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 10th Community Design Charrette, including prevalent comments provided by neighborhood residents, including general neighborhood opposition to physical traffic diversion.
- Summary of the May 17th 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
**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](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
August 15th, 2017 City Council Study Session

- Open Ended Online Forum
- Opinion Polling
- Community Input Meeting
- Design Charette
- Traffic Studies
- ATC Review July 20th, 17’: Protected Lanes

February 6th, 2018 City Council Action

- Online Input Forum
- Opinion Polling
- Community Input Meeting
- Design Refinement
- Updated Traffic Studies & CEQA Findings
- ATC Review Jan 18th, 18’: Protected Lanes

April 10th, 2018 CC City Council Action

- Traffic Calming Only
- Broad Diversion

Attachment A: Planning Commission Presentation

- Open Ended Online Forum
- Opinion Polling
- Community Input Meeting
- Design Charette
- Traffic Studies
- ATC Review July 20th, 17’: Protected Lanes
Shared Street

Traffic Calming Only

SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET

<table>
<thead>
<tr>
<th>AVERAGE DAILY TRAFFIC VOLUME</th>
<th>MOTOR VEHICLE SPEED (MPH)</th>
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Maximum

Preferred

CHORRO ST

BROAD ST

Attachment A: Planning Commission Presentation
Shared Street

Traffic Calming + Traffic Diversion

SPEED AND VOLUME_THRESHOLDS FOR SHARED BICYCLE STREET

**Motor Vehicle Speed (MPH)**

**Average Daily Traffic Volume**

- **Maximum**
- **Preferred**

**Locations**

- **Chorro St**
- **Broad St**
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.
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
Charrette Input

• General opposition to traffic diverters of any type/location
  o 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

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
Proposed Project

Least Diversion Affect & Still Meets Bike Conditions

Trial Diverter with Monitoring report at 12 and 24 months
Traffic Calming Elements

Speed Humps & Speed Cushions

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

**GREEN-BACKED SHARROW MARKINGS**

**ADD CURB RAMPS**

**SPEED CUSHIONS TO BE CONSTRUCTED IN ASPHALT AND LOCATED TO AVOID CONFLICTS WITH DRIVEWAYS & INTERSECTIONS**

**SPEED CUSHIONS SLOW MOTOR VEHICLE SPEEDS, SIMILAR TO SPEED HUMPS, BUT INCLUDE CUTOUTS THAT ALLOW WIDE WHEELBASE EMERGENCY RESPONSE VEHICLES AND BICYCLES TO PASS THROUGH UNIMPEDED**

**EXAMPLE PHOTO OF SPEED CUSHIONS**

Note: Cushions shown in example image are constructed of modular rubber devices.
Traffic Calming Elements

Medians & Bulbouts ("Diffusers")

- Median Islands & Bulbouts designed to retain access to intersections and private driveways.
- Raised cobblestone median islands & bulbouts help reduce traffic speeds by narrowing width of roadway.
- Bulbouts with bioretention planters treat and manage stormwater runoff while providing space for attractive landscaping.
- Green-backed sharrow markings.
- Roadway centerline dashed on Broad & Chorro to allow for respectful legal passing of cyclists.
- Speed humps positioned between raised island and bulbouts to reduce traffic speeds.
- Signage posted along Broad warning through traffic to utilize alternate routes.
- Example photos of bulbouts designed for stormwater treatment.
- Example photo of city standard cobblestone median island.
Traffic Diverter
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.
Attachment A: Planning Commission Presentation

Traffic Diverter

12-24 Month Trial Configuration
SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET

- **Maximum**
- **Preferred**

Current Flows Effected

Proven Proj.

- 65%
- +15%
- +20%
- +1%
- 55%

AVERAGE DAILY TRAFFIC VOLUME

MOTOR VEHICLE SPEED (MPH)

SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET

- **CHORRO ST**
- **BROAD ST**

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

Multiple Diverter Alternative

Anholm Neighbors United Alternative
Multiple Diverter Alternative
Current Flows Effected

Flow Affects Multi.

- Flow - 85% + 90% + 1% + 21%

AVERAGE DAILY TRAFFIC VOLUME

MOTOR VEHICLE SPEED (MPH)

SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET

- Maximum
- Preferred

CHORRO ST

BROAD ST

Attachment A: Planning Commission Presentation
Anholm Neighbors United Alternative
Current Flows Effected

**Flow Affects Neigh. Group**

- **Affected Flow:**
  - Current Flows
  - Effected Flows

**AVERAGE DAILY TRAFFIC VOLUME**

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<th>Speed and Volume Thresholds for Shared Bicycle Street</th>
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**MOTOR VEHICLE SPEED (MPH)**

- **Maximum**
- **Preferred**

**Attachment A: Planning Commission Presentation**
 Turning Radius Conflicts

Attachment A: Planning Commission Presentation
Private Property Conflicts
Compliance & Enforcement

Attachment A: Planning Commission Presentation
Emergency Response Provisions & Compliance / Enforcement

Recent Revision

Attachment A: Planning Commission Presentation
Current Flows Effected

Flow Affects Neigh. Group

Attachment A: Planning Commission Presentation

**SPEED AND VOLUME THRESHOLDS FOR SHARED BICYCLE STREET**

- **Maximum**
- **Preferred**

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- **BROAD ST**
- **CHORRO ST**

+21%
Policy Question

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?

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

<table>
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<th>Descriptions of Street Types</th>
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<th>Desired maximum Speeds</th>
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<td>Residential Collector Streets (Major)</td>
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<tr>
<td>Residential Arterials</td>
<td>LOS D</td>
<td>CVC*</td>
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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.
City Council Hearing on September 4, 2018