



## Anholm Bikeway Plan Planning Commission Meeting Summary (8/14/18)

**Overview:** On August 14, 2018, the Planning Commission considered plans for the “middle section” of the Anholm Bikeway Plan, focusing on the corridor segment between Lincoln Street and Ramona Drive and its relationship to the Circulation Element of the General Plan. The discussion for this agenda item included a staff presentation, followed by public comment, committee deliberation and questions to staff. The purview of the Planning Commission is to weigh in on the proposed updates to the Anholm Bikeway Plan and the consistency with the Circulation Element of the General Plan. The purpose of the meeting was to consider whether increased traffic on Chorro, Lincoln, Meinecke, and Murray Streets to accommodate traffic calming with diversion on Broad Street was an acceptable trade-off to achieve a low-stress bicycle corridor between downtown & Foothill Boulevard and support the Circulation Element goals of increasing bicycle mode share. If so, the Planning Commission could make a recommendation to the City Council to (a) amend the General Plan Circulation Element to reclassify those streets to accept a higher level of traffic, and (b) approve an addendum to the Environmental Impact Report for the Circulation Element of the General Plan acknowledging that any potential environmental impacts associated with these changes have been adequately studied and identified.

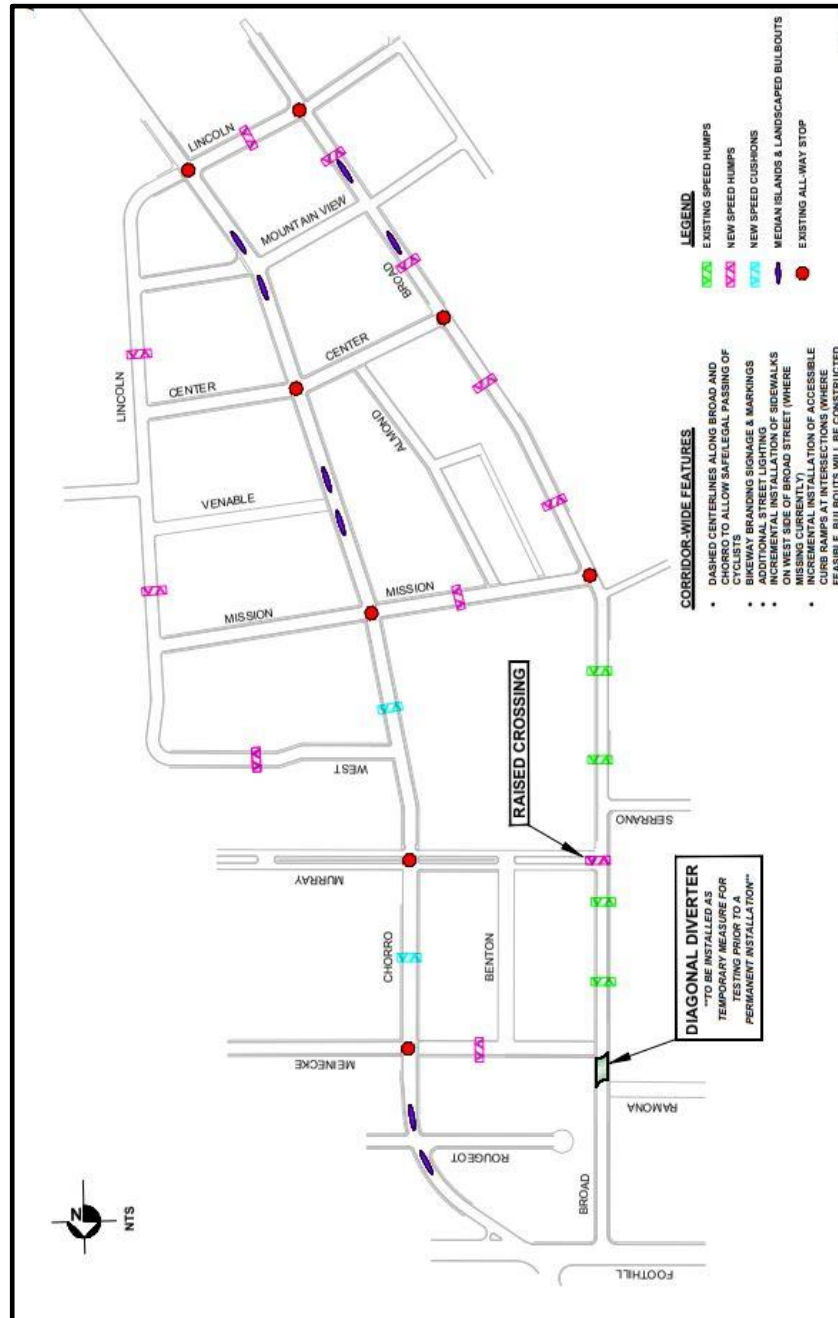
**Staff Presentation:** City Transportation Manager, Jake Hudson, and Active Transportation Manager, Adam Fukushima, provided the staff presentation to the Planning Commission, which included the following:

- 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.
- Summary of the May 17<sup>th</sup> Active Transportation Committee meeting and committee recommendation for a protected bikeway option.
- Analysis of a staff-recommended design alternative for the “middle section” developed per Council direction in the adopted Anholm Bikeway Plan. It includes a single diverter on Broad Street at Ramona/Meinecke that would reduce traffic volumes to a threshold recommended for a shared street but would result in higher levels of traffic on adjacent streets.
- Analysis of two other concept alternatives for a shared street with traffic diversion: a preliminary option developed by staff with multiple diverters on Broad Street, and

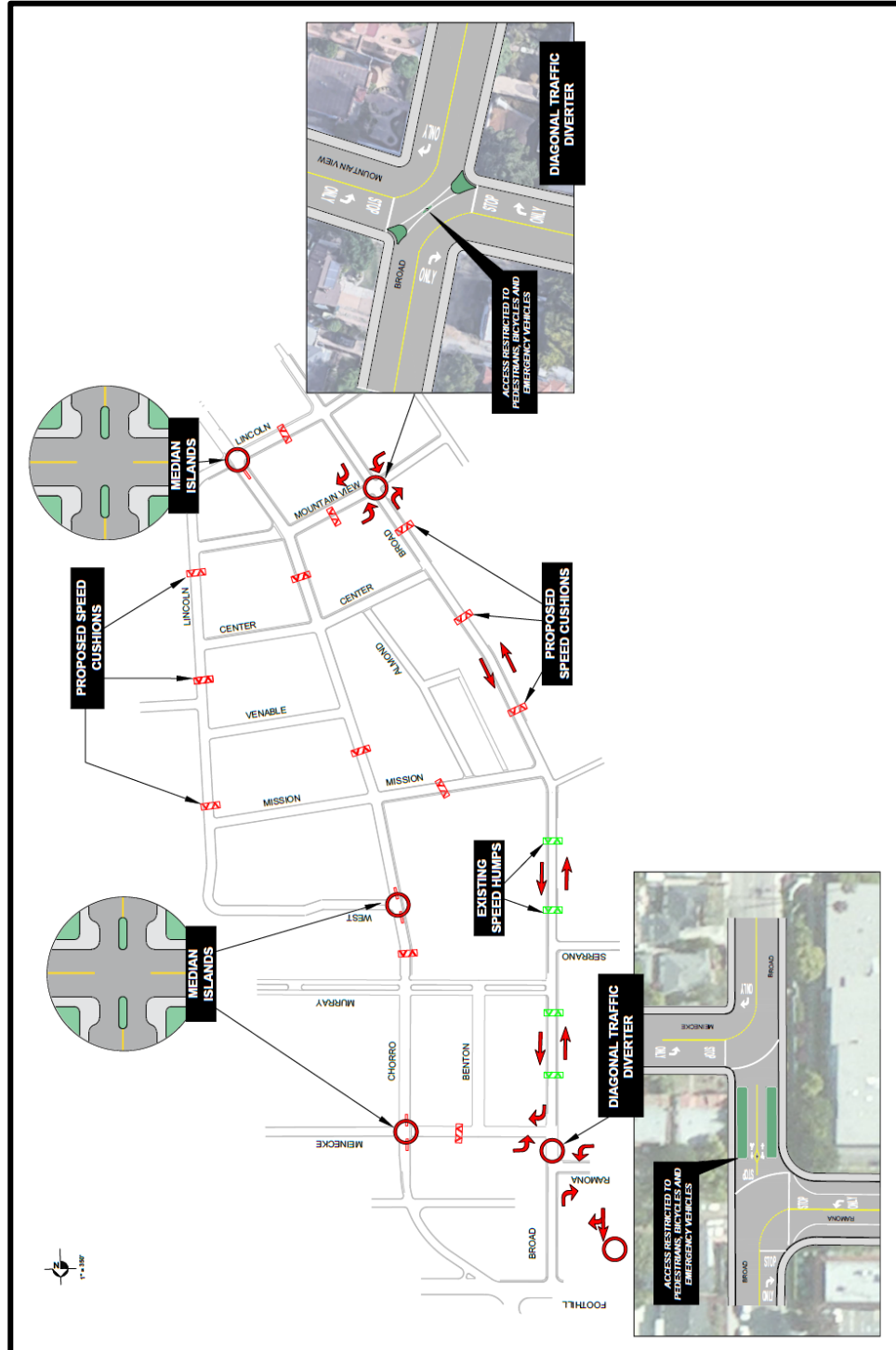


an option presented for consideration by a group of neighbors (“Anholm Neighbors United”). Neither options were recommended by staff for further consideration due to much higher diversion of traffic to adjacent streets or did not provide the thresholds for a shared bicycle street.

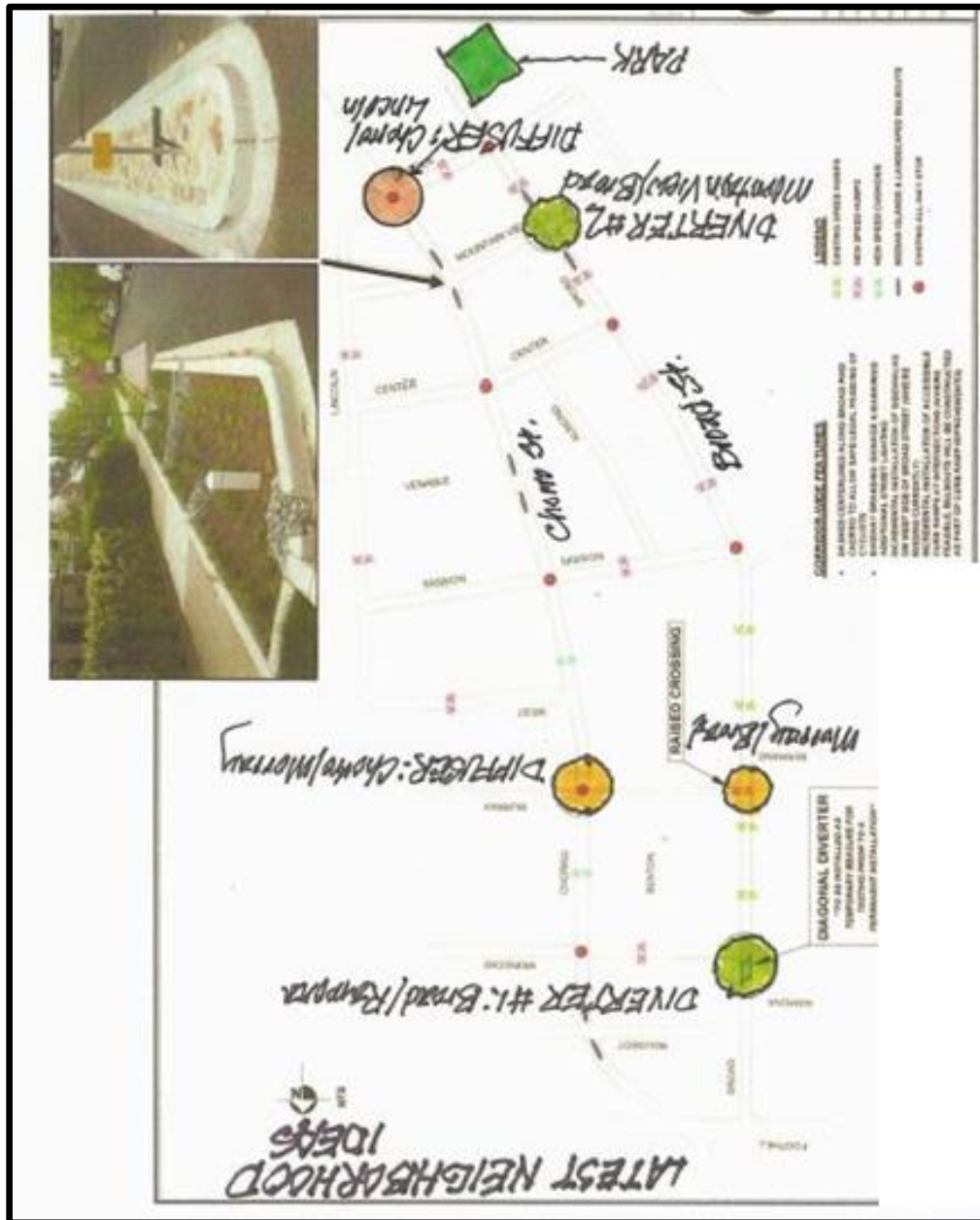
The staff-recommended design and the two other alternatives are shown in the attached staff presentation and are described as follows:



Single Diverter Alternative



Multiple Diverter Alternative



## Anholm Neighbors United Alternative



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

- Multiple residents of the Anholm neighborhood expressed opposition to physical traffic diversion in the neighborhood; would be open to considering a neighborhood-wide traffic calming program without diversion. Also, concerns about amending the Circulation Element to reclassify streets to allow higher traffic volume.
- Concern that project planning needs to consider potential traffic and other effects of planned and approved development projects in the vicinity of the Anholm Bikeway.
- Comments were given by Mr. T. Keith Gurnee representing a group called Anholm Neighbors United. He explained aspects of a concept they developed with traffic calming and diversion. The group has concerns for neighborhood access to the Foothill Plaza and stated that, ideally, they would prefer no change at all within the neighborhood.
- Some residents expressed support for protected bikeways and that it would not require reclassification of streets. One of several residents of this view included Mr. Garrett Otto representing a group called SLO Streets for All, who stated that protected bikeways are the best way to meet the City's bicycle mode share goals.

**Planning Commission Input:** Several commissioners expressed concern about diverting traffic from Broad Street to other local streets while also acknowledging the project goals for a low stress bikeway corridor and the Circulation Element goals for increased bicycle mode share. The commissioners also noted that the physical constraints of the streets in question present a challenging task when trying to balance preservation of current neighborhood characteristics while supporting the City's adopted multimodal policy goals. Ultimately, the Planning Commission passed a motion recommending that the City Council not amend the Circulation Element of the General Plan to reclassify the streets. Additionally, a motion was passed recommending support for a pilot program of traffic calming in-lieu of traffic diversion with a monitoring program to be reviewed after one year as well as consideration for pedestrian improvements.

Detailed Planning Commission meeting minutes will be available in draft form on the Planning Commission webpage meeting, which will be published at <https://www.slocity.org/government/advisory-bodies/agendas-and-minutes/planning-commission>. The staff PowerPoint presentation is included as an attachment.



**Next Steps:** Staff will present the proposed update to the Anholm Bikeway Plan with the preferred concept, and alternatives analysis along with input from the Community Design Charrette, the Active Transportation and Planning Commission at a City Council meeting on September 4, 2018. Similar to the Planning Commission meeting, the staff recommendation for the final plan will need to support a preferred concept consistent with the adopted Anholm Bikeway Plan, with traffic calming and a single diverter on Broad Street, with potential for installation of diversion as a temporary pilot project for testing. Staff will also present alternatives not consistent with the adopted Plan, such as the “traffic calming only” option supported by several Anholm residents and the ATC-recommended concept for protected bike lanes. Ultimately, the City Council will 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 (8/14/18 Planning Commission Meeting)**





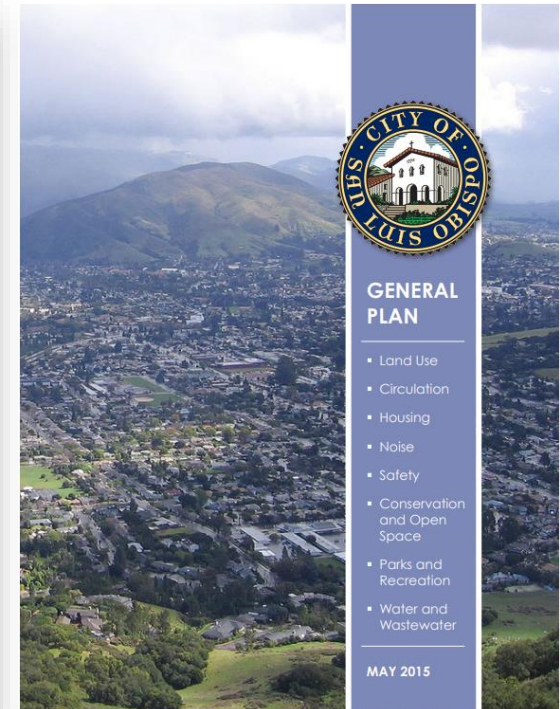
# Anholm Bikeway Plan

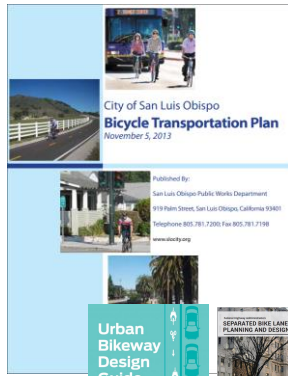
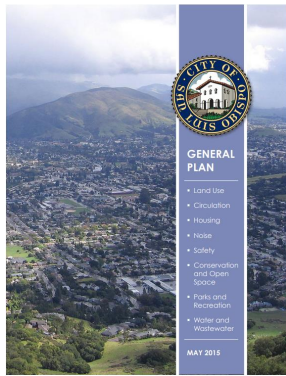
*Planning Commission - August 14, 2018*

Staff Presenters:

**Jake Hudson**, Transportation Manager

**Adam Fukushima**, Active Transportation Manager

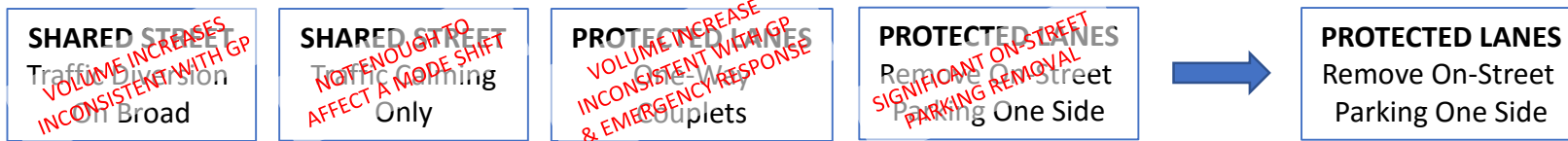




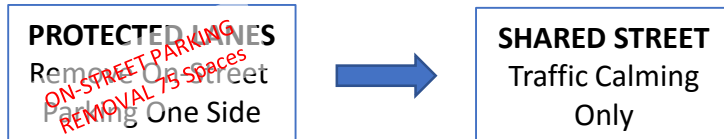
## Attachment A: Planning Commission Presentation

- Open Ended Online Forum
- Opinion Polling
- Community Input Meeting
- Design Charette
- Traffic Studies
- ATC Review July 20<sup>th</sup> 17': Protected Lanes

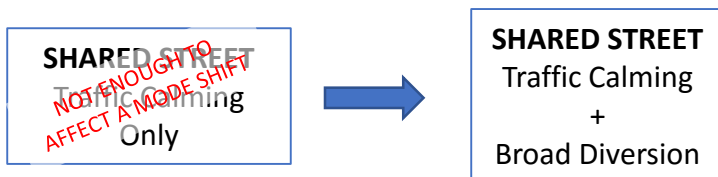
### August 15<sup>th</sup>, 2017 City Council Study Session



### February 6<sup>th</sup>, 2018 City Council Action



### April 10<sup>th</sup>, 2018 CC City Council Action



- Online Input Forum
- Opinion Polling
- Community Input Meeting
- Design Refinement
- Updated Traffic Studies & CEQA Findings
- ATC Review Jan 18<sup>th</sup> 18': Protected Lanes

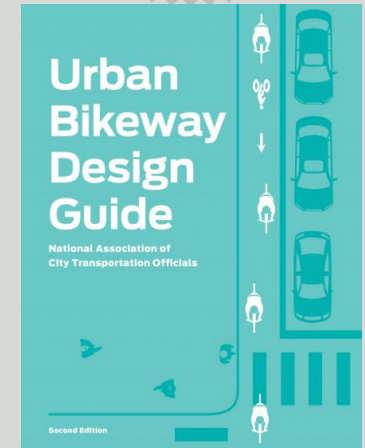
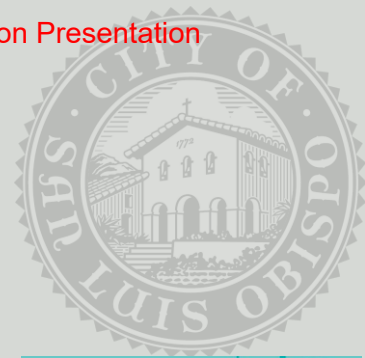
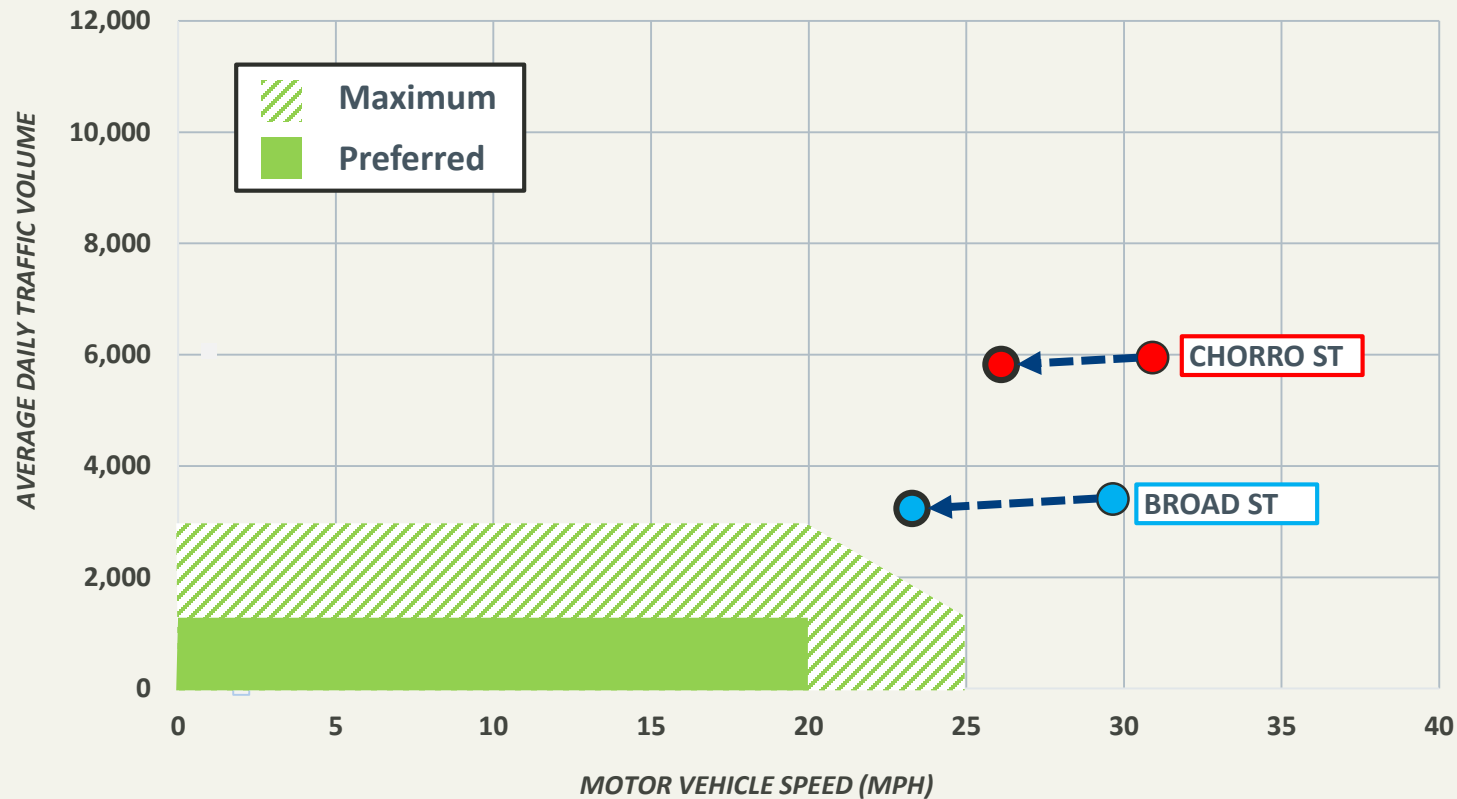


# Shared Street

Attachment A: Planning Commission Presentation

## Traffic Calming Only

SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET



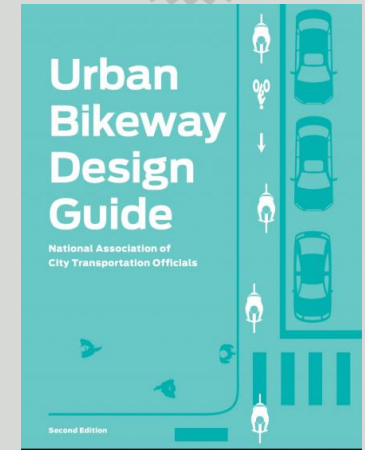
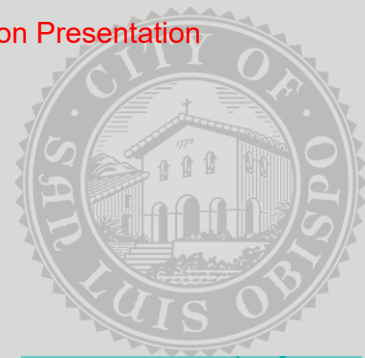
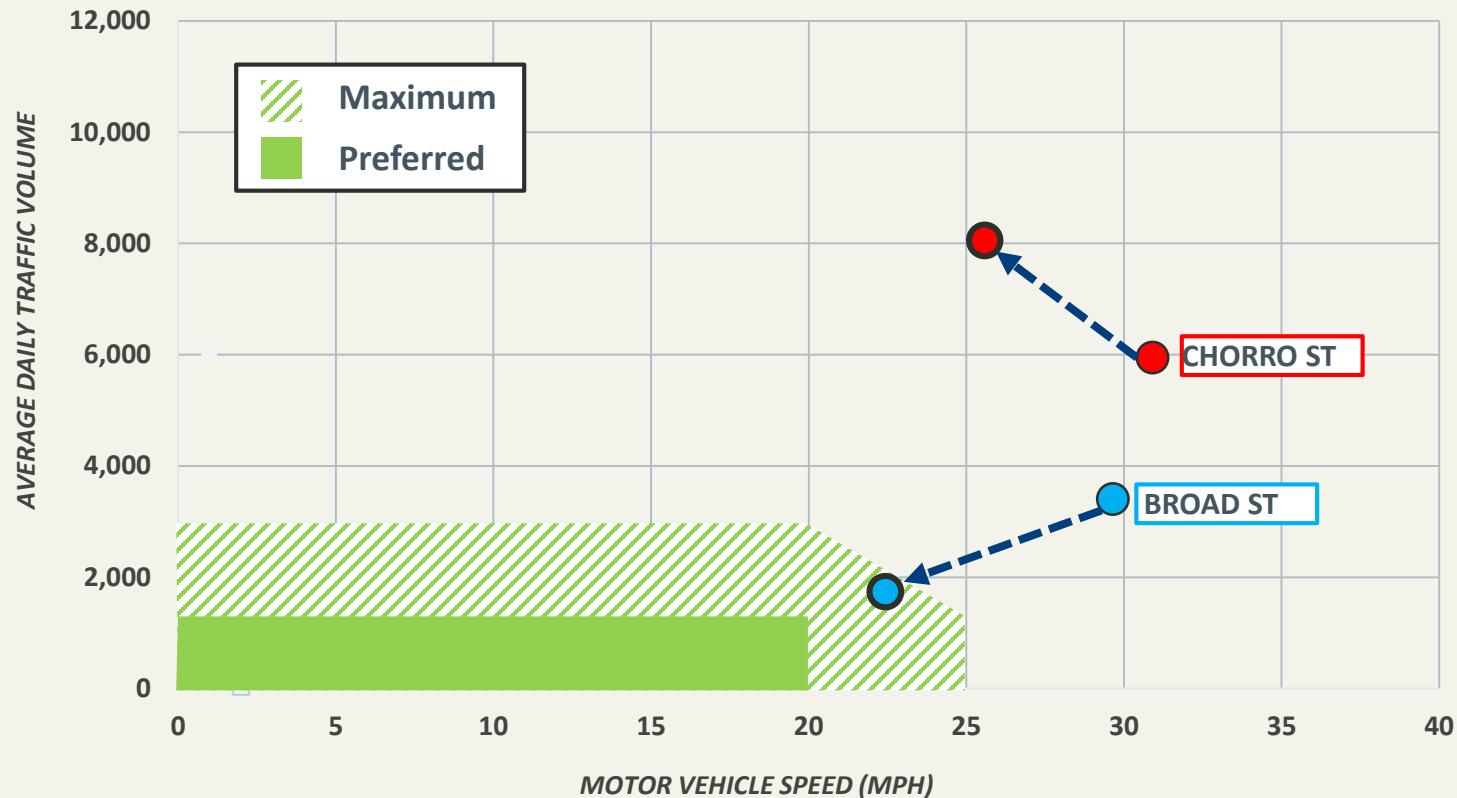
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# Shared Street

Attachment A: Planning Commission Presentation

## Traffic Calming + Traffic Diversion

SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET



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# Progress Since April 10, 2018 CC Meeting

- Community Design Charette
- Design Refinement Based on Feedback
- ATC Review May 17
- Updated Traffic Studies & Draft CEQA Findings
  - Including 2 Alternative Designs





# Community Design Charrette

Attachment A Planning Commission Presentation



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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

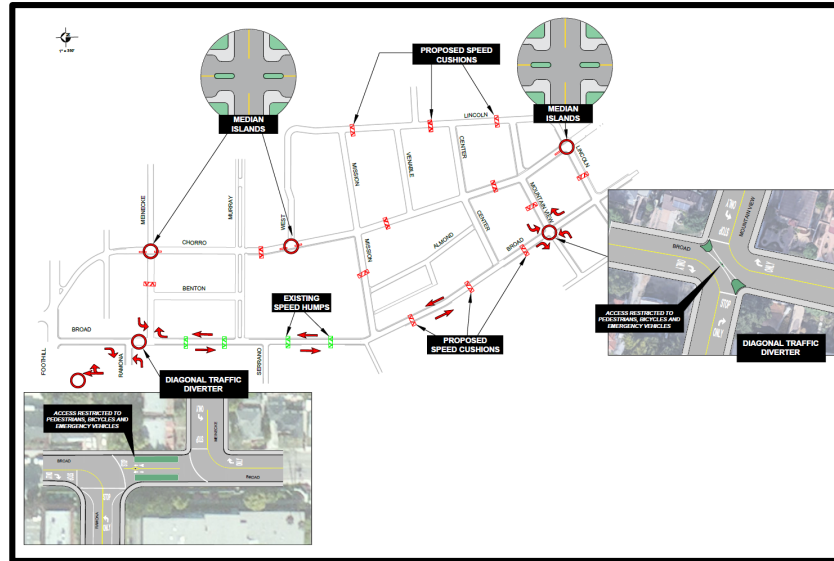




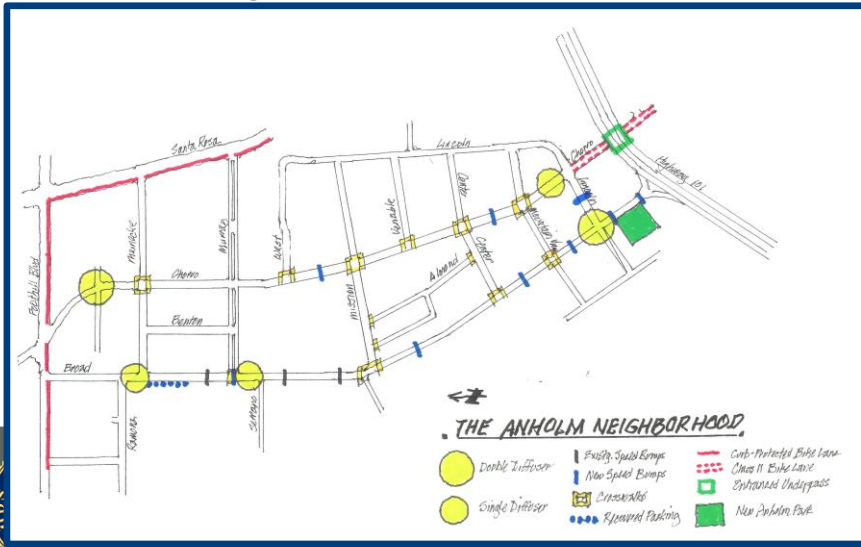
# Traffic Calming + Diverter Alternatives

Attachment A: Planning Commission Presentation

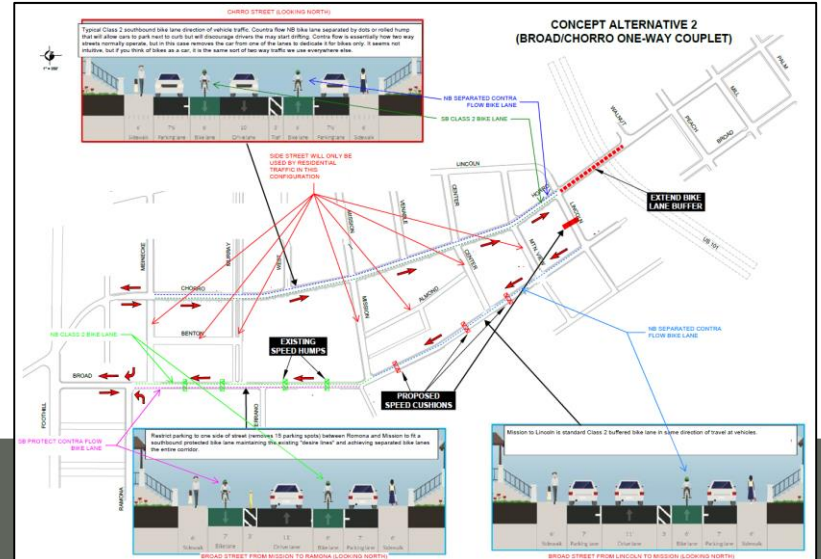
## Proposed Single Diverter



## Anholm Neighbors United Alternative



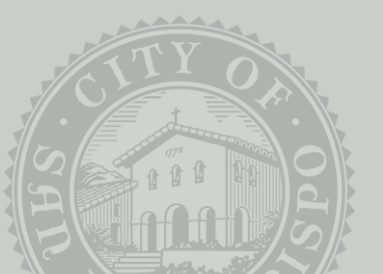
## Multiple Diverter Alternative



# Active Transportation Committee

- Following City Council direction on **April 10, 2018** to evaluate the “middle section” with traffic calming and diversion
- **May 17, 2018**, the ATC reviewed the proposed updates and unanimously reconfirmed recommendation of **July 2017** for: protected bike lanes on Chorro Street with the additional consideration for protected bike lanes on Broad via parking removal

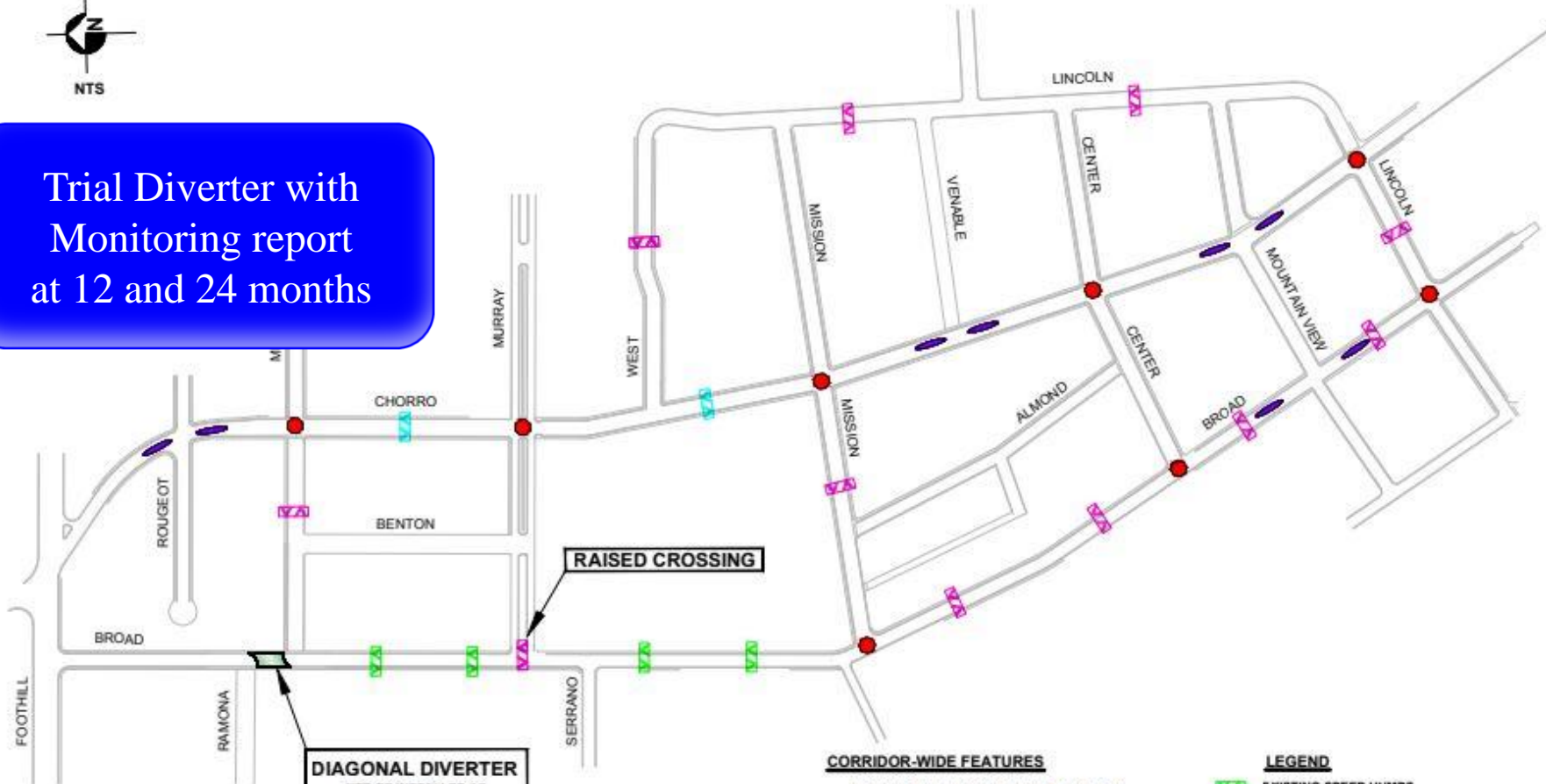




## Least Diversion Affect & Still Meets Bike Conditions



Trial Diverter with  
Monitoring report  
at 12 and 24 months



**DIAGONAL DIVERTER**  
"TO BE INSTALLED AS  
TEMPORARY MEASURE FOR  
TESTING PRIOR TO A  
PERMANENT INSTALLATION"

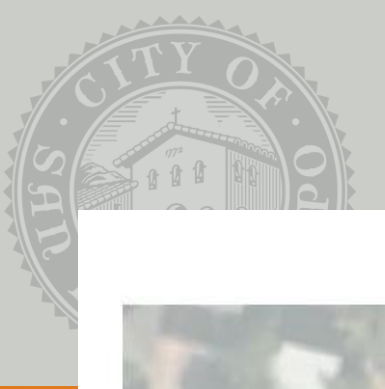
### CORRIDOR-WIDE FEATURES

- DASHED CENTERLINES ALONG BROAD AND CHORRO TO ALLOW SAFE/LEGAL PASSING OF CYCLISTS
- BIKEWAY BRANDING SIGNAGE & MARKINGS
- ADDITIONAL STREET LIGHTING
- INCREMENTAL INSTALLATION OF SIDEWALKS ON WEST SIDE OF BROAD STREET (WHERE MISSING CURRENTLY)
- INCREMENTAL INSTALLATION OF ACCESSIBLE CURB RAMPS AT INTERSECTIONS (WHERE FEASIBLE, BULBOUTS WILL BE CONSTRUCTED)

### LEGEND

- EXISTING SPEED HUMPS
- NEW SPEED HUMPS
- NEW SPEED CUSHIONS
- MEDIAN ISLANDS & LANDSCAPED BULBOUTS
- EXISTING ALL-WAY STOP



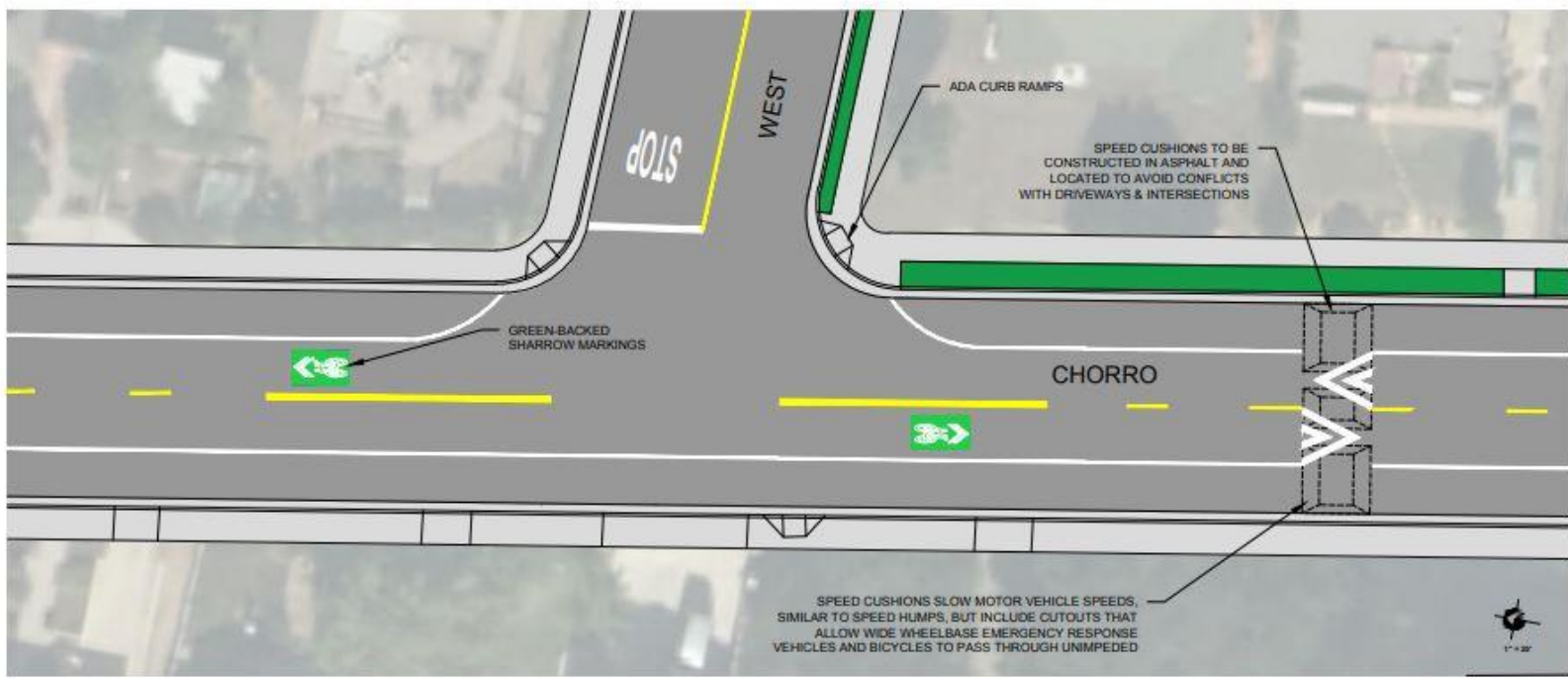


# Traffic Calming Elements

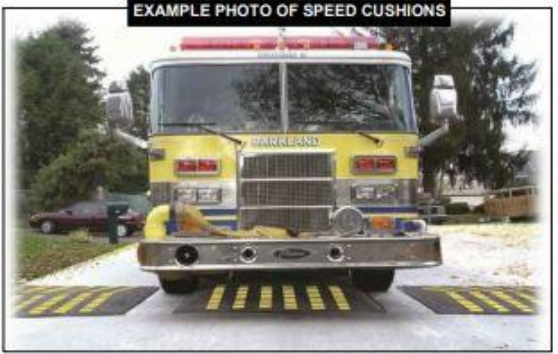
Attachment A Planning Commission Presentation

## Speed Humps & Speed Cushions

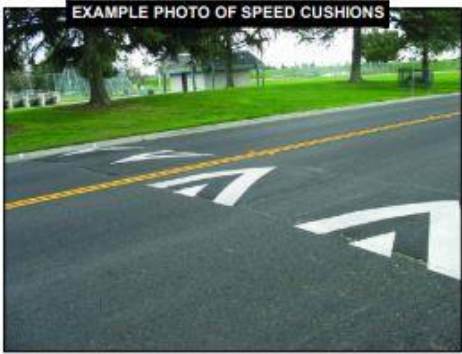
NOT FOR CONSTRUCTION. FINAL PLANS WILL BE PREPARED AT TIME OF CONSTRUCTION



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NOTE: CUSHIONS SHOWN IN EXAMPLE IMAGE ARE CONSTRUCTED OF MODULAR RUBBER DEVICES





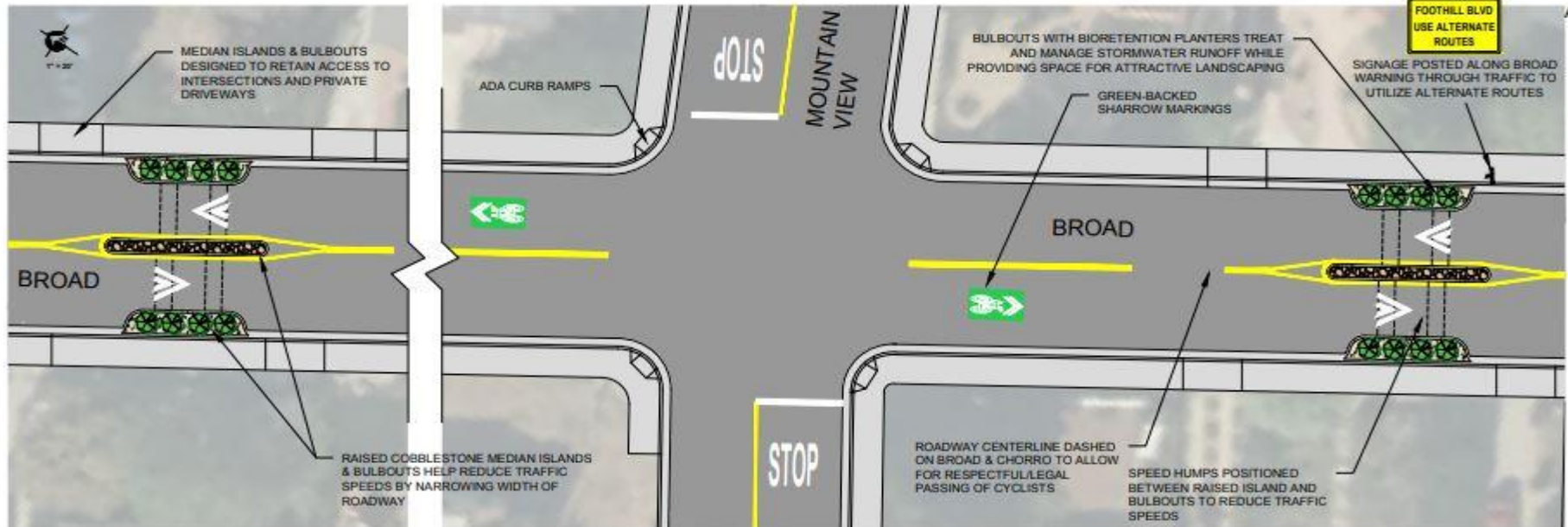


NOT FOR CONSTRUCTION. FINAL PLANS WILL BE PREPARED AT TIME OF CONSTRUCTION

# Traffic Calming Elements

Attachment A Planning Commission Presentation

## Medians & Bulbouts (“Diffusers”)



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# Traffic Diverter

Attachment A: Planning Commission Presentation

## Ultimate Configuration



\*\*\*NOTE: DIVERTER TO BE INSTALLED AS TEMPORARY MEASURE FOR TESTING PRIOR TO A PERMANENT INSTALLATION. ILLUSTRATIONS OF PERMANENT INSTALLATION SHOWN ABOVE ARE CONCEPTUAL AND PRELIMINARY IN NATURE. ULTIMATE DESIGN ELEMENTS ARE TO BE REFINED IN FURTHER DETAIL AND WILL CONSIDER SITE CONSTRAINTS AND FUNDING AVAILABILITY.\*\*\*

EXAMPLE PHOTOS OF PERMANENT BULBOUTS DESIGNED FOR STORMWATER TREATMENT



EXAMPLE PHOTO OF DIAGONAL TRAFFIC DIVERTER PERMANENT INSTALLATION



PILOT INSTALLATION TO BE CONSTRUCTED WITH MOVEABLE PLANTER BOXES, STAMPED/PAINTED ASPHALT AND OTHER LOWER-COST TEMPORARY TREATMENTS







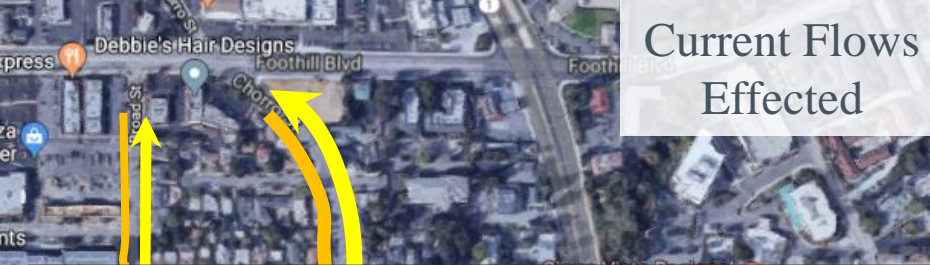
# Traffic Diverter

Attachment A: Planning Commission Presentation

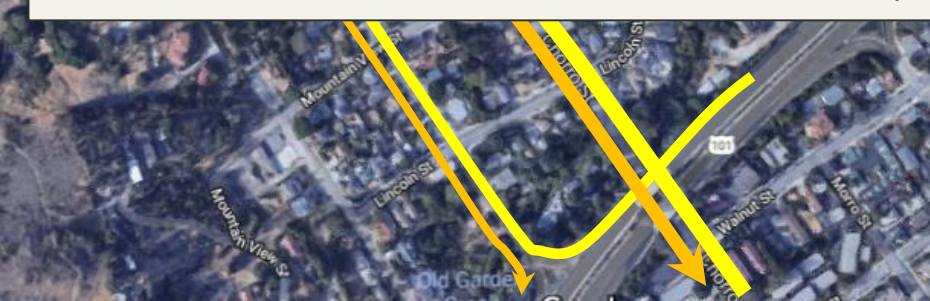
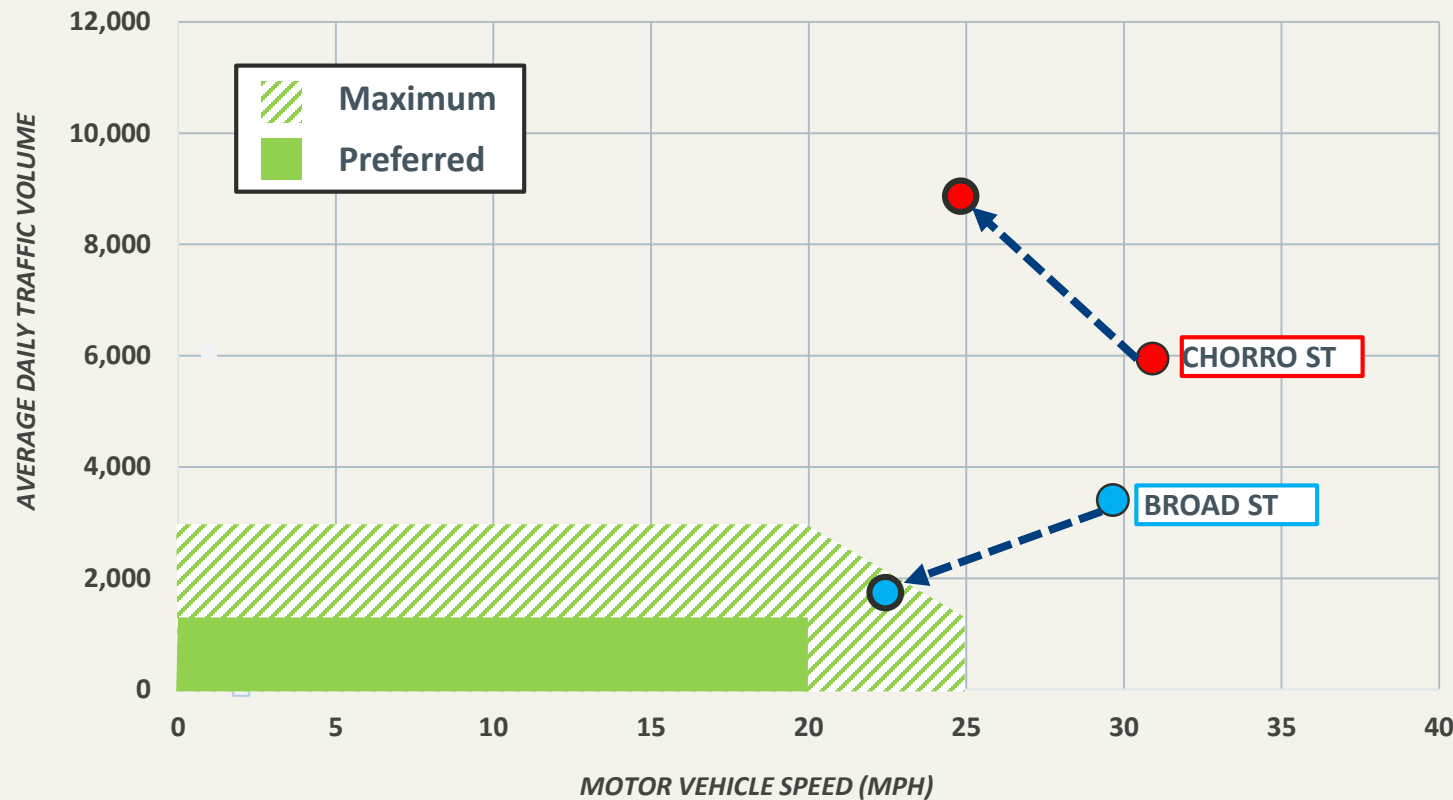
## 12-24 Month Trial Configuration







SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET





# Environmental Review Attachment A: Planning Commission Presentation

## Traffic Impact Study Findings

No Multimodal Level of Service Impacts

No Intersection Queueing or Capacity Impacts

## Emergency Services Assessment

No Impacts to Emergency Response

## CEQA Determination of Current Bikeway Plan

- Categorically Exempt

## CEQA Review Under Proposed Bikeway & General Plan Update

- No Additional or Changed Impacts

LUCE EIR Currently Establishes Chorro Volumes as a Class I Significant & Unavoidable Impact and made findings of overriding consideration.

- Addendum to GP EIR



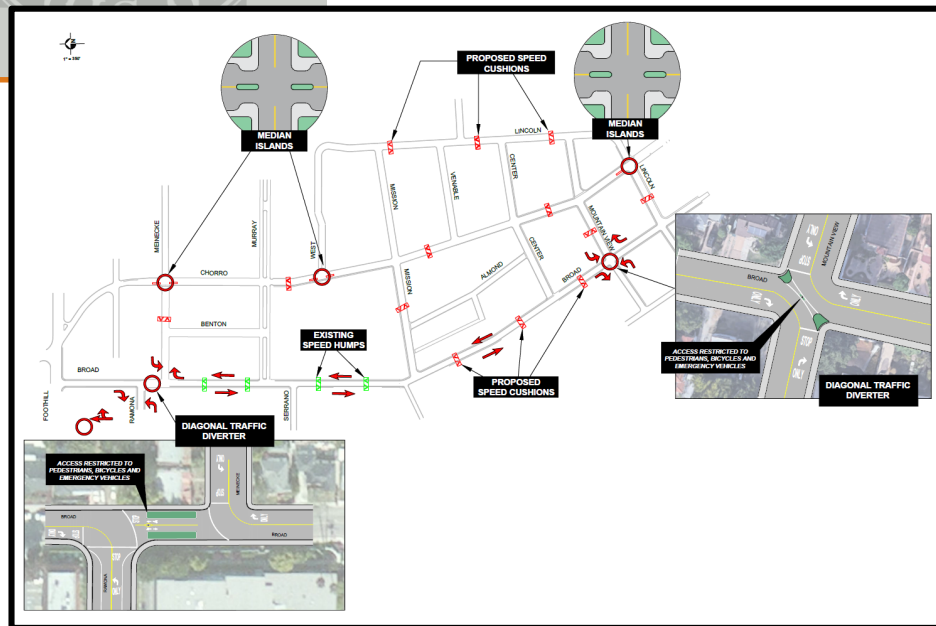




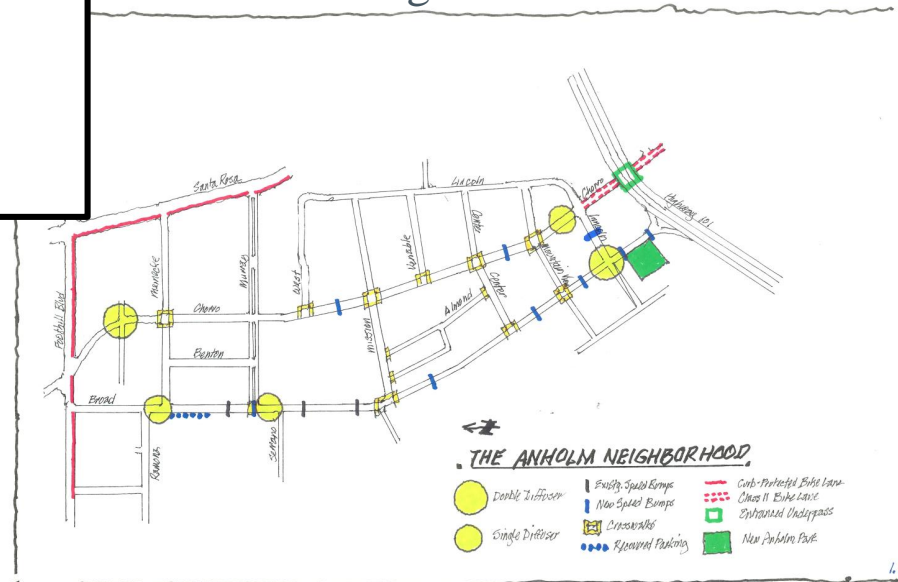
# Alternatives Analysis

Attachment A: Planning Commission Presentation

## Multiple Diverter Alternative



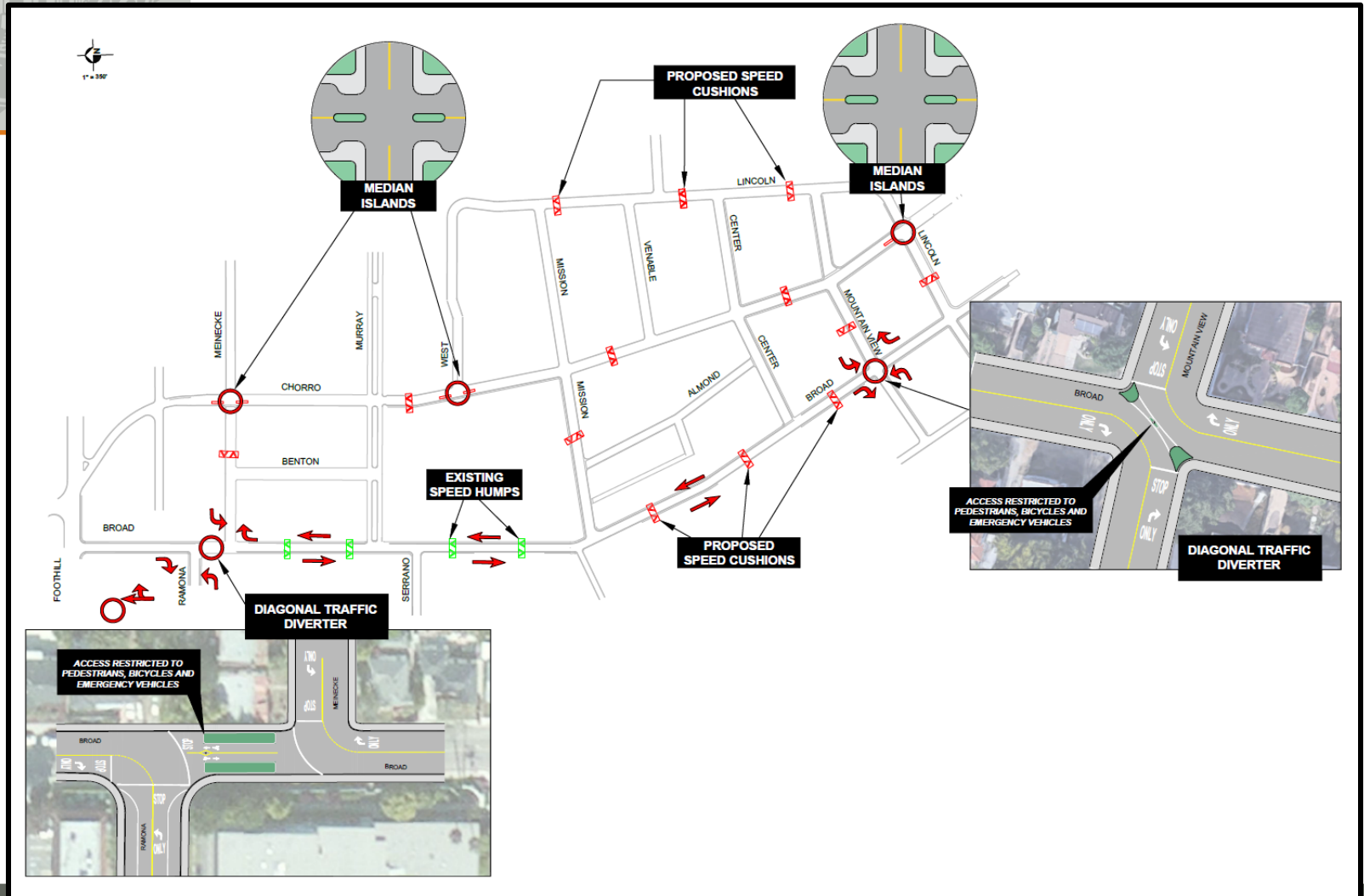
## Anholm Neighbors United Alternative



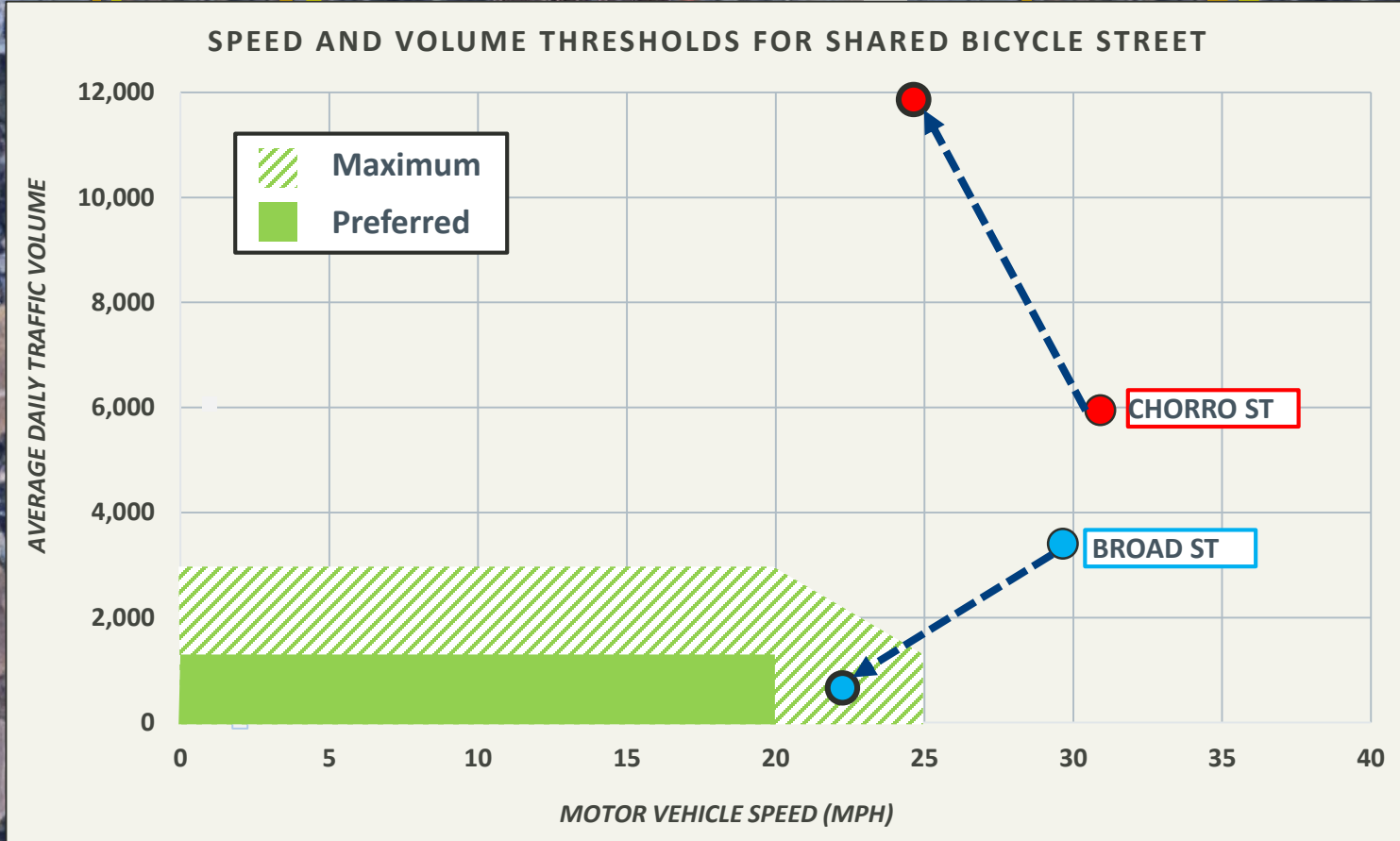
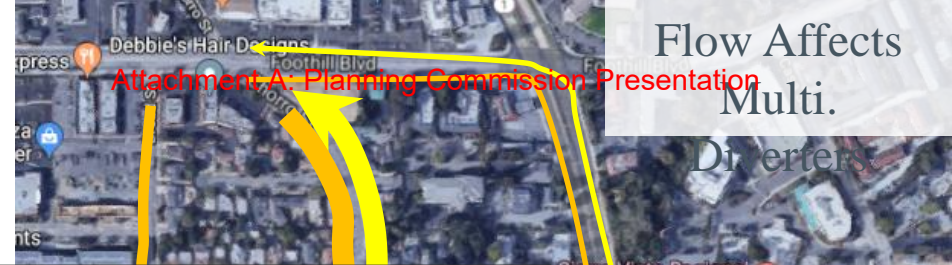
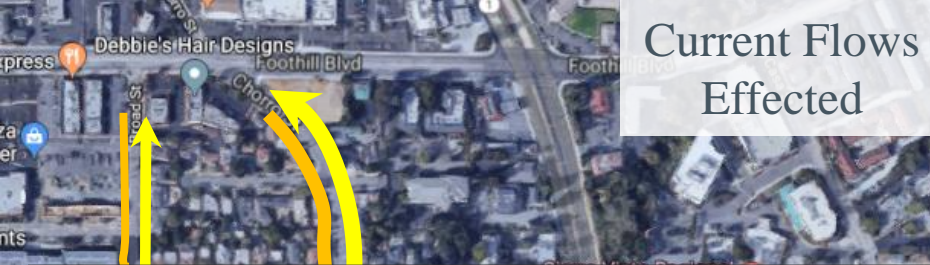
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# Multiple Divorter Alternative

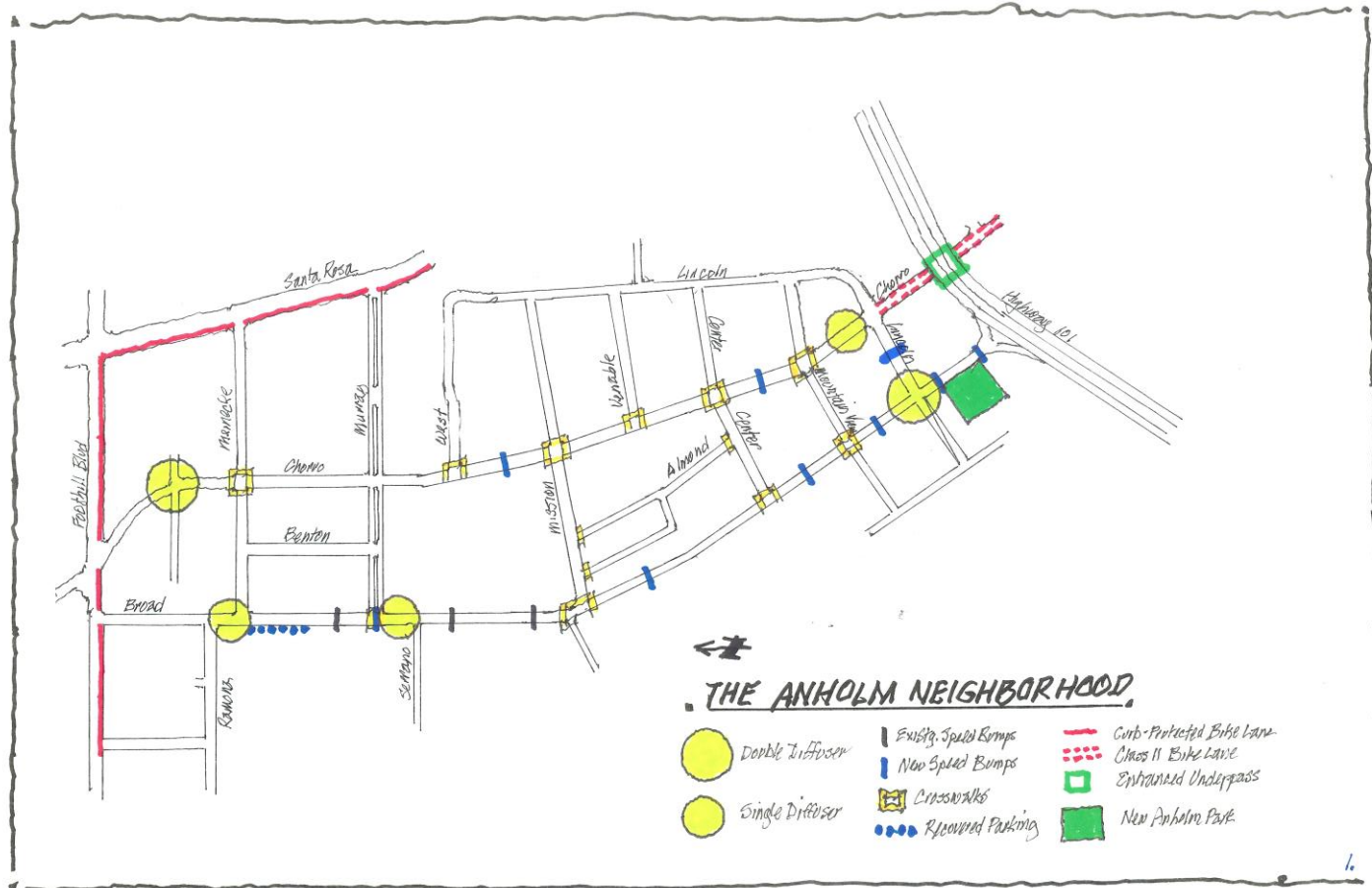
Attachment A: Planning Commission Presentation



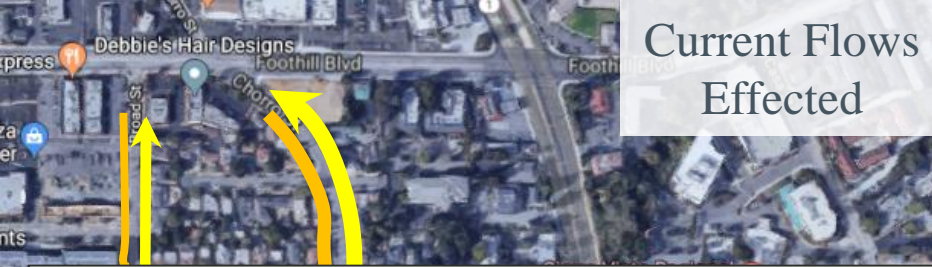
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# Anholm Neighbors United Alternative

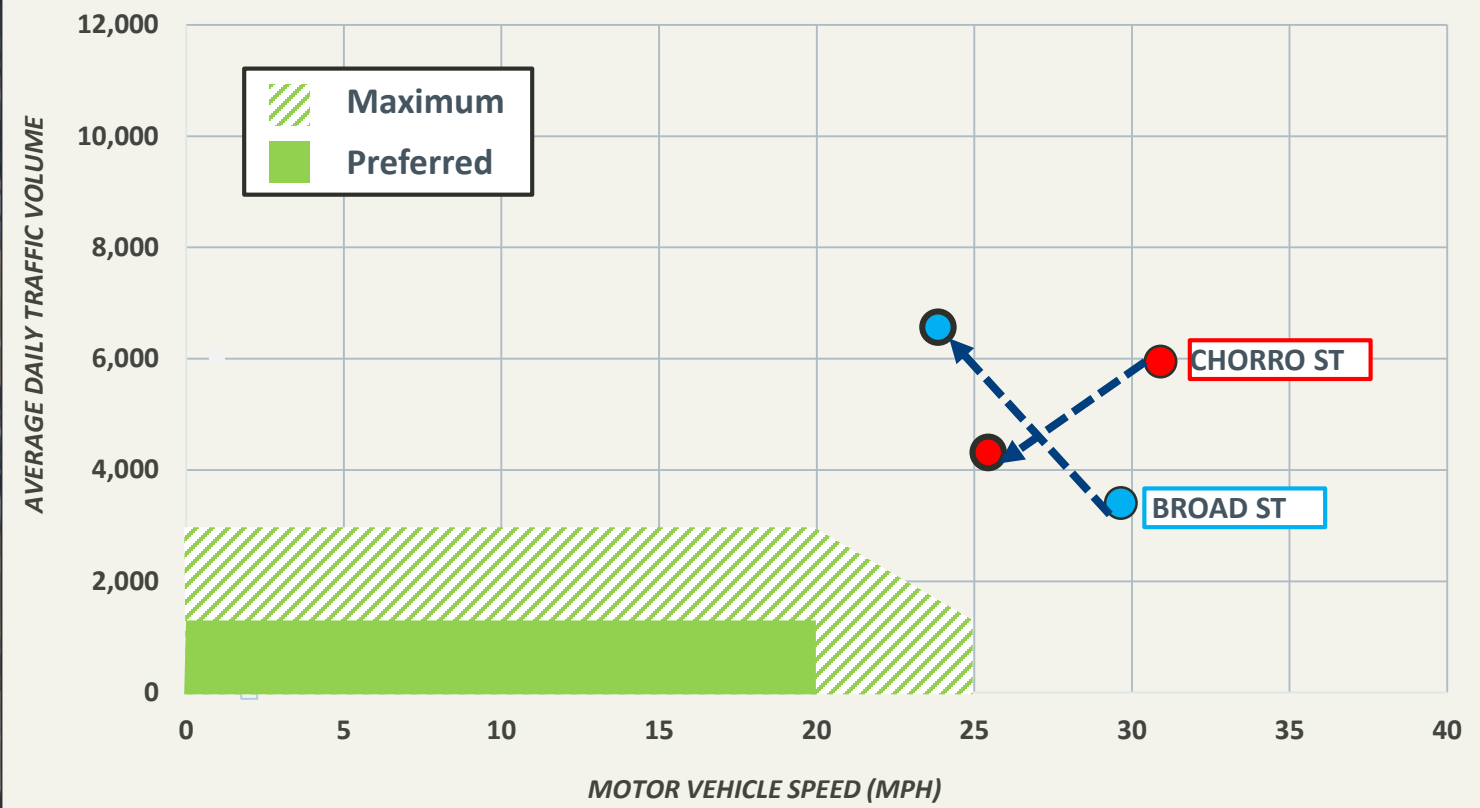




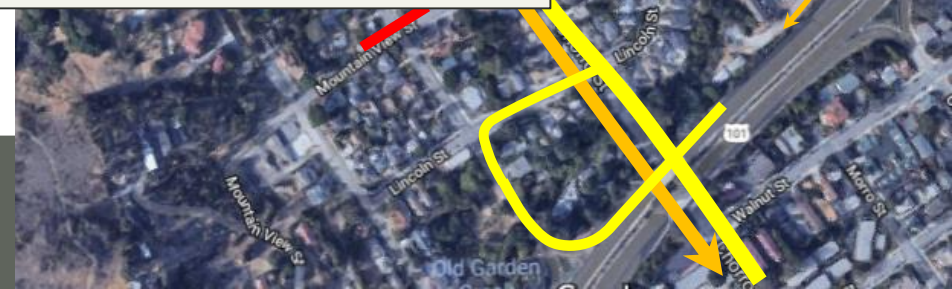
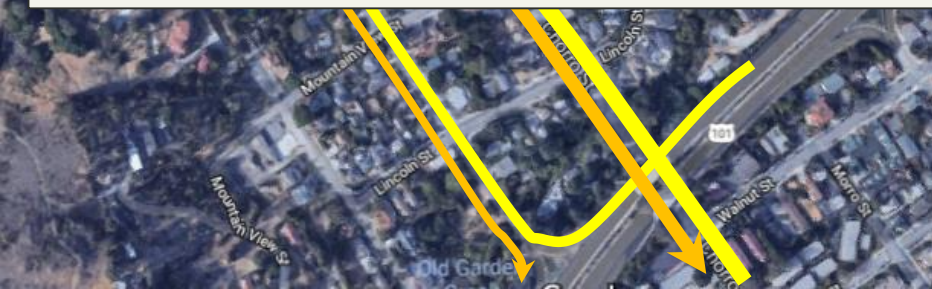


Attachment A: Planning Commission Presentation

SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET



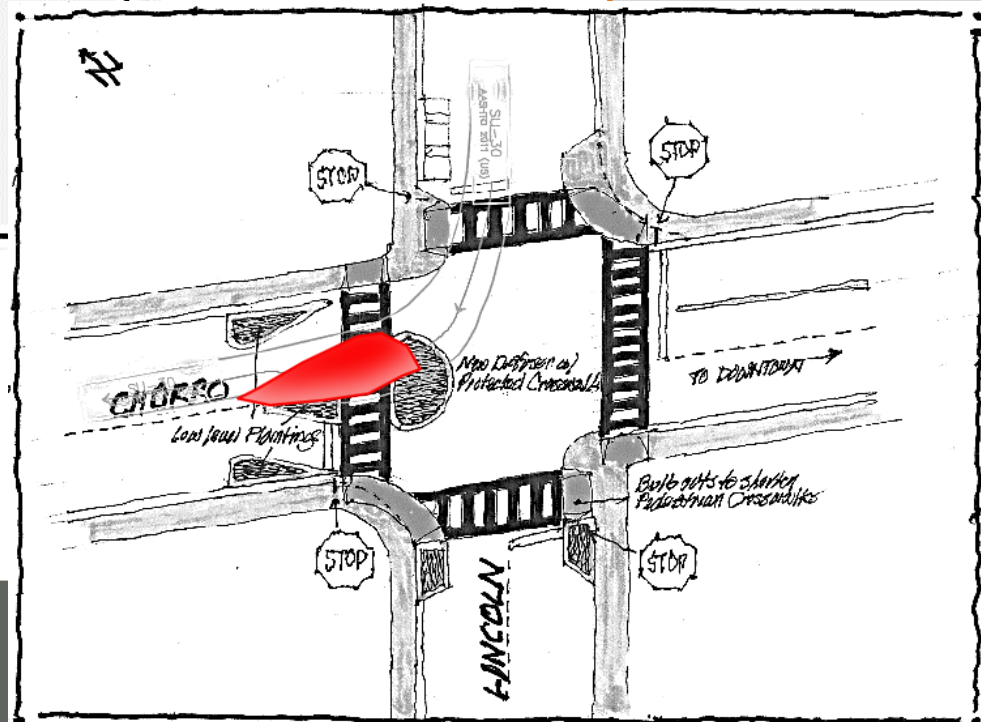
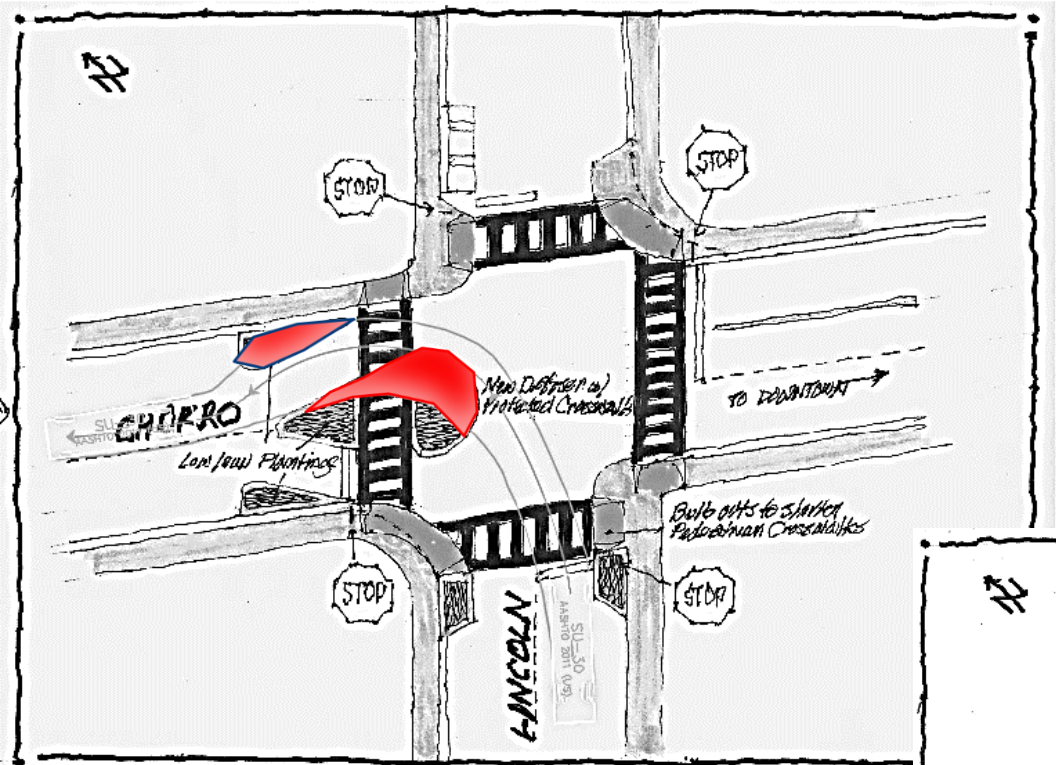
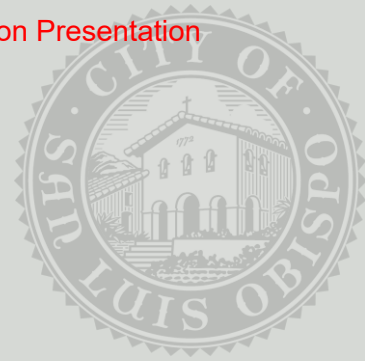
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# Turning Radius Conflicts

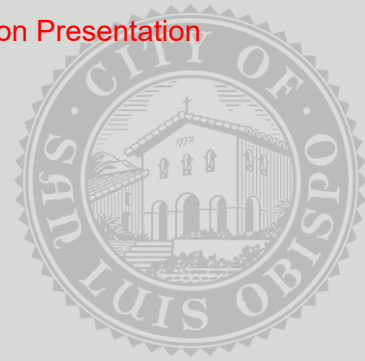
Attachment A: Planning Commission Presentation



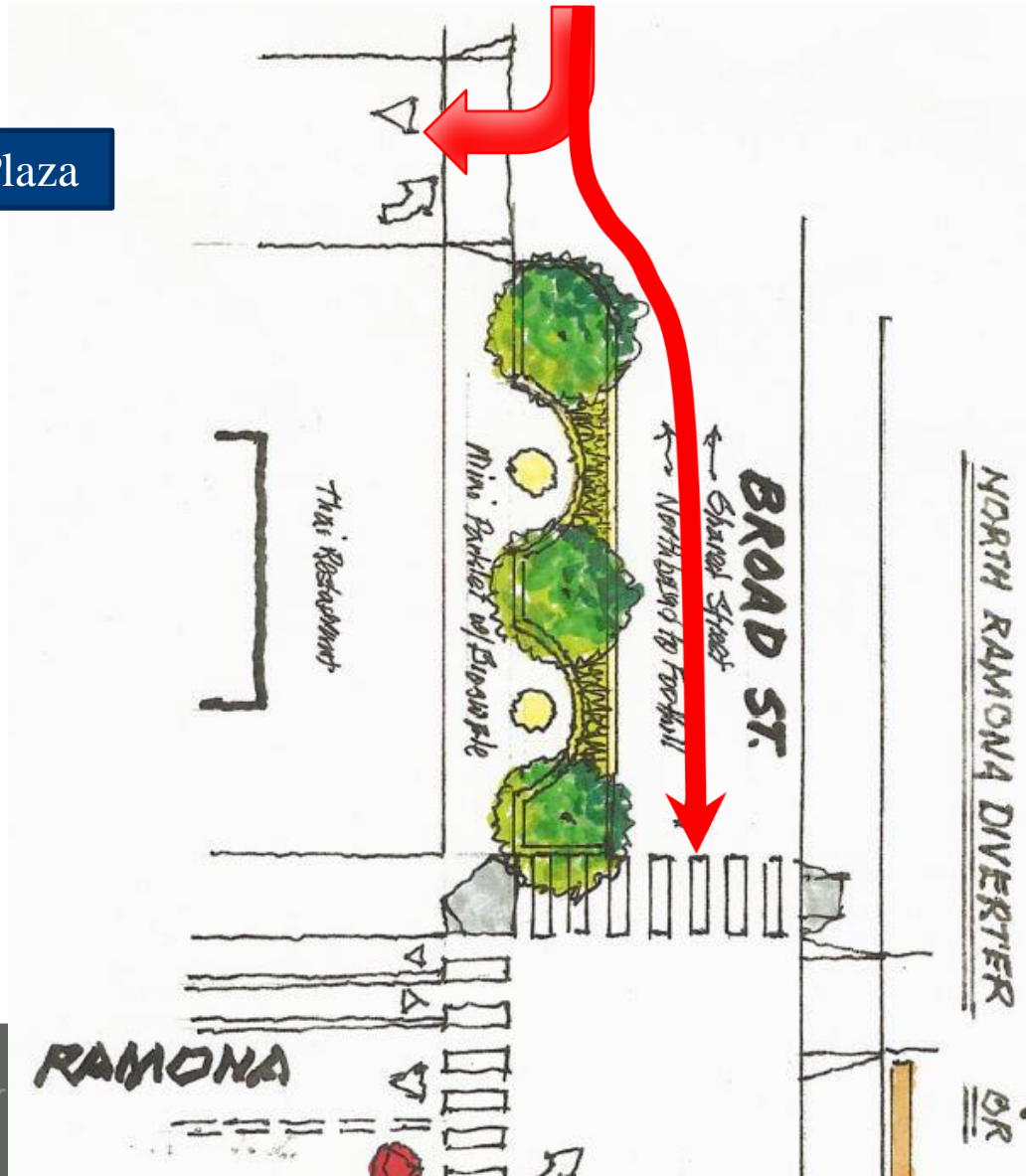
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# Private Property Conflicts Compliance & Enforcement

Attachment A: Planning Commission Presentation



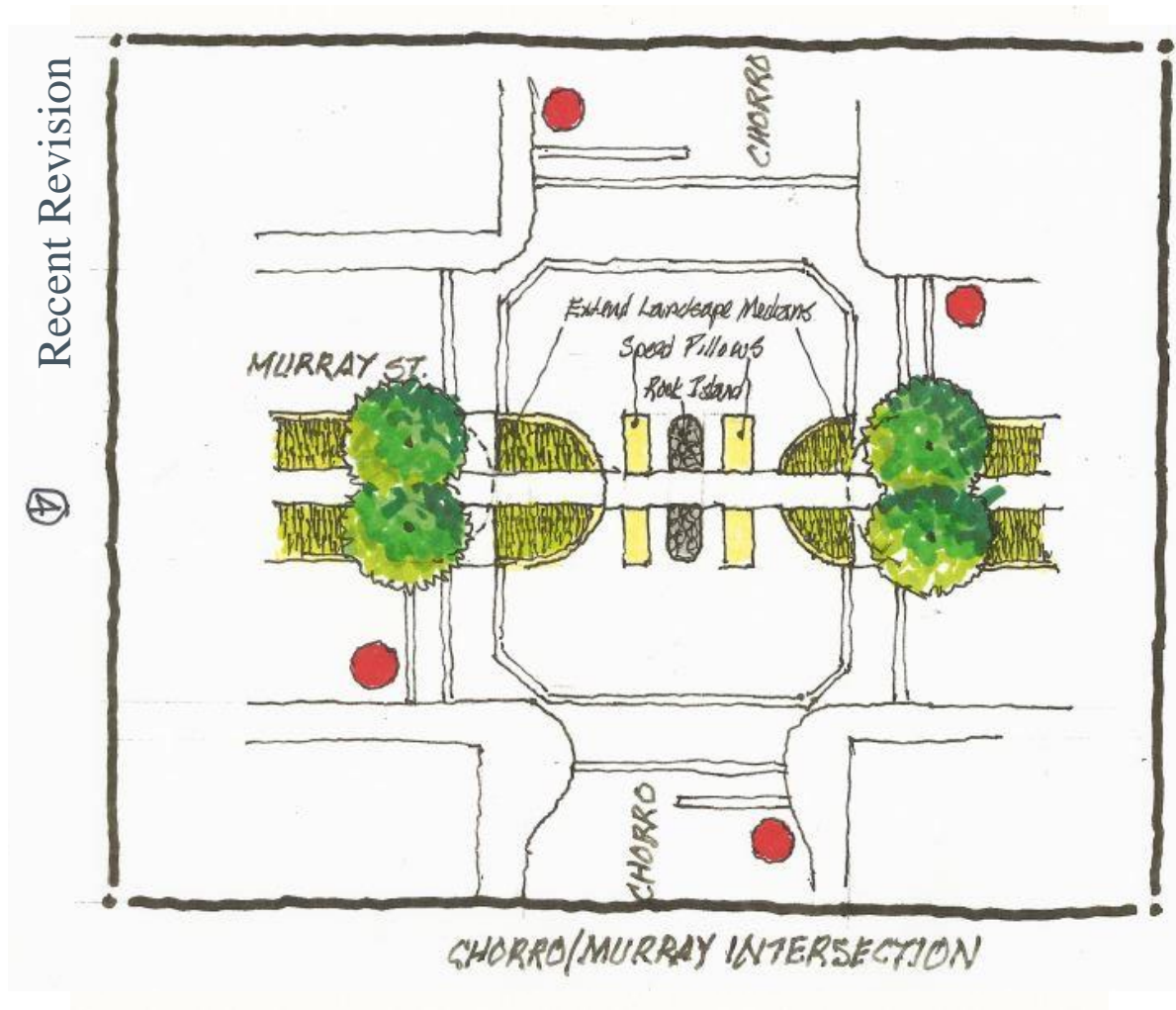
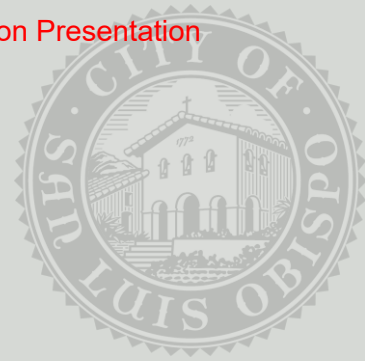
Foothill Plaza



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# Emergency Response Provisions & Compliance / Enforcement

Attachment A: Planning Commission Presentation



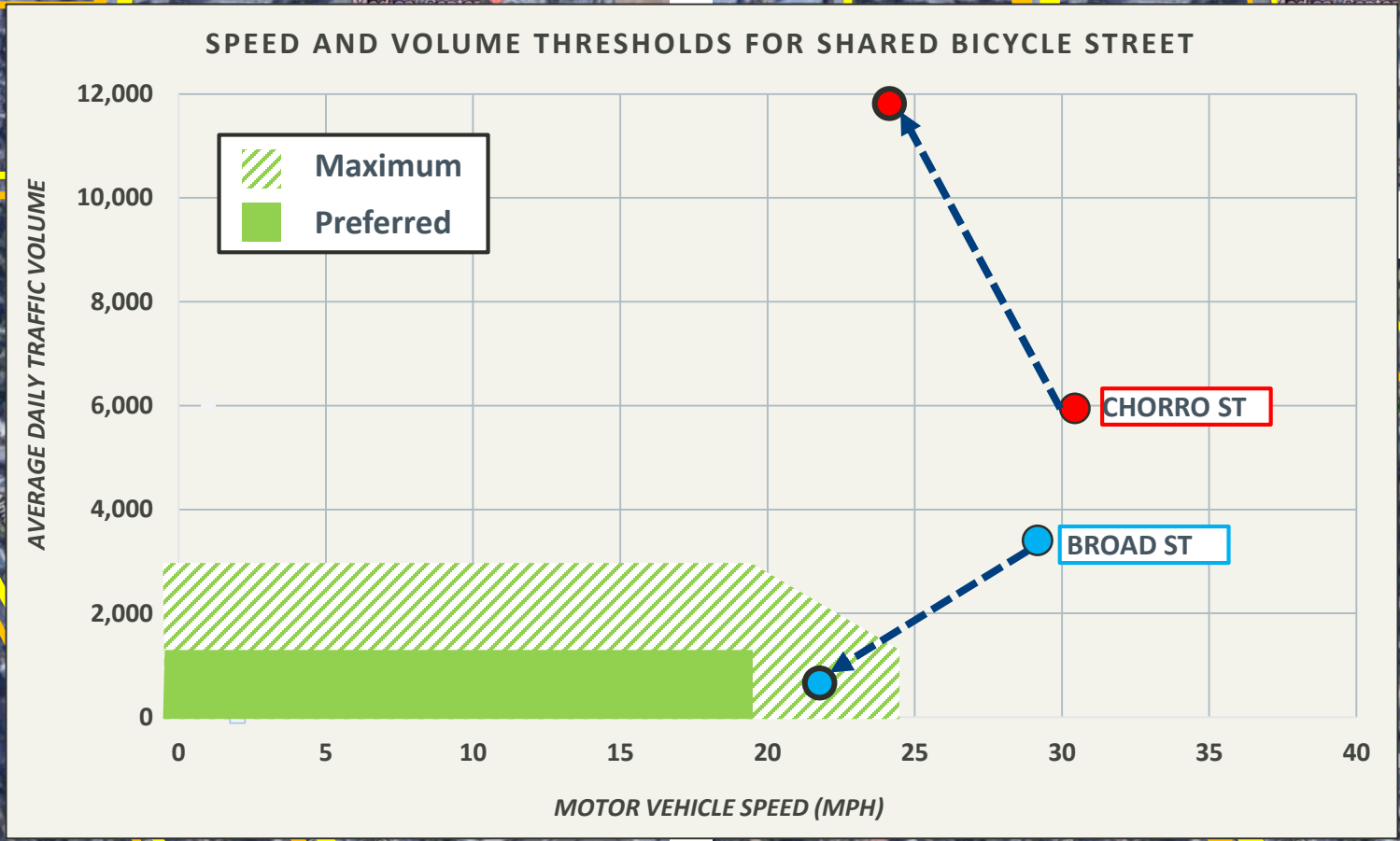
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Current Flows  
Effected

Flow Affects  
Neigh. Group

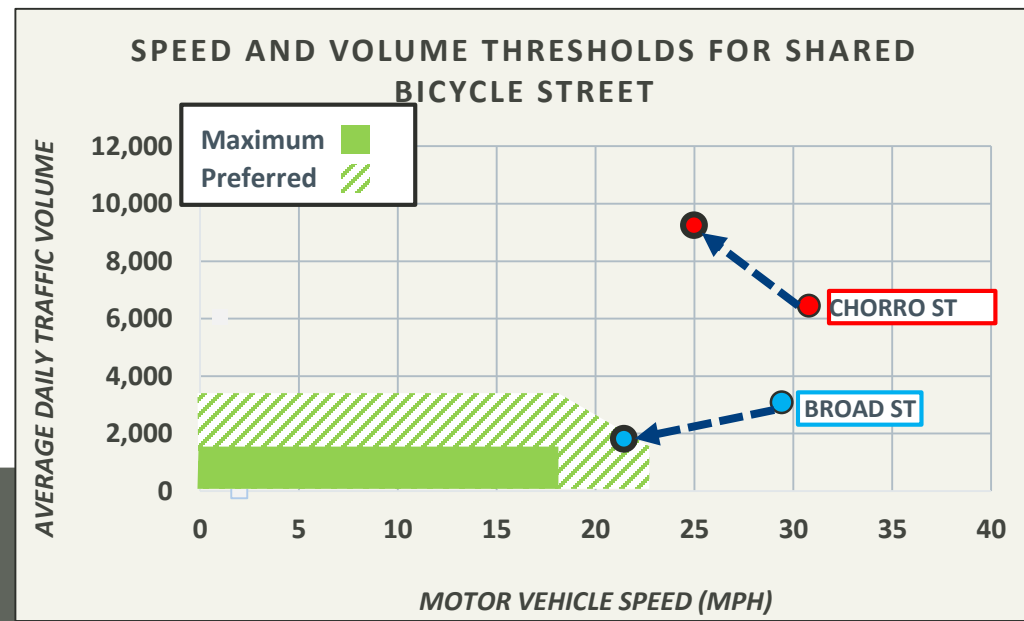
Attachment A: Planning Commission Presentation



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Is more traffic on Chorro and other streets acceptable in order to improve cycling conditions on Broad and foster a higher bicycle mode share?

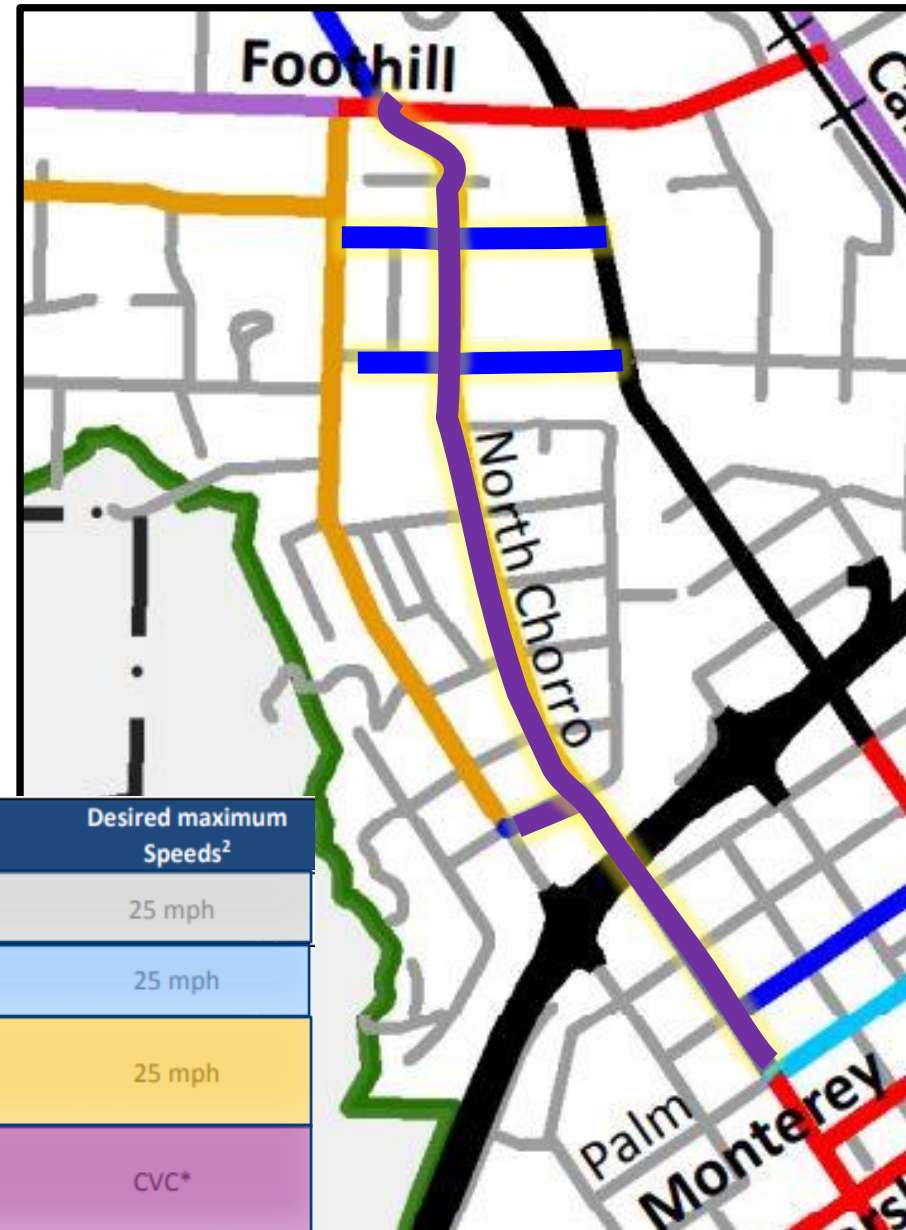




# What is the function of streets classification?

Attachment A: Planning Commission Presentation

- Determines eligibility for Neighborhood Traffic Management
- Determines structural section of roadway
- Policy Guidance on design of new roadways.
- Describes Character of Roadway



Descriptions <sup>1</sup> of Street Types	Maximum ADT/LOS	Desired maximum Speeds <sup>2</sup>
<b>Local Residential Streets</b> directly serve residential development that front them and channel traffic to minor and major residential collector streets.	1,500	25 mph
<b>Residential Collector Streets (Minor)</b> collect traffic from residential areas and channel it to arterials.	3,000	25 mph
<b>Residential Collector Streets (Major)</b> collect traffic from neighborhood commercial, high density residential and residential areas and channel it to arterials.	5,000	25 mph
<b>Residential Arterials</b> are bordered by residential property where preservation of neighborhood character is as important as providing for traffic flow and where speeds should be controlled.	LOS D	CVC*

# Staff Recommendation

*Adopt a resolution recommending that if City Council approves the installation of traffic diversion on Broad Street, the Circulation Element of the General Plan be amended to:*

1. Reclassify Chorro (Foothill to Palm) & Lincoln (Chorro to Broad) from Residential Collectors to Residential Arterials; and
2. Reclassify Meinecke & Murray (Broad to Santa Rosa) from Local Streets to Residential Collectors (Minor); and
3. Adopt the proposed addendum to the Landuse & Circulation Element (LUCE) Update EIR.





# Addendum to the Circulation Element EIR

- Proposed changes to the Circulation Element do not create new impacts or the severity of those identified in the EIR*



# Next Step

City Council Hearing on September 4, 2018

