presentation (5/17/18 ATC Meeting)**



# Anholm Bikeway Meeting

*Design Charrette*  
*May 10, 2018*

- Welcome & Introduction
- Review of the Adopted Plan
- Traffic Calming Toolbox
- Design Charrette Activity
- Next Steps

**DEREK JOHNSON**  
*City Manager*

**JAKE HUDSON**  
*Transportation Manager*



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# Introduction

Derek Johnson, City Manager

## Purpose of Tonight's Workshop

For the community to participate in a design charrette for the "middle segment" of the corridor between Lincoln St. and Ramona Dr., developing their own ideas to be incorporated into a draft plan to be presented to the Active Transportation Committee, the Planning Commission, and the City Council for consideration.



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# Introduction

Derek Johnson, City Manager

## **Meeting Ground Rules**

1. Respect each other
2. Listen with an open mind
3. Let everyone participate
4. Stay mentally and physically present
5. Contribute to meeting goals
6. Stay on topic and on time
7. Refrain from side conversations



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# Introduction

Derek Johnson, City Manager

## Leveraging Community Wisdom Exercise

1. Break into groups
2. Discuss top 3 hopes and concerns (5min)
3. Report out (1min)



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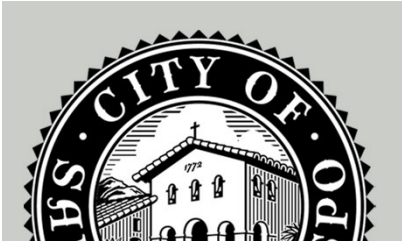
# Project Background

**Project goal:** Provide a safe, convenient through route for bicycling and walking.



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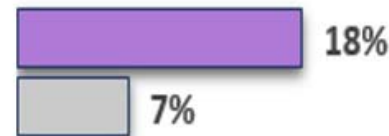
# 4 Types of Transportation Bicyclists

## Strong and Fearless

Willing to ride a bicycle on any roadway regardless of traffic conditions. Comfortable taking the lane and riding in a vehicular manner on major streets without designated bicycle facilities.

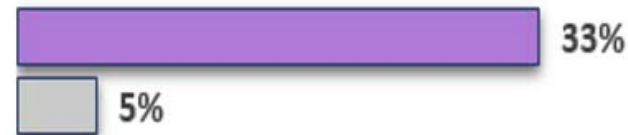


■ City of SLO ■ National Average



## Enthusiastic and Confident

Bicyclists who are comfortable sharing the roadway with automotive traffic in some instances, but prefer to ride in their own designated bike lane or off-street facility.



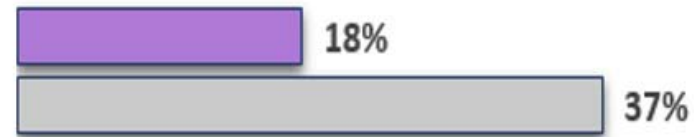
## Interested but Concerned

Infrequent bicyclists with some inclination towards bicycling more regularly if they felt safer on the roadways. Not very comfortable sharing the road with cars, or riding on major streets, even with a bike lane. Prefer separated pathways or low-traffic neighborhood streets.



## No Way No How

Residents who simply aren't interested in bicycling, for reasons of topography, inability, or simply complete and utter lack of interest. Unlikely to adopt bicycling in any way.



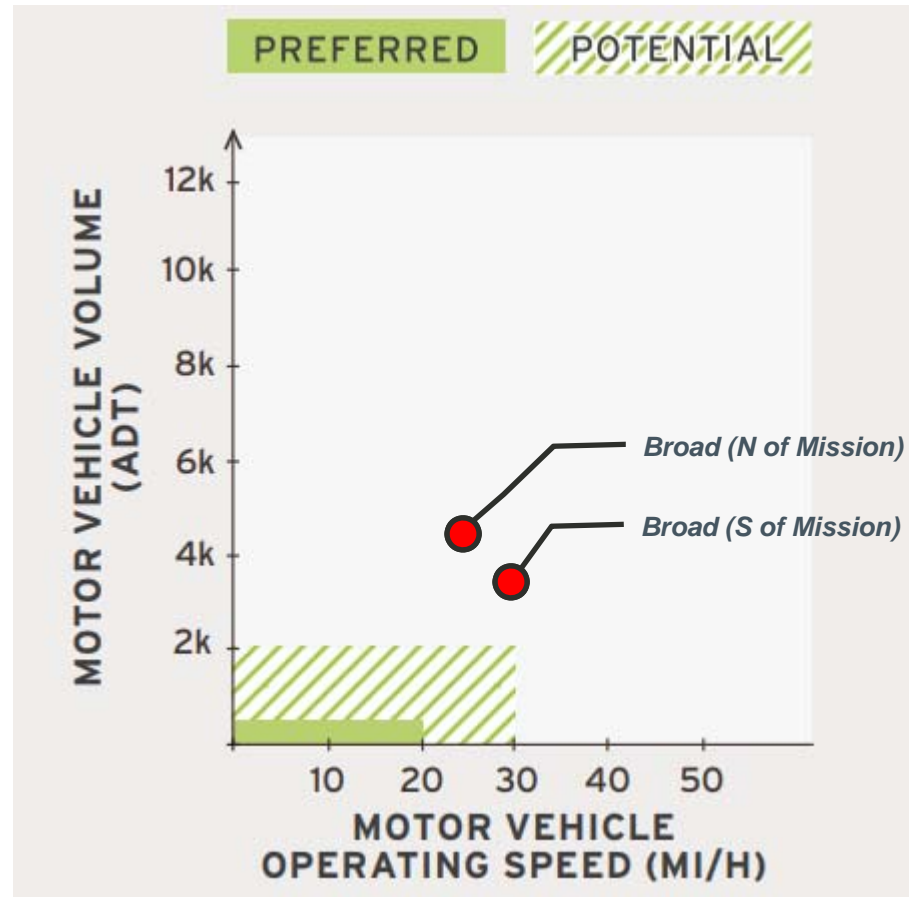
Sources: SLOCOG 2013 Bicycle Use Survey  
City of Portland, "Four Types of Transportation Cyclists"



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# What Makes a Shared Street Work for All Ages & Abilities?



*Recommended Speeds & Volumes for Shared Street*  
(Source: FHWA, NACTO)



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# Design Charrette Toolbox

56

Neighborhood Greenways: Volume Management

## Design Guidance

Neighborhood Greenways  
Volume Management

Mountable lump discourages  
through traffic while permitting  
emergency vehicle access



Bicycle pass  
through

Right-In Right-Out

(tension)

Diagonal Diverter

Full Closure



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100

## Speed Management

9 Vertical deflection features should be placed regularly along a corridor to reduce speeds.

Where possible, provide a bicycle route outside of the element to avoid bicyclists having to merge into traffic at a narrow pinchpoint.

11



### Speed Lump

### Speed Hump

### Chicane

**6** Speed management treatments should be used to reduce the street's target speed to 20 mph.

**1** A minimum clear width of 12 feet for bi-directional travel shall be maintained.



Median Island

### Neighborhood Traffic Circle

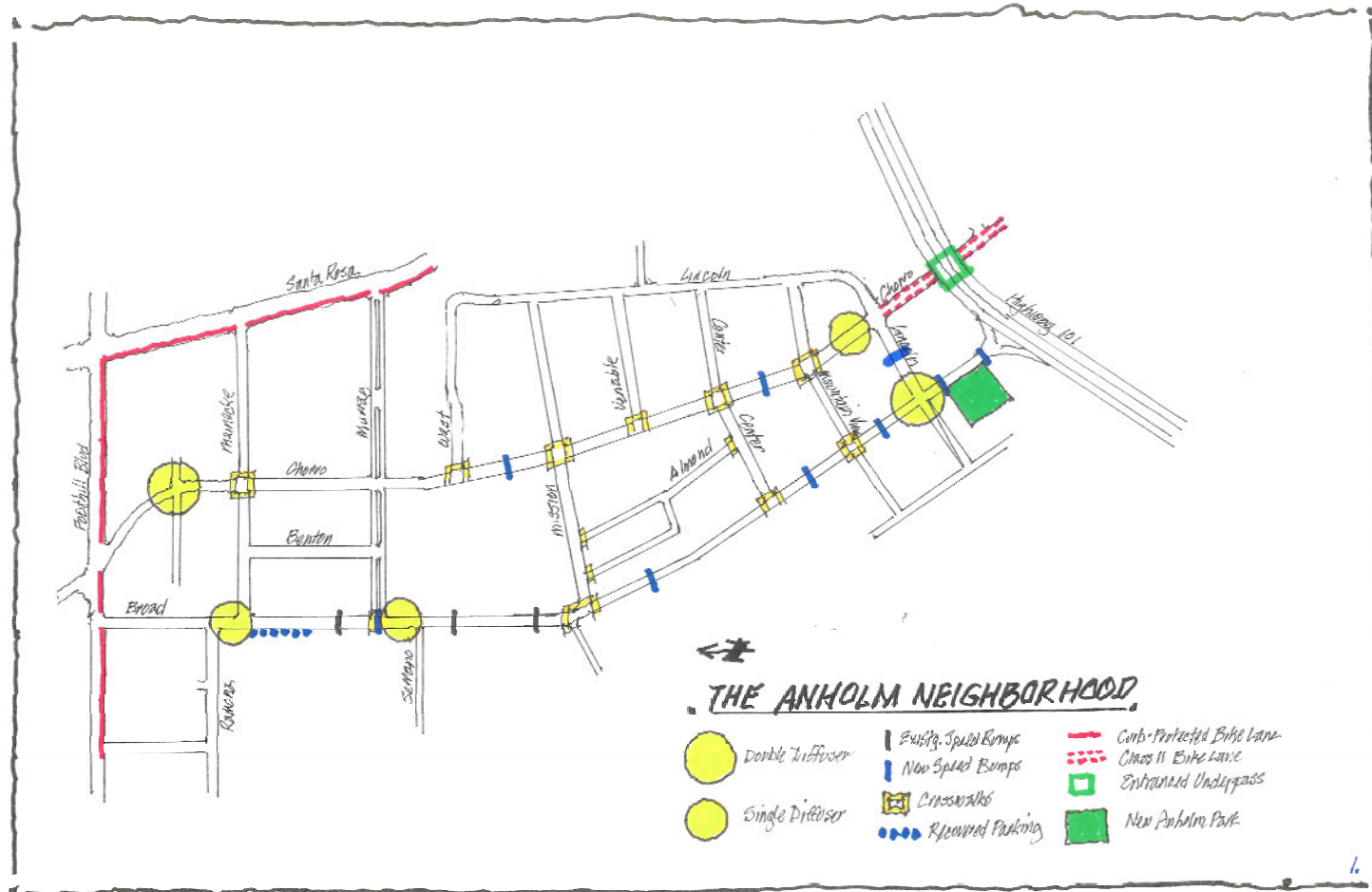
### Pinchpoint

### Neckdown





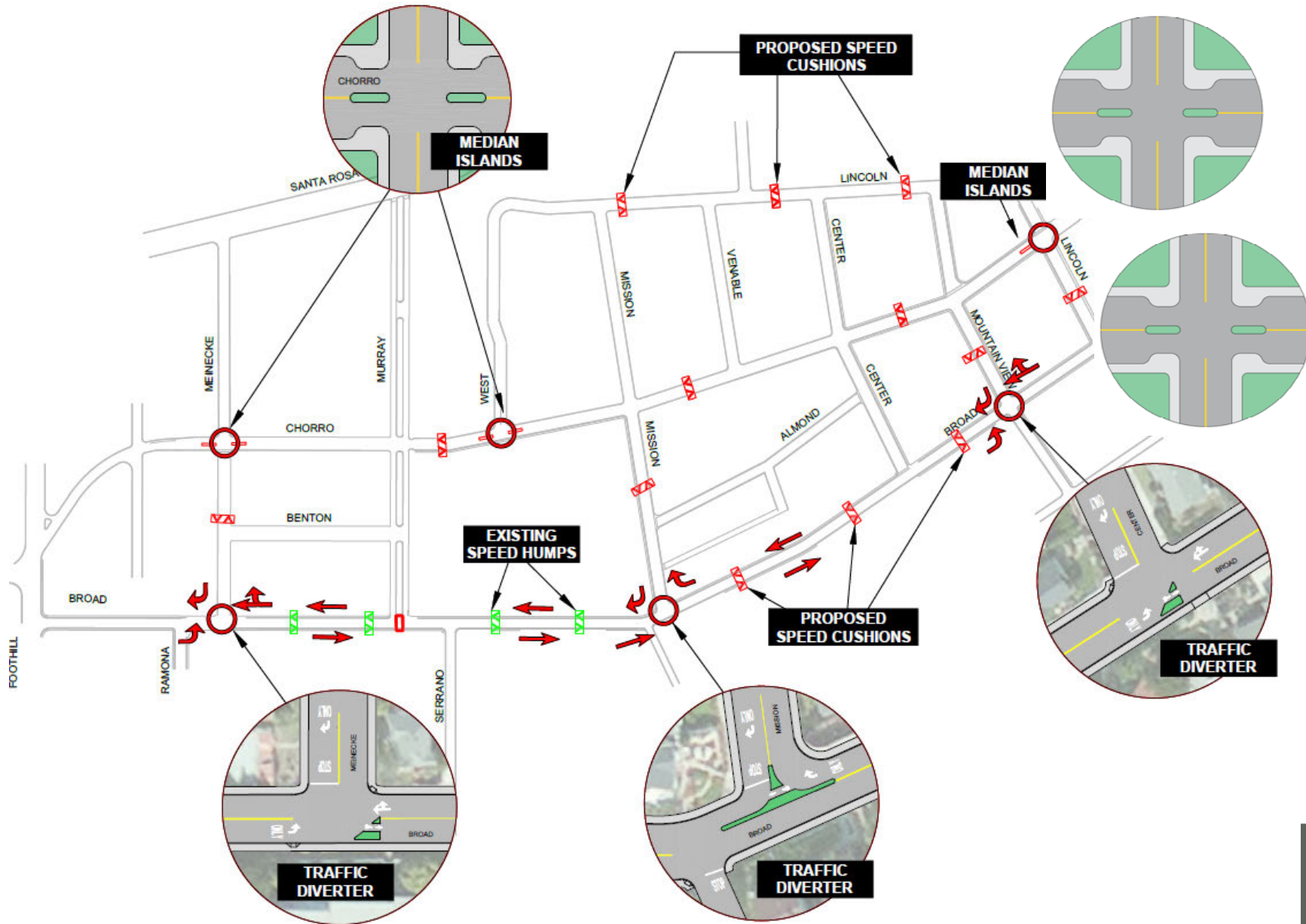
# Neighborhood Design Examples



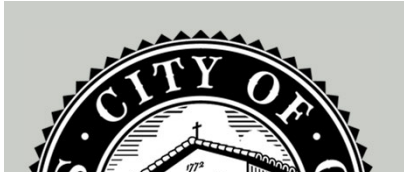
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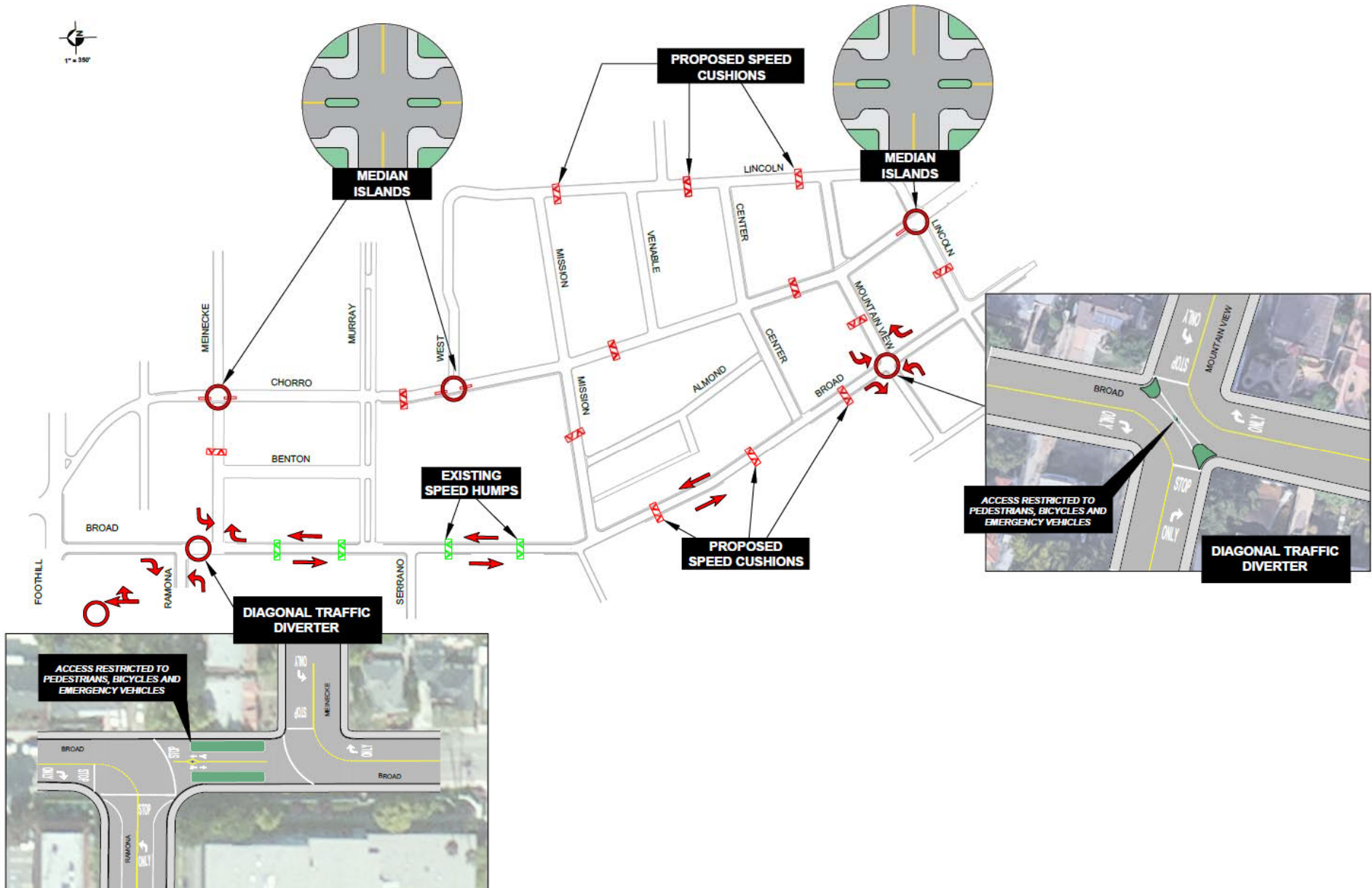
# Neighborhood Design Examples



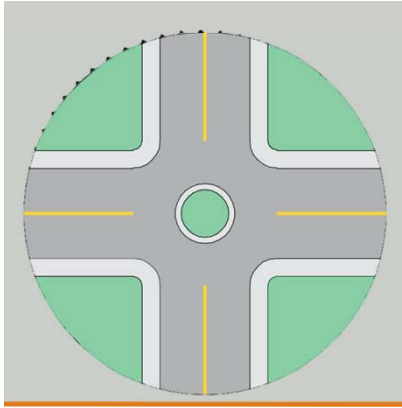




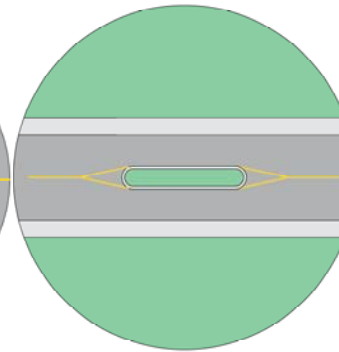
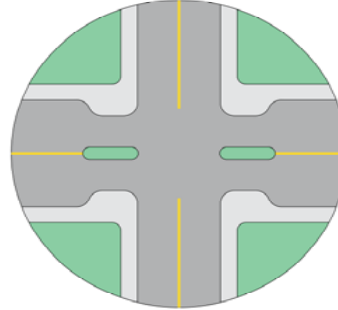
# Neighborhood Design Examples



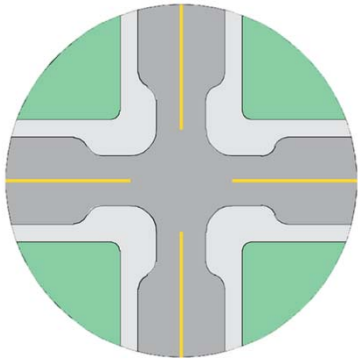
# Design Charette Exercise



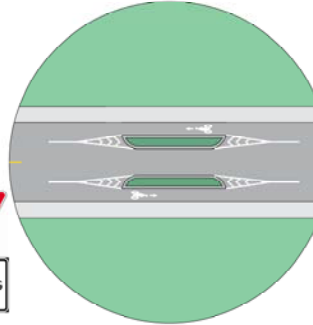
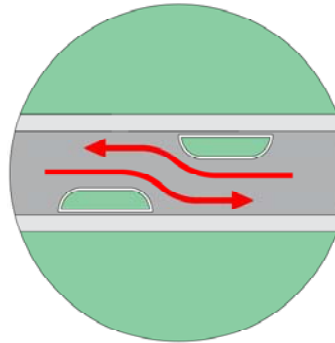
**Neighborhood Traffic Circles** are raised islands, placed in intersections, around which traffic circulates. They are good for calming intersections where speeds, volumes, and safety are problems.



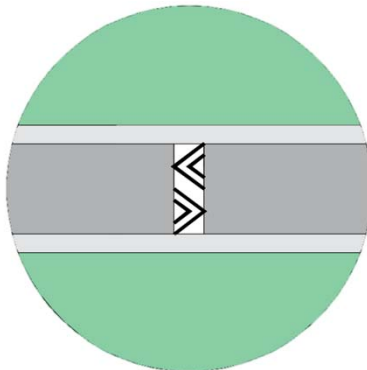
**Median Islands** can be used at intersections or mid-block as a traffic calming tool to make the road appear narrower. They can also be used in conjunction with bulbouts.



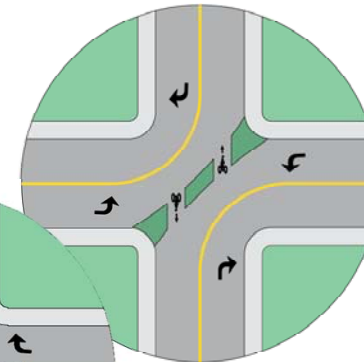
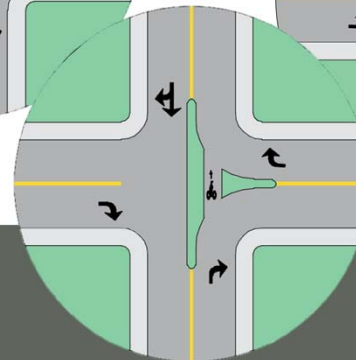
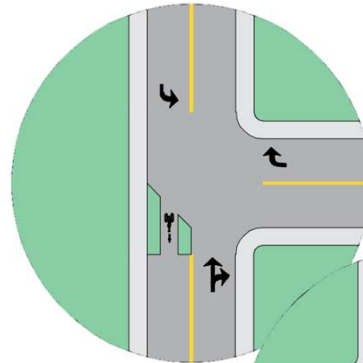
**Bulbouts** are sidewalk extensions which shorten crossing distances for pedestrians and reduce speeds for motorists by narrowing the appearance of the roadway.



**Chicanes, Chokers and Pinch points** can be used as a traffic calming tool to make the road appear narrower. In some cases, pinchpoints narrow the road to one lane to require motorists to slow and yield to opposing drivers



**Speed Humps & Raised Intersections** are good for locations where very low speeds are desired and reasonable. Potential impacts to emergency response times should be considered on primary response routes.



**Diverters** reduce vehicle overload by redirecting traffic onto different courses. While they are very effective at reducing vehicle volumes, special attention needs to be paid to the redirected courses to ensure that congestion isn't simply being displaced.



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# Design Charette Exercise

Instructions:

- Take out your phone
- Enter in your web browser **pollev.com/slocity**
- Using the three dashed lines on the right side drag and rank the mechanisms you would like to see utilized from most preferred to least preferred



Please rank the following mechanisms by most preferred to least preferred.



Neighborhood Traffic Circles



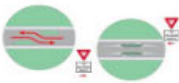
TollBoats



Speed Humps & Raised Intersections



Median Islands



Bike Lanes, Sidewalks, and Street Parking



Diversion

Start the presentation to see live content. Still no live content? Install the app or get help at [Pollev.com/app](https://pollev.com/app)



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[pollev.com/slocity](https://pollev.com/slocity)

# Anholm Bikeway Phase I: Middle Section Planning Schedule



Date	Event
Tonight	Community Design Workshop
May 17 <sup>th</sup>	Active Transportation Committee Review
April – July	Prepare General Plan Update & Env. Studies
July 25 <sup>th</sup>	Planning Commission Review
August 21 <sup>st</sup>	City Council Review



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# How Can You Continue to Participate?

Visit our online Open City Hall Forum for project updates and to provide feedback

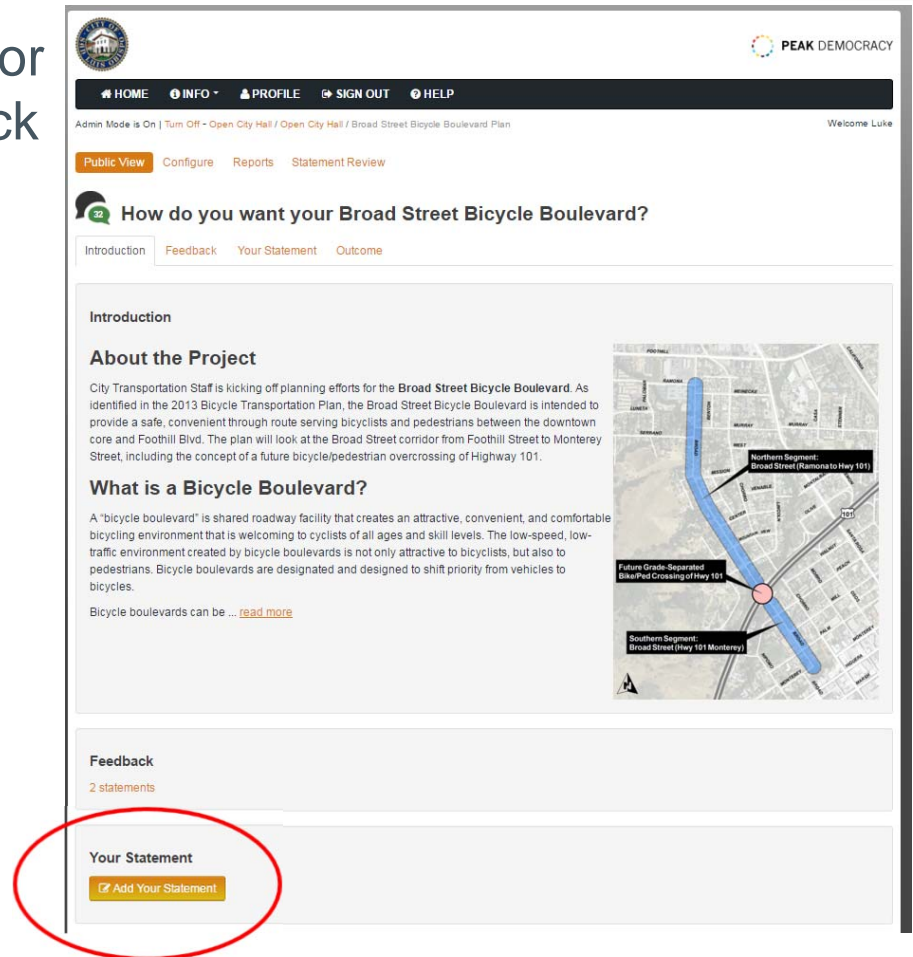
○ [www.peakdemocracy.com/3444](http://www.peakdemocracy.com/3444)

OR

○ Search “*Anholm Bikeway*” on [www.slocity.gov](http://www.slocity.gov)

Staff Contacts:

**Adam Fukushima**  
Active Transportation Manager  
(805) 781-7590  
[afukushima@slocity.gov](mailto:afukushima@slocity.gov)



The screenshot displays the Peak Democracy website interface for a public consultation on the Broad Street Bicycle Boulevard. The page includes a navigation bar with links for Home, Info, Profile, Sign Out, and Help. The main heading is "How do you want your Broad Street Bicycle Boulevard?". Below this, there are tabs for "Introduction", "Feedback", "Your Statement", and "Outcome". The "Your Statement" tab is highlighted and circled in red, showing a button labeled "Add Your Statement". To the right of the text, there is a map of the project area, showing the Broad Street corridor from Foothill Street to Monterey Street, with labels for "Northern Segment: Broad Street (Ramona to Hwy 101)" and "Southern Segment: Broad Street (Hwy 101 to Monterey)".



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# QUESTIONS?

## ADAM FUKUSHIMA

Active Transportation Manager

(805) 781-7590

[afukushima@slocity.gov](mailto:afukushima@slocity.gov)

## CITY OF SAN LUIS OBISPO

Public Works Department

919 Palm Street

San Luis Obispo, CA 93401

[Slocity.org](http://Slocity.org)



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# Anholm Bikeway Plan

*Middle Section (Lincoln to Ramona) Planning  
May 17, 2018*

- Review Project Background & Adopted Plan
- Feedback from Community Design Charrette
- Design Options for ATC Consideration
- Next Steps

A faded background image showing a street scene with parked cars and a large white bicycle symbol painted on the pavement, indicating a bicycle lane.

**LUKE SCHWARTZ**  
*Transportation Planner-Engineer*





# Project Background



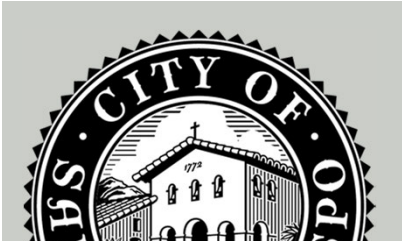
## Project Goal:

Develop a safe, low-stress through route serving bicyclists and pedestrians of all ages and skill levels connecting the City's downtown core north to Foothill Boulevard.



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# 4 Types of Transportation Bicyclists

■ City of SLO ■ National Average

## Enthusiastic and Confident

Bicyclists who are comfortable sharing the roadway with automotive traffic in some instances, but prefer to ride in their own designated bike lane or off-street facility.



64%

## Interested but Concerned

Infrequent bicyclists with some inclination towards bicycling more regularly if they felt safer on the roadways. Not very comfortable sharing the road with cars, or riding on major streets, even with a bike lane. Prefer separated pathways or low-traffic neighborhood streets.

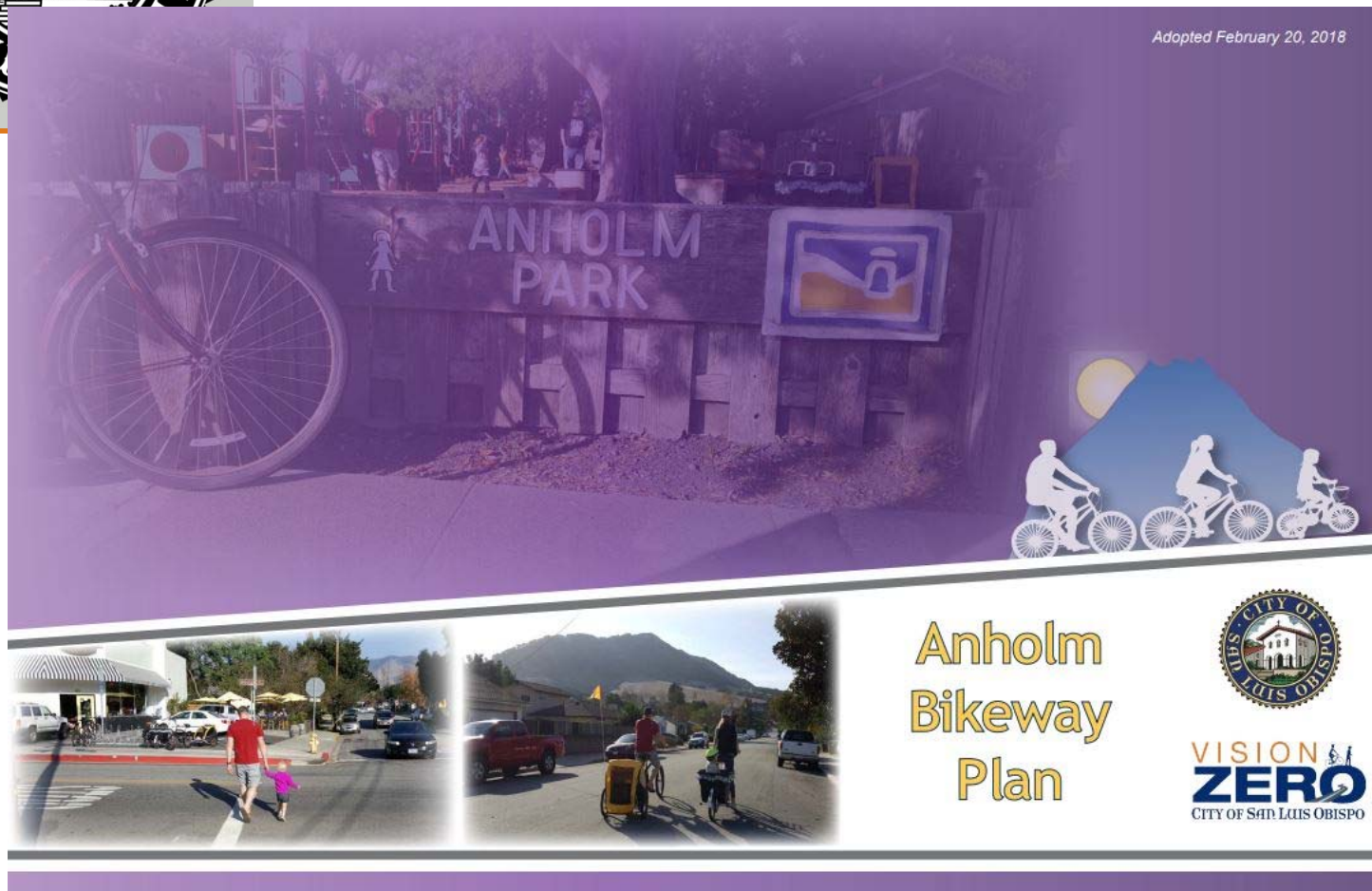


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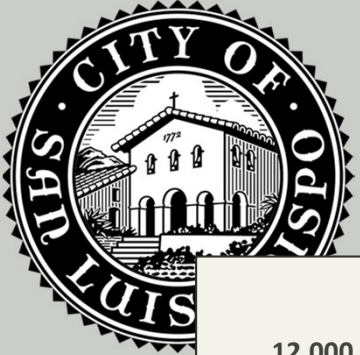
# Project Background



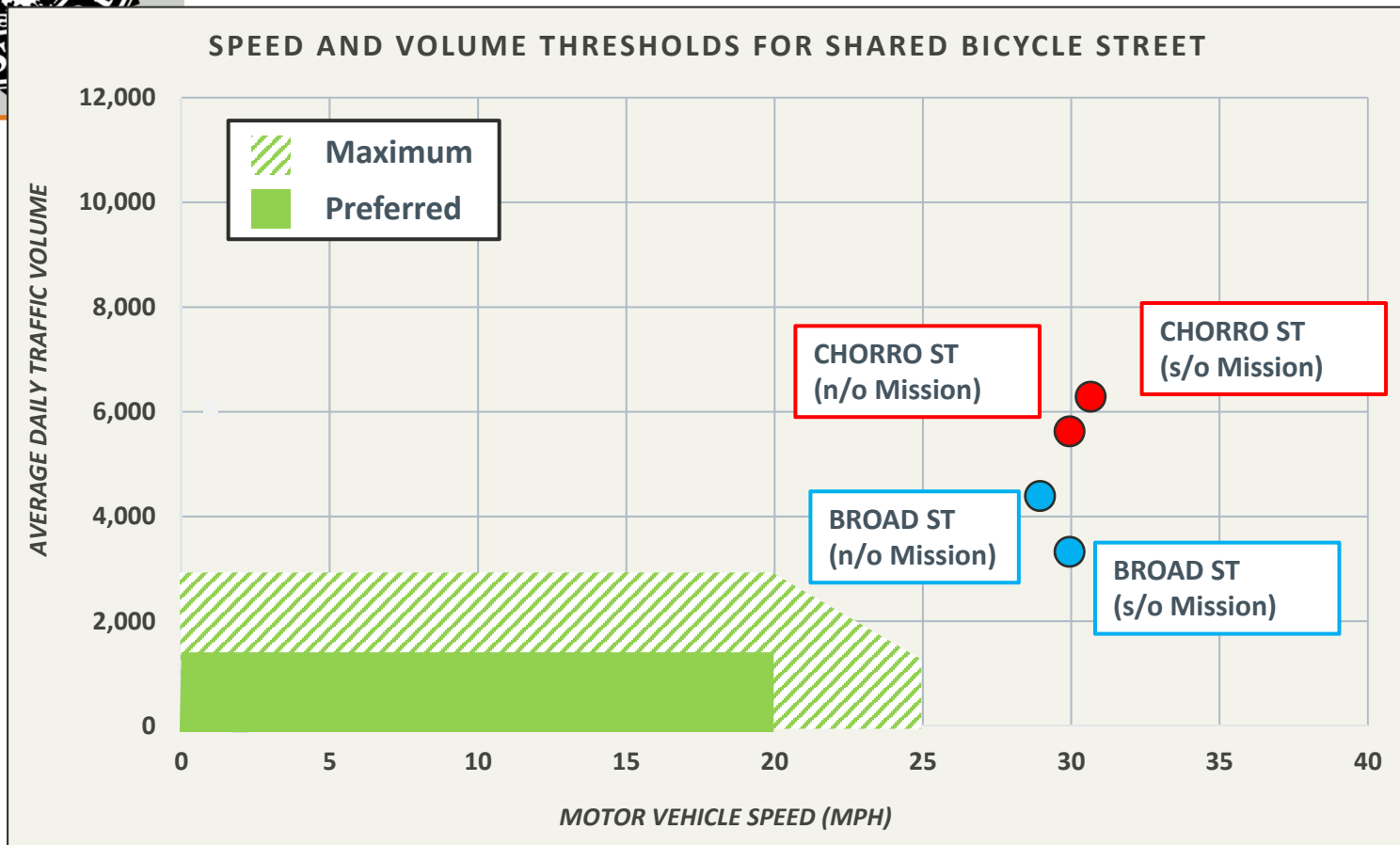
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# What Makes a Shared Street Work for All Ages & Abilities?



*Recommended Speeds & Volumes for Shared Street*  
(Source: FHWA, NACTO)



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# Community Design Charrette



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# Design Charrette Toolbox

56

Neighborhood Greenways: Volume Management

## Design Guidance

Neighborhood Greenways  
Volume Management

Mountable lump discourages  
through traffic while permitting  
emergency vehicle access



Bicycle pass  
through

Right-In Right-Out

(tension)

Diagonal Diverter

Full Closure



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# Design Charrette Toolbox

## Design Guidance

### Speed Management

5 Allow a limited set of emergency vehicle-friendly traffic calming techniques on emergency response routes

9 Vertical deflection features should be placed regularly along a corridor to reduce speeds.

Where possible, provide a bicycle route outside of the element to avoid bicyclists having to merge into traffic at a narrow pinchpoint.

11



Speed Lump

Speed Hump

Chicane

6 Speed management treatments should be used to reduce the street's target speed to 20 mph.

1 A minimum clear width of 12 feet for bi-directional travel shall be maintained.



Median Island

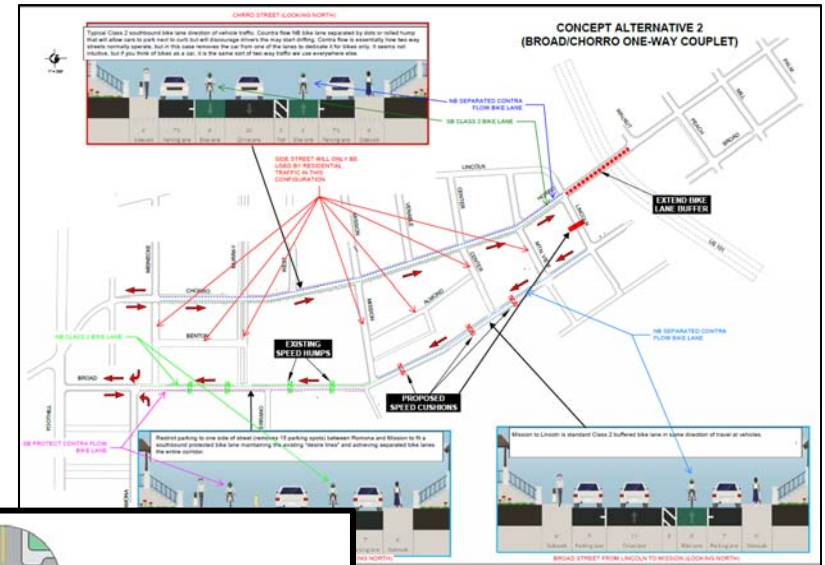
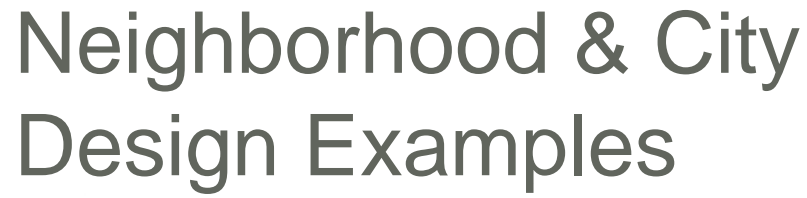
Neighborhood Traffic Circle

Pinchpoint

Neckdown







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# Charrette Input

- General opposition to traffic diverters of any type/location
  - Concern that diversion creates “winners” and “losers”; improves Broad St. at expense of others
- Concerns traffic calming won’t be enough to meet mode share goals, while acknowledging challenge with competing priorities
- Avoid loss of on-street parking
- Nearly unanimous support for:
  - Slowing traffic speeds
  - Improving safety/accessibility of pedestrians
  - Fostering safety & mutual respect between users
- A few comments about revisiting Lincoln route alignment and/or Broad/Chorro one-way couplet options



# Design Options for Consideration



## Options Consistent with Adopted Anholm Bikeway Plan

- Option #1: Shared Street w/ Traffic Calming & Diversion

## Other Options for Discussion (Not Consistent with Adopted Plan)

- Option #2: Shared Street w/ Traffic Calming Only
- Option #3: Revisit Protected Bike Lanes via Parking Removal
- Option #4: Revisit Protected Bike Lanes via Broad/Chorro Couplet

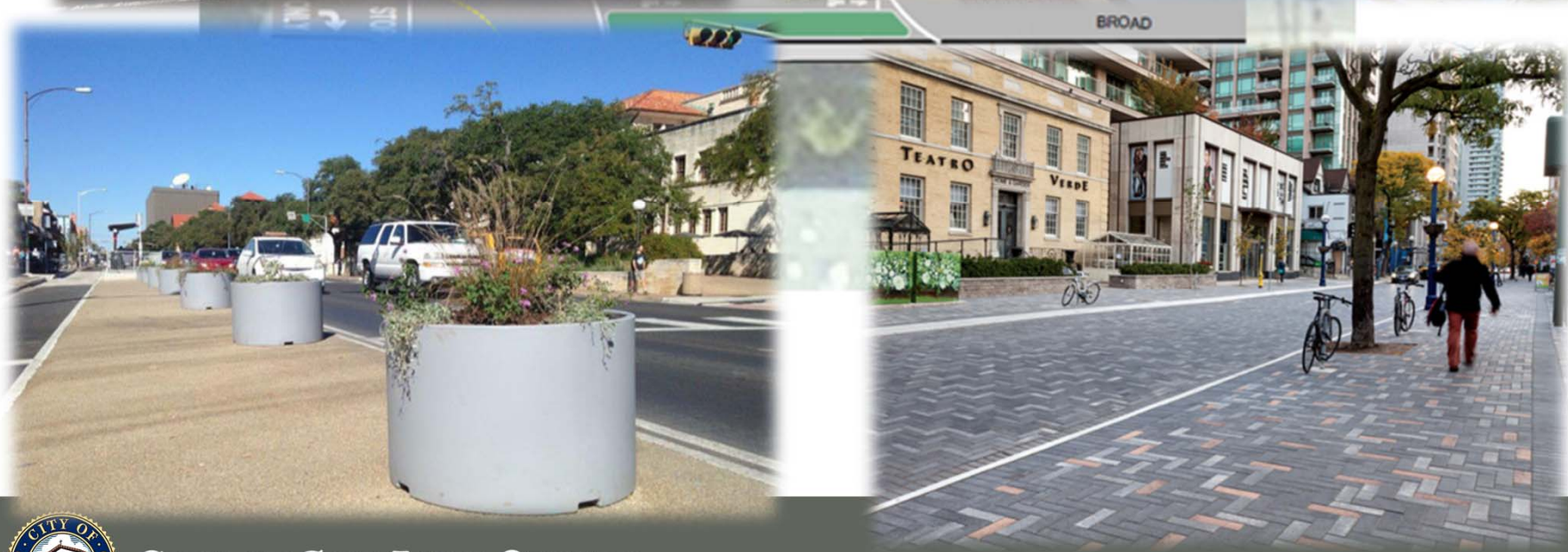


# Option #1: Shared Street w/ Traffic Calming & Diversion





## Option #1: Shared Street w/ Traffic Calming & Diversion



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## Option #1: Shared Street w/ Traffic Calming & Diversion

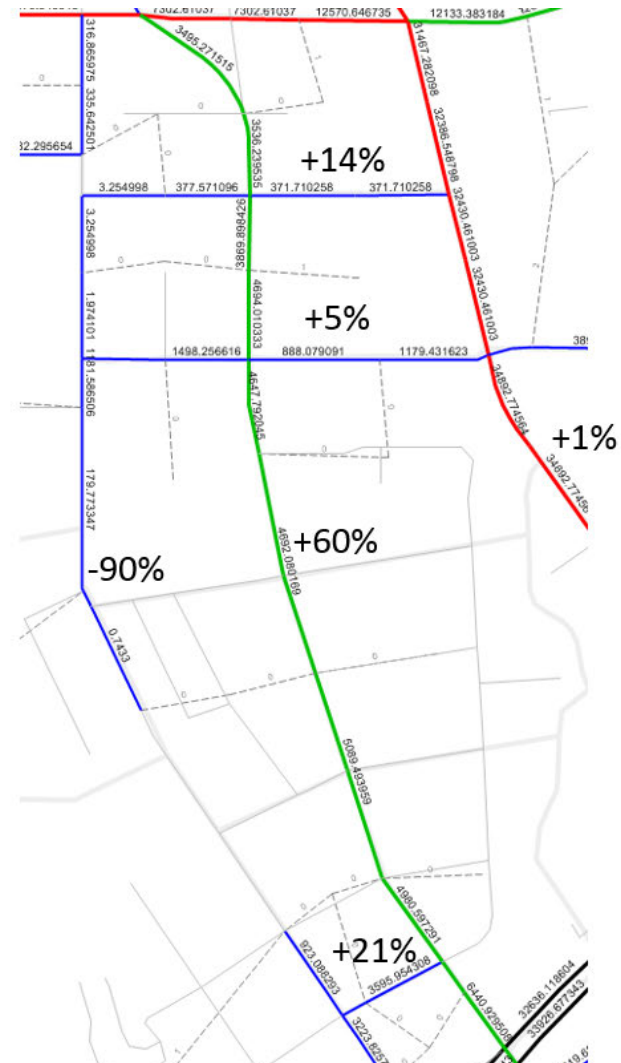


# Option #1: Shared Street w/ Traffic Calming & Diversion

Volumes w/ One Diverter



Volumes w/ Multiple Diversers



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*\*Preliminary projections. Detailed traffic analysis to be refined.*



# Option #1: Shared Street w/ Traffic Calming & Diversion

Pros	Cons
<ul style="list-style-type: none"><li>• Consistent with Council Direction/Adopted Plan</li><li>• Provides low-stress route that accommodates all ages &amp; ability levels—most potential to support mode share goals</li><li>• Single diverter shifts less traffic to Chorro (compared to previous proposals w/ multiple diverters)</li><li>• Can be installed for interim testing</li><li>• Diverter location provides strong placemaking potential for area between Ramona and Meinecke</li></ul>	<ul style="list-style-type: none"><li>• Neighborhood opposition—most residents opposed to diverters</li><li>• Increases traffic on Chorro and potentially on side streets like Meinecke &amp; Lincoln (creates “winners” and “losers”)</li><li>• Degrades conditions for bikes, peds, drivers on Chorro</li><li>• Loss of some on-street parking at intersection corners (prelim. estimate ≈ 20 spaces)</li></ul>



# Option #2: Shared Street w/ Traffic Calming Only

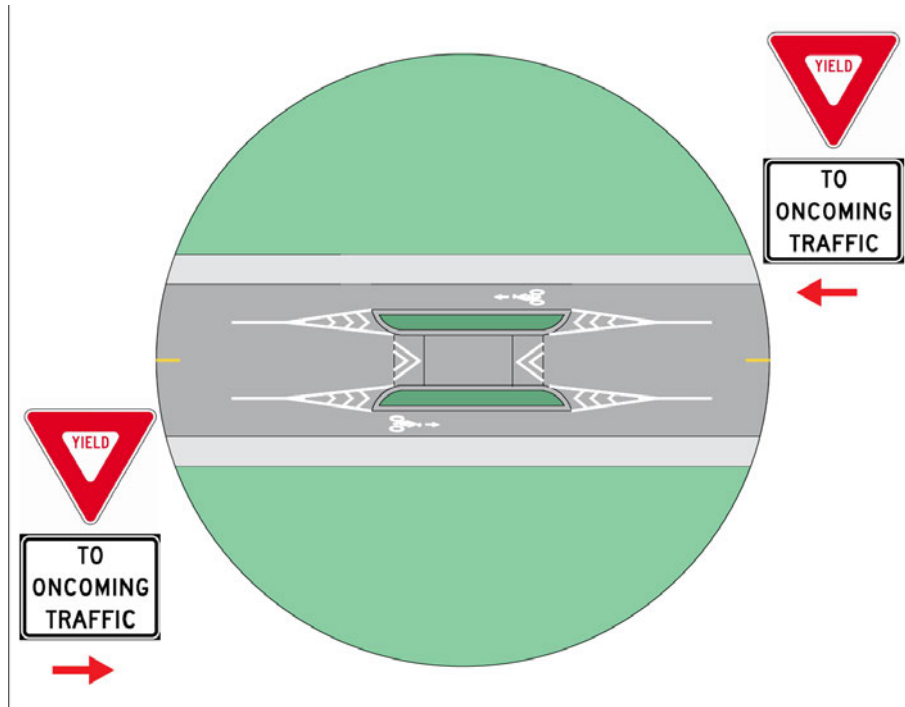


## OTHER FEATURES

- Dashed centerlines along Broad & Chorro to promote respectful, legal passing
- Bikeway branding signage & markings
- Refreshed crosswalk markings at intersections
- Additional Street Lighting



## Option #2: Shared Street w/ Traffic Calming Only



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## Option #2: Shared Street w/ Traffic Calming Only

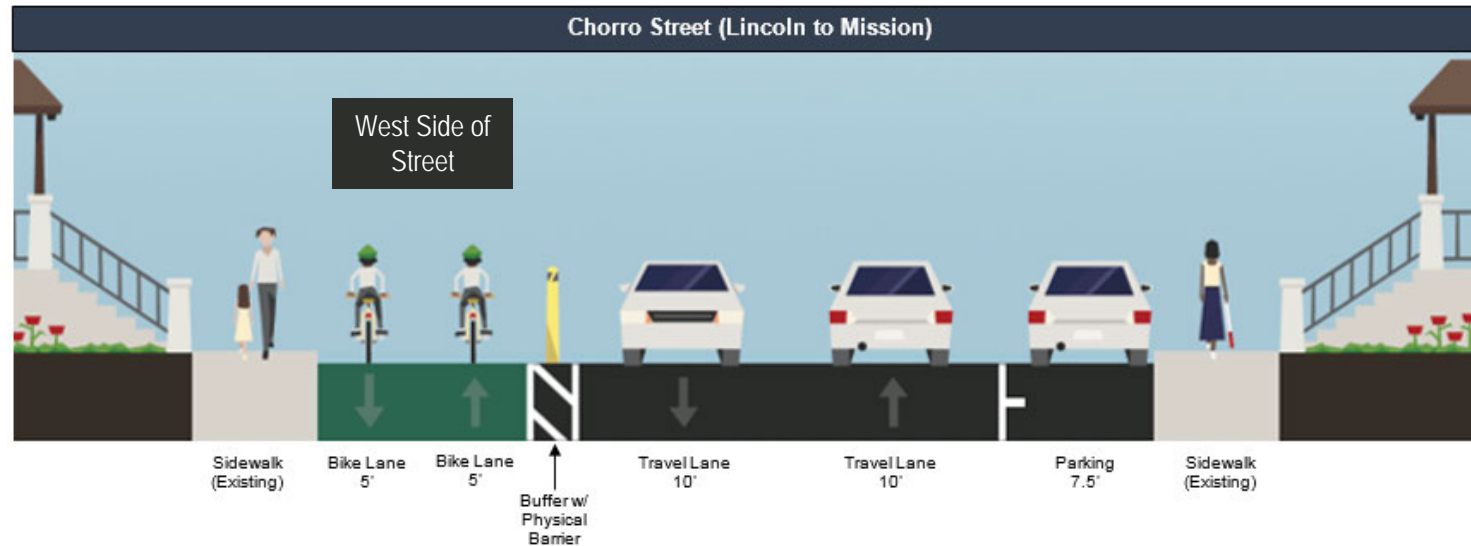


Pros	Cons
<ul style="list-style-type: none"><li>• Reducing auto speeds generally supported by community</li><li>• No significant changes to auto circulation/access</li><li>• Speed reductions will provide some benefit to walking, bicycling and neighborhood quality</li><li>• Intuitive/familiar design</li></ul>	<ul style="list-style-type: none"><li>• Not consistent with Council Direction/Adopted Plan</li><li>• Less potential to encourage increased bike mode share through traffic calming alone</li><li>• Loss of some on-street parking at intersection corners (prelim. estimate <math>\approx</math> 20 spaces; similar to diverter option)</li><li>• Type of features and aesthetic quality most desired by neighborhood requires highest cost to construct</li></ul>

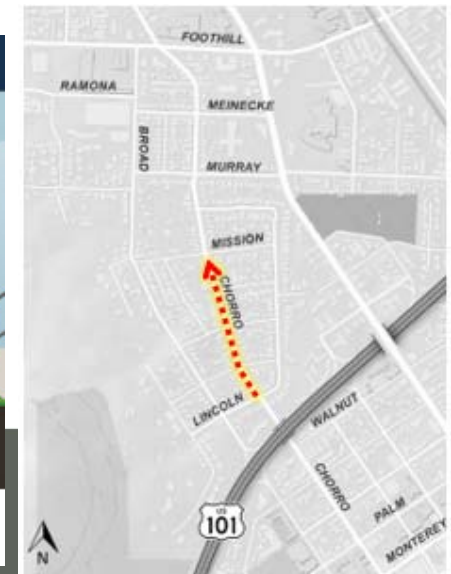
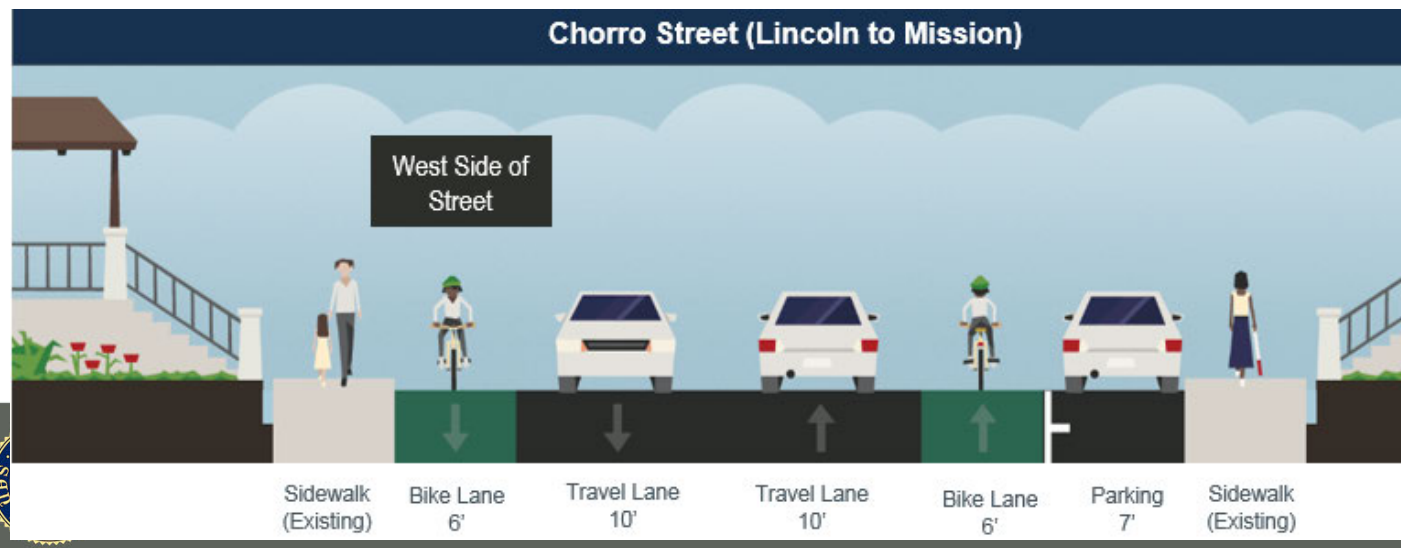


# Option #3: Protected/Buffered Bike Lanes via Parking Removal

*(Preferred Alternative in Draft Anholm Bikeway Plan)*

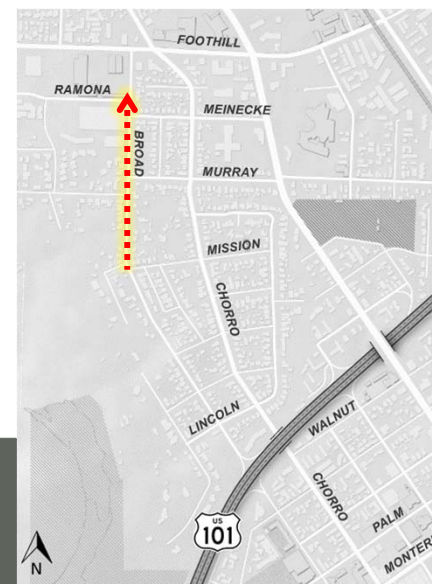
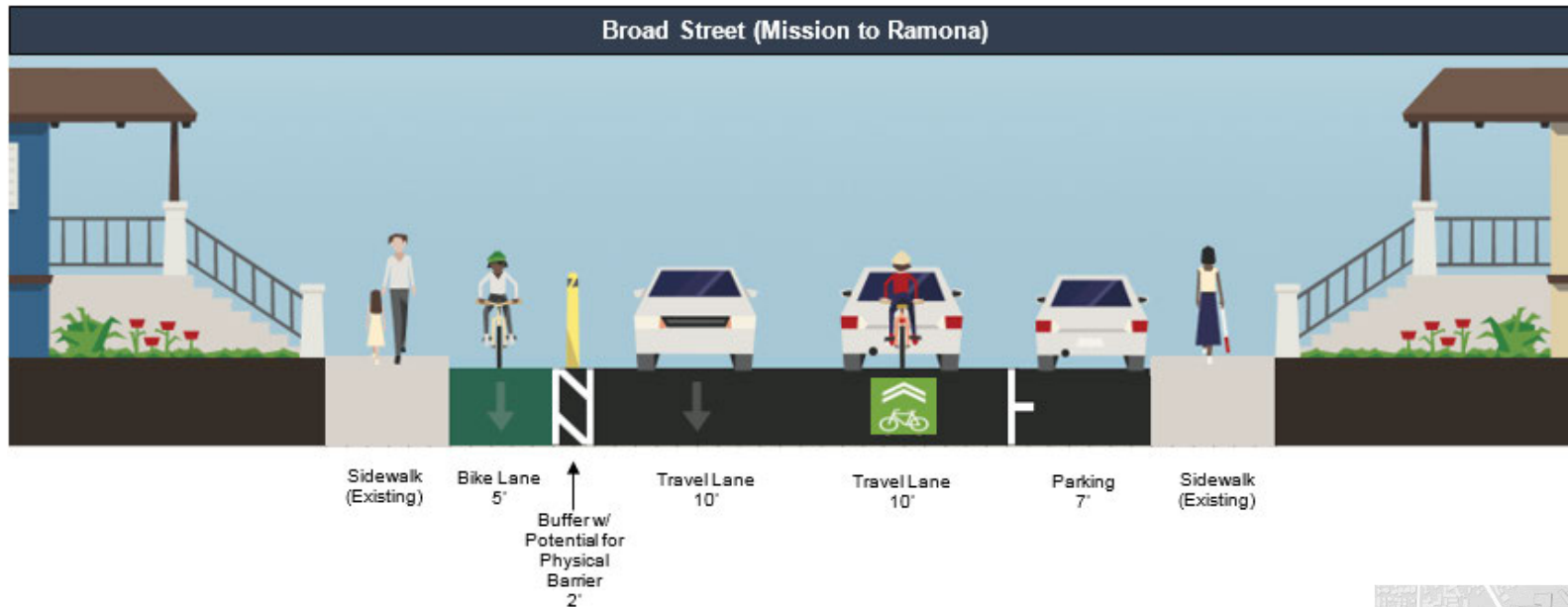


OR



# Option #3: Protected/Buffered Bike Lanes via Parking Removal

*(Preferred Alternative in Draft Anholm Bikeway Plan)*



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Addition of dashed centerline on Broad will allow drivers to pass bicyclists safely



# Option #3: Protected/Buffered Bike Lanes via Parking Removal

*(Preferred Alternative in Draft Anholm Bikeway Plan)*



Pros	Cons
<ul style="list-style-type: none"><li>Protected bike lanes show strongest potential to attract new riders &amp; increase mode share</li><li>No changes to auto circulation/access</li><li>Route follows existing bicycling desire lines</li><li>Concept would also include traffic calming, reducing auto speeds through neighborhood</li></ul>	<ul style="list-style-type: none"><li><b><u>On-street parking loss</u></b></li><li>Learning curve with new type of bike facility</li><li>Concerns with driveway conflicts &amp; confusion with two-way cycle track<ul style="list-style-type: none"><li>Remedied w/ design revision to use standard one-way bike lanes</li></ul></li></ul>

Further evaluate Broad, Mission, Chorro and Lincoln Streets to determine if a Class III Shared Street with traffic calming and diversion on Broad, coupled with measures to mitigate impacts on Lincoln and other streets, is acceptable to the community. If a solution cannot be developed to achieve established multi-modal goals, return with a plan for protected bikeways.



# Option #4: Protected/Buffered Bike Lanes via Broad/Chorro One-Way Couplet (from 2017 Alternatives Analysis)



**PROPOSED CHORRO STREET CROSS SECTION  
(MEINECKE TO LINCOLN)**



**PROPOSED BROAD STREET CROSS SECTION  
(MEINECKE TO LINCOLN)**



## Option #4: Protected/Buffered Bike Lanes via Broad/Chorro One-Way Couplet

*(from 2017 Alternatives Analysis)*

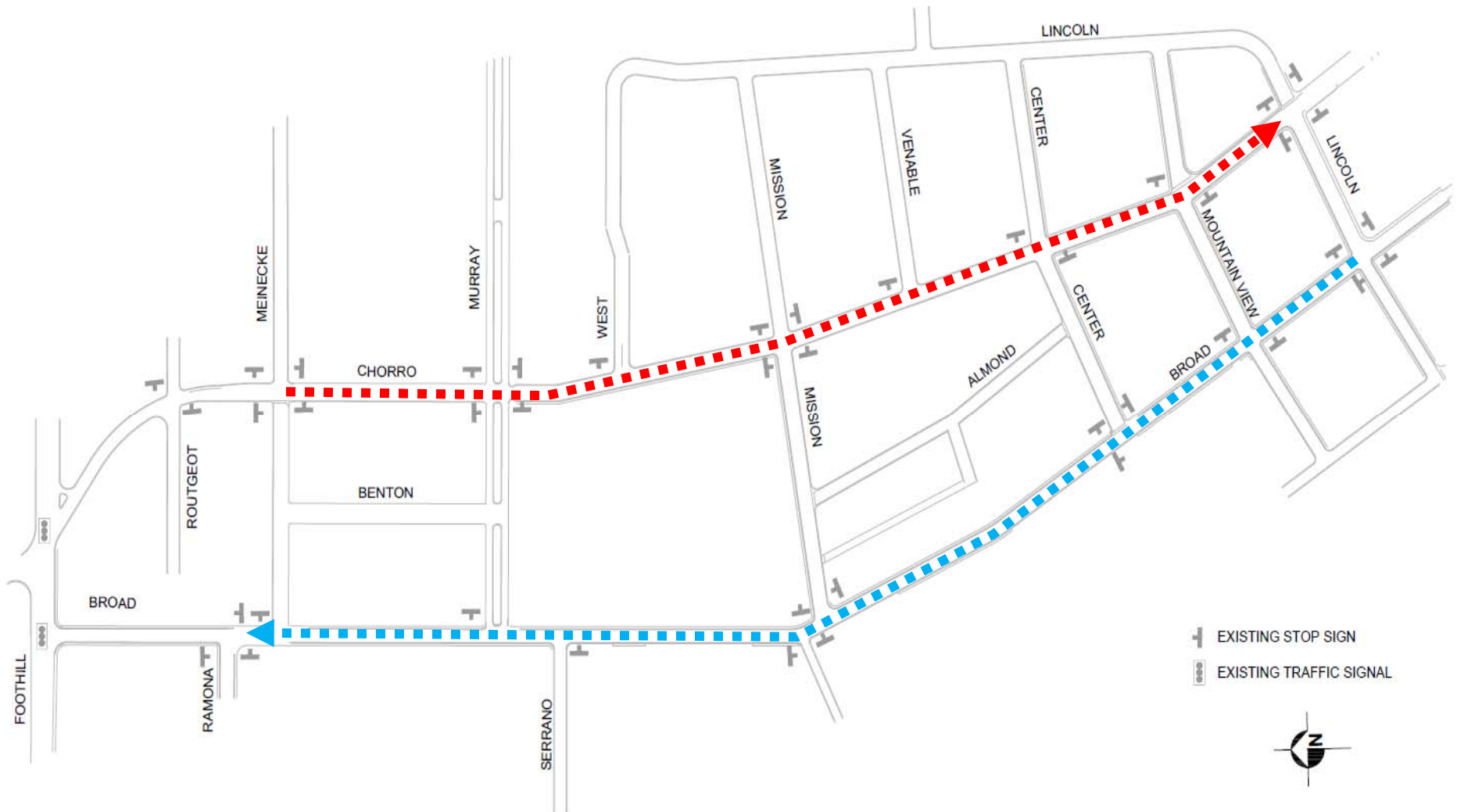
### Concerns w/ Broad/Chorro couplet design as presented in 2017 Alternatives Analysis:

- Least desirable alternative for Emergency Service Providers
- Concern with learning curve & driveway conflicts associated with two-way cycle track
- Speeding issues w/ one-way streets
- Potential for increased auto traffic along side-streets between Broad & Chorro
- Major circulation change; costly/difficult to test



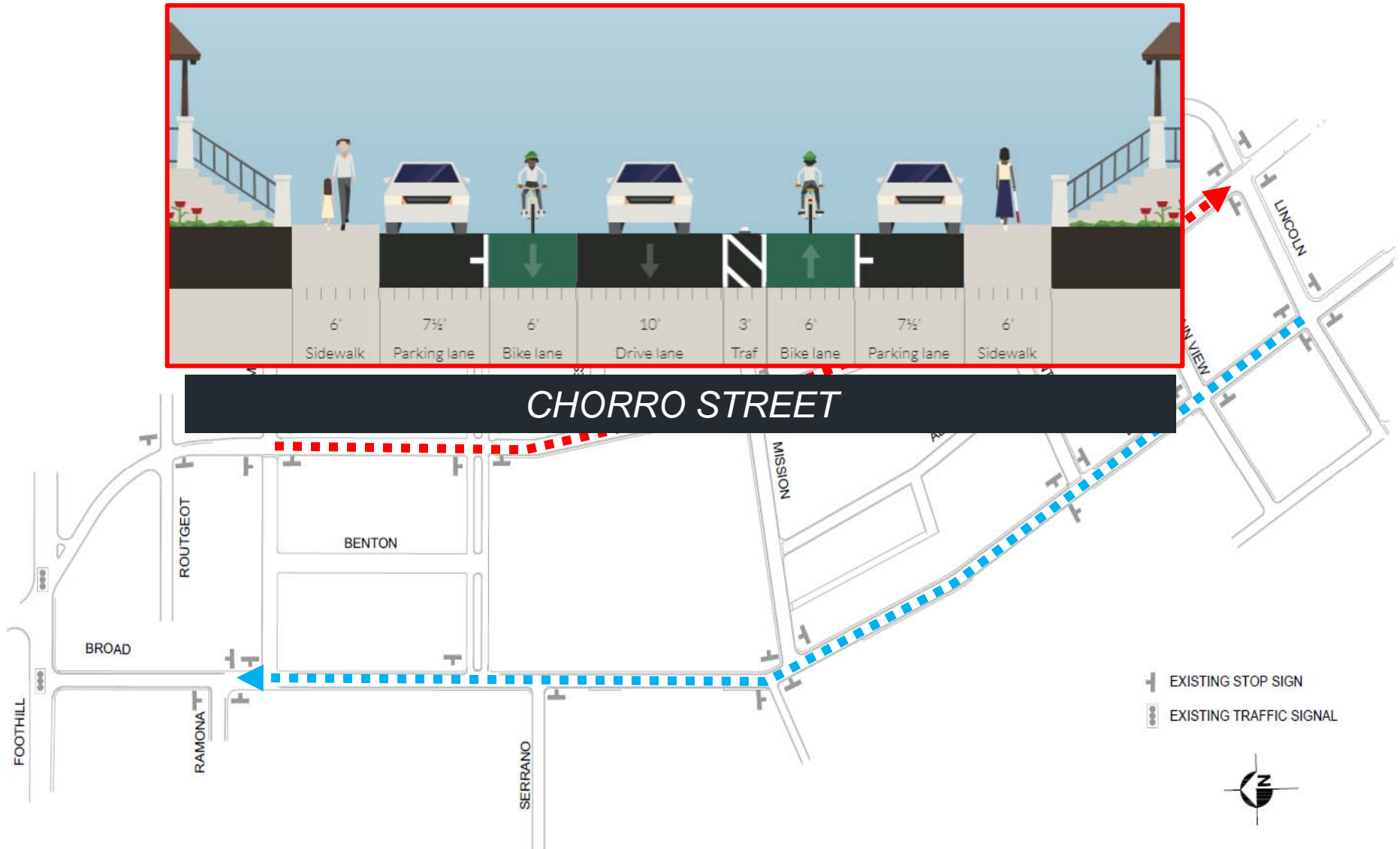
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# Option #4: Protected/Buffered Bike Lanes via Broad/Chorro One-Way Couplet (Modified Design)

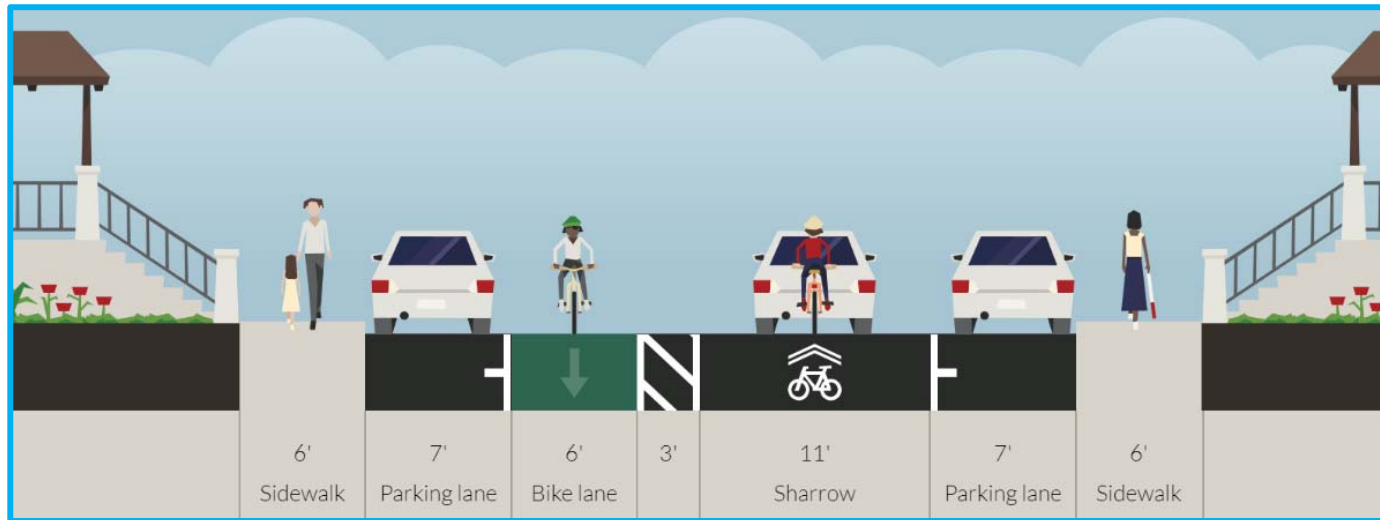




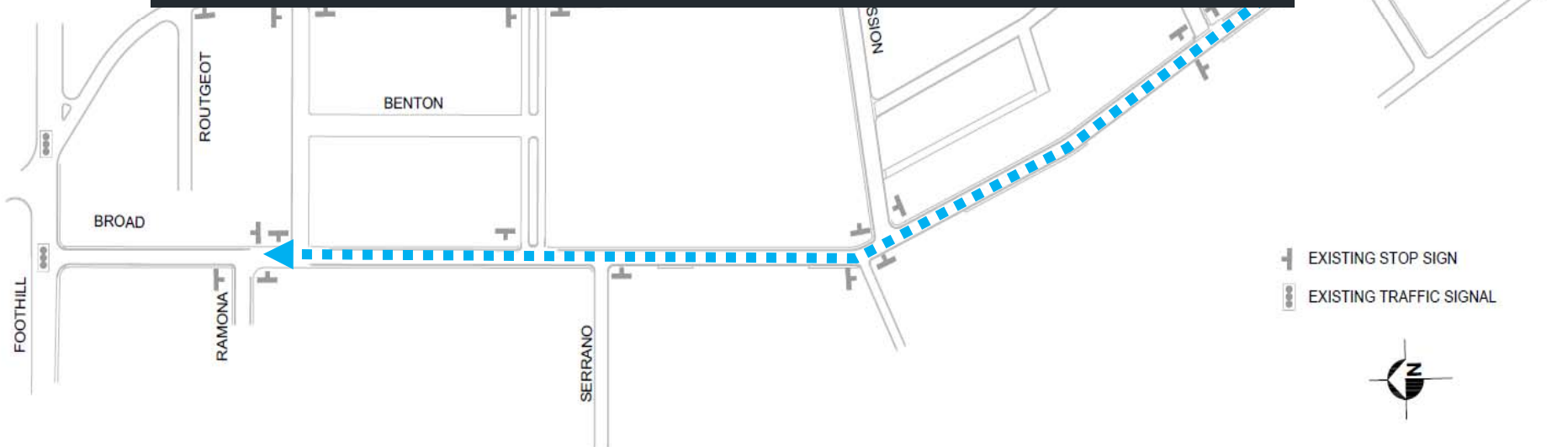
# Option #4: Protected/Buffered Bike Lanes via Broad/Chorro One-Way Couplet (Modified Design)



# Option #4: Protected/Buffered Bike Lanes via Broad/Chorro One-Way Couplet (Modified Design)



**BROAD STREET**



## Option #4: Protected/Buffered Bike Lanes via Broad/Chorro One-Way Couplet (Modified Design)

Pros	Cons
<ul style="list-style-type: none"><li>• Provides dedicated bike lanes in both directions on Chorro and in one direction on Broad</li><li>• Balances traffic load between Broad &amp; Chorro</li><li>• Fewer conflict points at pedestrian/bicycle crossings</li><li>• Less on-street parking loss compared to other protected bike lane option</li></ul>	<ul style="list-style-type: none"><li>• Not consistent with Council Direction/Adopted Plan</li><li>• Significant change; difficult/costly to test</li><li>• Less convenient auto access for residents on Broad/Chorro</li><li>• Cannot achieve protected bike lanes while meeting desires of emergency service providers</li><li>• Dedicated bike lane possible in one direction only on majority of Broad</li><li>• Contra-flow bike lanes less intuitive, concerns with driveways/parking lane</li><li>• One-way bike circulation not consistent with desire lanes, may lead to wrong-way travel</li><li>• Still requires traffic calming to reduce potential for speeding common with one-way streets</li><li>• Some parking loss (~10-20 spaces)</li></ul>







## Anholm Bikeway Phase I: Middle Section Planning Schedule

Date	Event
May 10 <sup>th</sup>	Community Design Workshop
May 17 <sup>th</sup>	Active Transportation Committee Review
April – July	Prepare Traffic & Environmental Studies & General Plan Amendments (if needed)
July 25 <sup>th</sup>	Planning Commission Review
August 21 <sup>st</sup>	City Council Review
2019-20	Design & Construction of Anholm Bikeway Phase II (includes “middle segment”)



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## Staff Recommendation

*Consider conceptual design options for the “middle section” of the Anholm Bikeway, and community input provided at the May 10<sup>th</sup> Design Charrette, and identify a preferred alternative to be recommended to the Planning Commission and City Council.*

Alternatives:

1. Select specific features from various options and recommend a hybrid or phased option to the City Council.
2. Recommend that the Council adopt no plan and make no changes to streets in this neighborhood at this time.



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# QUESTIONS?

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