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Mayor Pro Tem Versaw
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CONSULTANT ASSISTANCE (R658CE001)
Martin R Inouye – OMNI-MEANS Engineers & Planners
Ravi Narayanan, P.E. – OMNI-MEANS Engineers & Planners

General Plan Elements

<table>
<thead>
<tr>
<th>Element Title</th>
<th>Adoption or Last Major Revision Date</th>
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<tr>
<td>Land Use</td>
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<td>12/15/03</td>
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<td>Circulation</td>
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<td>Open Space and Conservation</td>
<td>08/06/73</td>
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<td>Parks and Recreation</td>
<td>03/07/05</td>
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<td>06/21/93</td>
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<tr>
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<td>11/02/81</td>
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<td>Seismic/Safety</td>
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CITY OF GROVER BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
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Level of Service Concept
I INTRODUCTION

1.1 PURPOSE AND LEGISLATIVE AUTHORITY

The purpose of the City’s General Plan Circulation Element is to guide the growth and expansion of transportation and circulation facilities within the City’s planning area. The intent of the Element is to coordinate the expansion of the City’s circulation system with the land use changes and growth of the community over the next 20 years so that good travel flow conditions can be maintained. The following is an excerpt from the General Plan Guidelines published by the Office of Planning and Research, 1982.

*Government Code Section 65302(b):* "A Circulation Element consisting of the general location and extent of existing and proposed major thorough-fares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the General Plan."

Since the Circulation Element was first required by State law in 1955, transportation technology and needs in California have changed greatly, with the emphasis today on the development of a balanced, multi-modal transportation system. The policies and plan proposals of the Circulation Element should:

1. Coordinate the transportation and circulation system with planned land uses;
2. Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
3. Make efficient use of existing transportation facilities; and
4. Protect environmental quality and promote the wise and equitable use of economic and natural resources.

1.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is most closely related to the Land Use Element of the General Plan. An effective Circulation Element attempts to coordinate estimated increases in the intensities of land uses with improvements in the circulation system to provide sufficient capacity for the resulting increases in travel demand. Roadway improvements should be planned well in advance of anticipated where significant traffic increases.

Since the City street system described in the Circulation Element includes scenic routes, the Circulation Element is related to the City’s optimal Scenic Highways Element. Additionally, because traffic on the circulation system is one of the major generators of noise, the Circulation Element is also related to the Noise Element of the General Plan. Also, because traffic safety is an important concern of the Circulation Element, it is also related to the Safety/Seismic Safety Element. Factors of safety and seismic safety affect the location and design of circulation infrastructure, both in terms of structural safety and the need for evacuation and emergency routes.

The Circulation Element is also directly related to the social and economic development of the City. Economic activities require access for the movement of materials, products, customers and employees. Thus, the economic health of a community is influenced by the effectiveness and efficiency of the circulation system.
II. PUBLIC PARTICIPATION

To initiate the public involvement process in the City’s update process of the Circulation Element, a public workshop was held to inform the public of the upcoming update and seek their input on general and specific concerns on the current operation and future transportation planning of their circulation system. Some concern was raised relative to the breadth of notification of the workshop, however, approximately 15 to 20 citizens from the public did attend, including public officials, and was covered, live, on the local public television channel. Through this first workshop, the citizens identified key circulation issues of concern and also suggested their solutions and strategies to help address the issues identified.

With the input from the public workshop, technical analyses were prepared and a draft Circulation Element was created along with a Technical Appendix that documented the analyses. These documents incorporate all public input. The documents were submitted for review by the City’s Planning Commission, who then forwarded their input to City Council for their review and approval. Each of these meetings, with the Planning Commission and City Council, were open to the public as a part of the City’s public hearing process.

An article also appeared in the City Sea Breeze newspaper in Fall, 2003 that described the project and progress to date.
III. CIRCULATION ELEMENT ORGANIZATION

This Circulation Element includes all the State required topics that must be included in a Circulation Element in addition to identification of issues of concerns and potential solutions to address them. This Element is divided into the following four sections or parts and a Technical Appendix.

Part A – Goals, Policies and Programs

Part B – Primary Circulation System

Part C – Secondary Circulation System

Part D – Circulation Issues of Concern

In addition to this Circulation Element that is incorporated into the City’s General Plan, a Technical Appendix has also been created (provided under separate cover) to provide a comprehensive technical support document. The Technical Appendix includes all background transportation conditions and traffic data, the Citywide traffic model development process and future traffic forecasts and analyses.
PART A - GOALS, POLICIES, AND PROGRAMS

The City’s Circulation Element goals will provide the overall direction the City desires in planning and implementing the expansion of their circulation system to meet the changing travel demands of their community. The circulation policies will establish the link between the adopted goals and the implementing programs, and guide how the programs will actually be implemented. The programs, themselves, are the specific action items that will accomplish the improvement or plan that will meet and serve the expanded community need.

GOALS

1. Provide Safe and Efficient Vehicular Movement.
3. Promote Alternative Travel Modes, Including Transit, Pedestrian, Bicycle, and Rail Systems.
4. Coordinate Local Transportation Planning and Administration with the Activities of Other Government Agencies and Concerns of Local Citizens and Businesses.
5. Design And Implement The Circulation System To Protect Natural Features and Conserve Energy.

POLICIES AND PROGRAMS

Circulation Goals are provided with the groupings of Policies and Programs to readily connect the link between the above goals and their Policies and Programs.

GOAL 1: PROVIDE SAFE AND EFFICIENT VEHICULAR MOVEMENT

Policy 1.1: Create/Update Citywide Circulation Master Plan.

Program 1.1.1: The City shall maintain the Citywide Traffic Model to help forecast future travel, identify circulation deficiencies and recommend improvements.
Program 1.1.2: The City shall update, as a necessary, the Circulation Master Plan to define and guide the future expansion of the circulation system (Figure CE-1).
Program 1.1.3: The City shall pursue funding to construct improvements identified in the Circulation Master Plan, including seeking Federal and State grants and updating the traffic impact fee program on a timely basis.

Policy 1.2: Monitor the operation and performance of the street system.

Program 1.2.1: The City shall maintain and update a functional classification of the street system that reflects land use and traffic patterns.
Program 1.2.2: The City shall establish a data collection program for the street system to include a physical inventory, traffic volumes and accident reports. A
summary of such information could be posted on the City’s website and updated as appropriate.

**Program 1.2.3:** The City shall maintain a minimum traffic operating Level of Service of “C” on all City transportation facilities.

**Program 1.2.4:** The City shall strive to control traffic levels in residential neighborhoods to not exceed a threshold of 4,000 ADT on any given residential street segment. If such threshold is exceeded, alternative traffic calming strategies shall be considered and implemented as resources permit.

**Policy 1.3: Maintain roadways and traffic signals in good condition.**

**Program 1.3.1:** The City shall develop a priority system for physical improvements based on demonstrated needs according to the collected data on physical conditions, traffic volumes and safety reports.

**Program 1.3.2:** The City shall respond quickly to traffic signal breakdowns and sign damages and losses.

**Policy 1.4: Improve traffic capacities of streets.**

**Program 1.4.1:** The City shall create a Capital Improvement Program to construct, pursuant to available funding and priority, improvements that are consistent with the City’s Circulation Master Plan.

**Program 1.4.2:** The City shall control and coordinate with adjacent jurisdictions major access points.

**Program 1.4.3:** The City shall consider restriction of on-street parking on major and secondary arterials when needed to provide additional street capacity.

**Program 1.4.4:** The City shall optimize traffic signal performance to increase traffic flow. Every effort will be made to coordinate this effort with adjacent jurisdictions.
TABLE CE-1
CIRCULATION IMPROVEMENTS

<table>
<thead>
<tr>
<th>West Grand Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 1 Highway to 8th Street – Enhance traffic safety, pedestrian accommodations and community character to help slow traffic</td>
</tr>
<tr>
<td>4th Street intersection – Ensure with continued improvements through this intersection, proper widening is provided that enhances safety for pedestrians, bicyclists, large truck movement and overall vehicular travel.</td>
</tr>
<tr>
<td>8th Street to 11th Street – “Construct Downtown Project”</td>
</tr>
<tr>
<td>11th Street to Oak Park Avenue – Enhance traffic safety and character to help provide a more attractive community.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Oak Park Boulevard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brighton Avenue to Ramona Avenue – Complete 4-lane widening</td>
</tr>
<tr>
<td>Manhattan Avenue to Seabright Avenue – Complete 4-lane widening</td>
</tr>
<tr>
<td>4th Street</td>
</tr>
<tr>
<td>Trouville Avenue to The Pike – Widen and Extend to 4 lanes including realignment to align with The Pike.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>The Pike</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th Street to Oak Park Boulevard – Widen and extend to 4 lanes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic Signals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic City Avenue/North 4th Street</td>
</tr>
<tr>
<td>Oak Park Boulevard/Atlantic City Avenue or Saratoga Avenue</td>
</tr>
<tr>
<td>Oak Park Boulevard/Mentone Avenue</td>
</tr>
<tr>
<td>Oak Park Boulevard/Farroll Avenue</td>
</tr>
<tr>
<td>Oak Park Boulevard/The Pike</td>
</tr>
<tr>
<td>4th Street/Farroll Avenue</td>
</tr>
</tbody>
</table>

Policy 1.5: Improve traffic safety.

Program 1.5.1: The City shall review the location and frequency of accidents and develop specific site improvements.

Program 1.5.2: The City shall consider changes in speed limits, parking and turning restrictions to enhance safety.

Policy 1.6: Provide for truck and emergency vehicle traffic.

Program 1.6.1: The City shall designate by ordinance truck routes to direct trucks to routes that maintain sufficient carrying capacity and to discourage truck traffic on local residential streets. See CE-2 Truck Routes. Additionally, to the modification to the truck route serving the Front Street Industrial Area, that places the truck route on Ramona Street and 3rd Street, a raised median shall be installed on Grand Avenue to restrict access to the 1st Street intersection to right turns only.

Program 1.6.2: The City shall identify primary emergency vehicle routes and links between the hospital, fire and police stations.

Program 1.6.3: Design standards for local streets will provide adequate access for fire and police department services. The design of cul-de-sac streets will be discouraged in industrial zoned areas.

Program 1.6.4: Implementation of traffic calming measures shall consider potential impacts to response times for emergency service vehicles. To further limit potential
usage of residential streets between the Front Street industrial area and 4th Street, traffic calming measures specifically should be considered on Newport Avenue, Saratoga Avenue and Brighton Avenue.

Program 1.6.5: The City shall upgrade traffic signal installations to include “opticom” emergency vehicle pre-emption to enhance emergency response safety.

GOAL 2: COORDINATE POLICIES FOR LAND DEVELOPMENT AND CIRCULATION

Policy 2.1: The planning, alignment and improvement of the street network will reflect the proposed land use pattern of the General Plan.

  Program 2.1.1: The functional classification of streets will identify street purpose and the standards of improvement necessary to accommodate anticipated traffic demand.
  Program 2.1.2: In establishing priorities for street improvements, the potential for effects on land use and traffic patterns will be evaluated.
  Program 2.1.3: Through-traffic will be discouraged in residential neighborhoods without adversely inhibiting the movement of residents. This may be accomplished by implementing traffic calming measures and other strategies including, but not limited to, traffic diversions, or street design and/or alignment modifications.
  Program 2.1.4: A system of collector streets will continue to be expanded to provide easy access from local streets to commercial centers, schools and other high-traffic generators.
  Program 2.1.5: The City shall adopt new street plan lines (street alignments) for arterials and collectors to protect rights-of-way for future street improvements.

Policy 2.2: Review the impact of land use proposals on the circulation system.

  Program 2.2.1: Development proposals shall be reviewed according to the provisions of the zoning and subdivision ordinance to ensure that adequate access, on-site circulation, parking and loading areas are provided.
  Program 2.2.2: The City shall require developers to provide mitigations to potential adverse impacts of development on the existing street system. This may include necessary street improvements, traffic signs or signals.
  Program 2.2.3: Roads created in subdividing or land parceling will be designed to tie into existing and anticipated road systems.
  Program 2.2.4: Development review will analyze of visibility at intersections.

Policy 2.3: Integrate the circulation system as a positive element of community design.

  Program 2.3.1: The City shall update and continue to implement the Street Tree Program, consistent with Municipal Code Chapter 5 (9500).
  Program 2.3.2: In the development review process, the City shall include consideration of the visual aspects of a development for roadways. Aesthetic consideration shall include architectural compatibility and landscaping.
  Program 2.3.3: The City shall continue implementation of the utility undergrounding program.
**Program 2.3.4:** The City shall consider the construction of landscaped medians on commercial thoroughfares (such as Grand Avenue) to help slow traffic flows and to help provide for a more scenic roadway.

**Program 2.3.5:** The City shall consider integrating residential street features that calm traffic, increase safety and are aesthetic amenities to neighborhoods. This program to include consideration and funding of potential traffic calming demonstration projects on Newport Avenue and/or Long Branch streets or another residential street as decided upon by City Council. Additionally, reduction in residential street width shall also be considered as a traffic calming option. If such street width reduction is recommended and implemented, consideration for reduction of public right of way should also be included.

**GOAL 3: PROMOTE ALTERNATIVE TRAVEL MODES, INCLUDING TRANSIT, PEDESTRIAN, BICYCLE, RAIL SYSTEMS**

**Policy 3.1:** Provide for desirable and safe alternative access to schools, parks and shopping areas from residential areas within the City.

- **Program 3.1.1:** The City shall plan and require construction of bikeways, sidewalks and pedestrian accessways to all major destination points within the City.
- **Program 3.1.2:** The City shall maximize the involvement of public agencies and the private sector in the provision of transit services and alternative access.

**Policy 3.2:** Encourage the continued development and expansion of local and regional public transit systems.

- **Program 3.2.1:** The City shall review and comment on proposed changes to the South County Area Transit (SCAT) bus system.
- **Program 3.2.2:** The City shall pursue a Regional Transit Station on Ramona Avenue at Ramona Park.

**Policy 3.3:** Encourage bicycle transportation.

- **Program 3.3.1:** The City shall create and update a Bikeway Master Plan (Figure CE-3) to guide the orderly provision of bikeway facilities throughout the City. This effort should be coordinated and in compliance with the Parks and Recreation Element of this General Plan.
- **Program 3.3.2:** The City shall provide bicycle lanes along the Grand Avenue corridor.
- **Program 3.3.3:** The City shall integrate local bikeway planning with regional plans.
- **Program 3.3.4:** The City shall encourage the provision of bicycle support facilities at major bicycle destination points.
- **Program 3.3.5:** The City shall continue and expand bicycle safety education programs within the local schools.
- **Program 3.3.6:** The City shall seek State Bicycle Lane Account funds and other funding to help pay for the completion of a comprehensive bikeway system within the City.
Policy 3.4: Improve and maintain the system of sidewalks and crosswalks to promote a pedestrian-friendly community

Program 3.4.1: The City shall identify and prioritize major sidewalk improvements.

Program 3.4.2: The City shall comply with the American Disabilities Act (ADA) and construct improvements to enhance accessibility.

Program 3.4.3: The City shall provide crosswalks at signalized intersections.

Program 3.4.4: The City shall require sidewalks along public frontage for new public and private developments.

Policy 3.5: Promote rail transportation.

Program 3.5.1: The City shall maintain adequate freight rail service to commercial and industrial properties located along the railroad right-of-way.

Program 3.5.2: The City shall coordinate with the San Luis Obispo Council of Governments regarding the potential for commuter rail service. Currently, Amtrak stops twice daily in the City.

Program 3.5.3: The City shall continue to enhance use of the multi-model terminal by promoting the Amtrak bus feeder link, which provides connections to trains north and south of the City.

Policy 3.6: Support accessibility to the San Luis Obispo and Oceano Airports.

Program 3.6.1. The City shall enhance and maintain signage and routing between the City and the San Luis Obispo and Oceano Airports as these airports provide important air commuter, air freight and air emergency response to and from the City and its citizens.

GOAL 4: COORDINATE LOCAL TRANSPORTATION PLANNING AND ADMINISTRATION WITH THE ACTIVITIES OF OTHER GOVERNMENT AGENCIES AND CONCERNS OF LOCAL CITIZENS AND BUSINESSES

Policy 4.1: Publicize major transportation issues and solicit public input.

Program 4.1.1: The City shall provide timely notification to the public through press releases, public service radio announcements, television and contact with local organizations.

Program 4.1.2: The City shall conduct public hearings on proposed major actions and notify the public through mandated public notices.

Program 4.1.3: The City shall convene for a duration as needed, a Traffic Committee to address specific transportation issues and concerns as they arise within the City.
Policy 4.2: Coordinate transportation planning with regional and local plans.

Program 4.2.1: The City shall coordinate compatibility of proposed actions with transportation plans of adjacent cities, San Luis Obispo County and San Luis Obispo Council of Governments.
Program 4.2.2: The City shall evaluate regional impacts of proposed local improvements.
Program 4.2.3: The City shall coordinate with CALTRANS District 5 and the Federal Highway Administration (FHWA) on improvement plans to State/Federal facilities within the City’s planning area and its vicinity.

GOAL 5: DESIGN AND IMPLEMENT THE CIRCULATION SYSTEM TO PROTECT NATURAL FEATURES AND CONSERVE ENERGY.

Policy 5.1: Designate local scenic routes and enhance and protect their scenic qualities.

Program 5.1.1: The City shall control the quality of improvements through design standards and review.
Program 5.1.2: The City shall investigate public or private agency acquisition of land, development rights or open space easements for areas of outstanding scenic value.

Policy 5.2: Protect natural features.

Program 5.2.1: The City shall strive to minimize the loss of prime agricultural land to road construction.
Program 5.2.2: The City shall investigate public or private agencies’ acquisition of land, development rights or open space easements for agricultural areas.
Program 5.2.3: The City shall strive to minimize grading for new roads and improvements, conserve prominent land forms and minimize tree removals.
Program 5.2.4: The City shall comply with the Clean Air Act.
Program 5.2.5: The City shall evaluate circulation improvements and traffic control as to their effect on air and noise pollution.

Policy 5.3: Conserve energy.

Program 5.3.1: The City shall provide for bikeways, pedestrian ways, and public transit as energy conserving, non-polluting alternatives to auto travel.
Program 5.3.2: The City shall strive to provide for smooth traffic flow and a compact urban pattern to maximize efficient movement between residential, commercial and public areas.
PART B - PRIMARY CIRCULATION SYSTEM

B.1 CIRCULATION MASTER PLAN AND STREET CLASSIFICATION

In response to the first circulation goal, a Circulation Master Plan has been created to guide the future expansion of the City’s circulation system and to define the functional classification of the system to meet the travel needs to the community. Shown on Figure CE-1 is the City’s Circulation Master Plan.

Functional classification designates all streets and highways within the City’s planning area and vicinity into several broad categories. These categories include Freeway, Highway, Arterial (Major and Minor), Collector, and Local streets. Each classification has specific standards and criteria through which design and route are developed. These criteria include:

1. Existing and potential development and land use intensities;
2. Expected peak traffic loads;
3. Potential physical improvements such as road widening; and
4. Special designations such as scenic routes.

Below are the standard street right-of-way widths for each classification used in the City of Grover Beach. Design cross-sections can be found in the City's Standards and Specifications.

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Standard R-O-W Width</th>
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<tbody>
<tr>
<td>Major Arterial</td>
<td>100’ Minimum</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>70’ Minimum</td>
</tr>
<tr>
<td>Collectors</td>
<td>60’ Minimum</td>
</tr>
<tr>
<td>Local</td>
<td>52’ Minimum</td>
</tr>
</tbody>
</table>

As shown on the following Table CE-2, Level of Service criteria and thresholds are provided for each classification of roadway within the City. A description of each Level of Service grade is provided in the Appendix.
### Table CE-2

#### Level-of-Service (LOS) Criteria for Roadway Segments

<table>
<thead>
<tr>
<th>Roadway Segment Type</th>
<th>Total Two-way Average Daily Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS “A”</td>
</tr>
<tr>
<td>4-Lane Divided Freeway</td>
<td>28,000</td>
</tr>
<tr>
<td>2-Lane Highway</td>
<td>11,000</td>
</tr>
<tr>
<td>4-Lane Major Divided Arterial (with left-turn lane)</td>
<td>22,000</td>
</tr>
<tr>
<td>4-Lane Minor Undivided Arterial (no left-turn lane)</td>
<td>18,000</td>
</tr>
<tr>
<td>2-Lane Major Arterial (with left-turn lane)</td>
<td>11,000</td>
</tr>
<tr>
<td>2-Lane Minor Arterial (no left-turn lane)</td>
<td>9,000</td>
</tr>
<tr>
<td>2-Lane Collector</td>
<td>6,000</td>
</tr>
<tr>
<td>2-Lane Local Street</td>
<td>2,000</td>
</tr>
</tbody>
</table>

**Note:**
2. All traffic volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks and other heavy vehicles, travel lane widths, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

**Freeway:** Freeways are high-speed and high-capacity vehicle corridors with no “at-grade” crossings interrupting the flow of traffic, and provide entrance/exit opportunities through various forms of interchanges.

The City of Grover Beach is currently served by US 101, a four-lane divided freeway, two lanes in each direction. US 101 is a major inter-regional link of Statewide importance that connects between the San Francisco Bay Area and Los Angeles urban basin and traverses through most of San Luis Obispo County. There are two interchanges from US 101 that serve the City of Grover Beach, Fourth Street and Oak Park Boulevard. Land near these interchanges is valuable because of its visibility and accessibility to the freeway. Interchanges are focal points for commercial activity and, as such, may encourage future development.

The effect that freeway interchange development has had on the City of Grover Beach has not been great. The Fourth Street interchange is in Pismo Beach, and only one corner of the Oak Park Boulevard interchange is within the City of Grover Beach. Most of the land between these interchanges along the Frontage Road is sensitive and is within the 100-year flood plain.

**State Highways:** State Route One (SR 1) passes through Grover Beach and Pismo Beach and the unincorporated community of Oceano. In the City of Grover Beach, SR 1 is a 2-lane facility with Class II bike lanes on either side. This highway carries local traffic as well as tourist-related
traffic. As with most major routes within the area, traffic volumes increase significantly during peak summer months.

**Major Arterial:** A major arterial provides for the movement of large volumes of through traffic between major traffic generators. Grand Avenue is classified as a major arterial street that runs east-west the width of the City. Year 2003 traffic counts on Grand Avenue indicate an average daily traffic (ADT) volume of over 21,600 vehicles on the segment just west of the City’s eastern limits and 13,300 ADT on the Grand Avenue segment between 9th and 10th Streets, well within the capacity of the current five-lane arterial (four-lane-arterial with two-way left-turn median lane) cross-section. Direct driveway access onto Grand Avenue should be kept to a minimum. In order to protect the integrity of this “major arterial” left turn egress from adjoining property onto Grand Avenue should be restricted. The exceptions would be considered “special circumstances”, and would only be granted following the provision of a traffic engineering analysis that documents that this movement would not degrade capacity and/or safety now and into the future.

To enhance safety and downtown character, but not still lose needed travel capacity, the City will implement the “Downtown Project”. This project, which initially extended from 8th to 11th Street, will add median landscaping, intersection bulb-outs and bike lanes, but not reduce the number of travel lanes on Grand Avenue. A more complete description of the planned improvements is provided in the following section.

**Minor Arterial:** Minor arterials provide for the movement of traffic to and from collector streets, major arterial streets and the freeway. Minor arterials take some of the load off the major arterial streets, and also help provide transition from major arterials to collector streets. Minor arterials are the foundation of an efficient, attractive, and safe circulation system. The following streets are designated as minor arterial streets:

1. Oak Park Boulevard (US 101 to The Pike)
2. North and South 4th Street (All segments)
3. The Pike (All segments)

**Collectors:** Collector streets represent the transition from arterial streets to local streets. Collectors should be designed to move traffic safely and efficiently, minimizing direct access to property. In most cases, a 60’ minimum right-of-way is sufficient to accomplish these objectives. With these widths, traffic flow may be regulated by placing stop signs on local streets. This right-of-way width would accommodate two lanes of traffic (one per direction), on-street parking, sidewalks, and public utility easements. This street could accommodate four lanes of traffic (two per direction) if on-street parking were restricted and the street restriped. The following streets are designated as collector streets:

1. North and South 8th Street (Atlantic City Avenue to Farrell Avenue)
2. North 12th Street (Atlantic City Avenue to El Camino Real)
3. North and South 13th Street (Atlantic City Avenue to Farrell Avenue)
4. El Camino Real (North 4th Street to Oak Park Boulevard)
5. Atlantic City Avenue (North 4th Street to Oak Park Boulevard)
6. Mentone Avenue (South 4th Street to the Ash Street connection)
7. Farrell Road (South 4th Street to Oak Park Boulevard)
8. Highland Avenue (South 4th Street to South 13th Street)
9. Newport Avenue (North 4th Street to Oak Park Boulevard)

Local Streets: Local streets carry traffic between collector streets and the actual traffic-generating land uses (residential, commercial, industrial etc. in nature). Local streets provide direct driveway access to public/private property. Local streets are not intended to carry through traffic except in instances where they are located in commercial or industrial areas. To carry as little traffic as possible, local streets are often designed to turn, curve or cul-de-sac. The use of signage, signals, speed bumps, street striping and other "traffic calming" measures are all valid ways to discourage through traffic on local streets.

The purpose of local streets is to provide direct access to/from adjacent property. Local streets serving residential areas should ideally carry small volumes of traffic so that neighborhood residents’ “livability” thresholds are not exceeded. The City may also consider implementing physical traffic calming measures and/or enforcing ordinance measures to restrict through truck traffic on local streets serving residential areas. Local streets should exhibit sound design qualities and should provide easy access to all emergency vehicles. City standards for the design of local streets should be strictly adhered to. At specific locations, the City may prohibit the design of cul-de-sac local streets, from a fire and emergency access standpoint.

In establishment of a “livability” threshold for the City of Grover Beach, a reasonable standard was difficult to derive because of the design of the current “grid” street system. Typical “livability” thresholds for neighborhoods in other communities range between 1000 to 3000 average daily trips (ADT) on a local residential street. However, within the City of Grover Beach, because of the “grid” design, traffic within the residential areas is spread fairly evenly over the various neighborhood streets within a current range of about 1,500 to 3,000 ADT. In the future however, this range will be within the 2,500 to 4,000 ADT range. To set the “livability” threshold too low, a number of residential streets would become eligible for traffic calming measures. Unfortunately, with implementation of those measures on any given neighborhood street within a “grid” street system, would only force traffic to the adjacent neighborhood street, creating or aggravating a traffic volume and speeding problems on that street. Ultimately, one could end up traffic calming all of the neighborhood streets only to find the resulting traffic volumes to be the same as if none of the streets received traffic calming measures. Therefore, for Grover Beach, the threshold of 4,000 ADT was established.

Future Street Improvement Projects

The future street improvement projects to be included in the City’s Transportation Capital Improvement Program are as follows:

Grand Avenue –

• Construct “Downtown Project” improvements between 8th and 11th Streets
• Plan and Construct similar “Downtown Project” improvements between SR 1 and 8th Streets, including enhancements to the 4th Street intersection to facilitate truck travel movement as it is at the crossroads of both the east-west and north-south truck routes through the City.
• Plan and Construct similar “Downtown Project” improvements between 11th Street and Oak Park Boulevard
**North Oak Park Boulevard** - Widen between Brighton and Ramona Avenues to 4 lanes

**4th Street** – Widen and extend to 4 lanes, including realignment to align with The Pike between Trouville Avenue and The Pike

**The Pike** – Widen and extend to 4 lanes between 4th Street and Oak Park Boulevard

### B.2 TRAFFIC CONTROLS

Traffic can be controlled using various methods. Signal lights, signs and striping are all effective ways of directing and controlling traffic. The design of the circulation system, in itself, can also help control traffic. The width of the roadway, hills, and corners are all ways in which the design of the road system influences traffic movement.

It is essential that the design of a roadway reflect the intended speed of the traffic the roadway will carry. If the operational speed of traffic on the roadway is intended to be relatively low, say 25 m.p.h., then the roadway width should be kept relatively narrow and the use of curves should be considered. If the intended operational speed of the traffic is higher, say 40 or 45 m.p.h., then a wider, straighter roadway should be used.

Studies have shown that over 80% of drivers exceed the speed limit at some time in their lives. As a safety factor, roads are currently designed to carry traffic at operational speeds 10-20% higher than the posted speed shown on speed limit signs. This is to ensure that, in the event that people do speed, they won't lose control of their vehicle and injure themselves and others. The relative safety that a driver feels influences the actual driving speed at least as much as the posted speed limit. Many people speed consciously, risking a speeding citation because they feel the posted speed is too low or they are just in a hurry. The majority of people will not drive faster than a speed at which they feel safe, regardless of the posted speed limit. The City shall consider implementation of traffic calming measures and additional traffic control measures as potential ways to control traffic speeding.

At present, there are nine traffic signals located within the City of Grover Beach. These traffic signals are primarily located along Grand Avenue; at the intersections with SR 1, 4th Street, 8th Street, 9th Street, 10th Street, 13th Street, 16th Street and at Oak Park Boulevard and at the Oak Park Boulevard/El Camino Real intersection. Other intersections are controlled by two way or all-way "Stop" signs or "Yield" signs.

Over the next 20 years, the life span of a General Plan Element, additional traffic signals will be needed to ensure the continued flow of traffic on the City’s major streets. Based on Citywide traffic projections, additional signals, as shown on Figure CE-1, may be needed at the following intersections and elsewhere on the City’s street system as determined from traffic signal warrant analysis based on the [Caltrans' Traffic Manual](#):

- Atlantic City Avenue/North 4th Street
- Oak Park Boulevard / Street North of Grand Avenue between Atlantic City Avenue and Brighton Avenue
- Oak Park Boulevard/Farroll Road
- Oak Park Boulevard/The Pike
- Oak Park Boulevard/Mentone Avenue
- Farroll Avenue/4th Street
Obviously, land use decisions, growth trends and funding capabilities can and will play a major factor in the timing of the above improvements.

B.3 TRUCK ROUTES

Many communities have established truck routes as a means of reducing conflicts between incompatible uses. By prohibiting or restricting trucks from some residential streets, the noise, safety and structural pavement deterioration problems caused by trucks can be eliminated or minimized. At the same time, it is essential to ensure adequate truck access to all commercial and industrial locations.

Presently, trucks are prohibited by Ordinance only on Atlantic City Avenue. This Ordinance was adopted in response to numerous citizen complaints regarding the safety of children traveling to and from Grover Heights Elementary School. While this Ordinance may make Atlantic City Avenue safer for school children, it does nothing toward achieving the citywide goal of establishing a system of truck routes whereby trucks and all other uses can peacefully coexist. The problem of trucks in residential neighborhoods occurs in many areas throughout the City, not just in the Grover Heights area.

It must be understood that trucks play an important role in the movement of goods and the delivery of services. Regulations establishing truck routes must not be so strict that they prohibit efficient movement of trucks within and through the City. On the other hand, as the City and neighboring communities continue to grow, the need for regulations prohibiting trucks from interfering with residential livability will also continue to grow. Therefore, in establishing a system of truck routes, careful balance between focusing trucks to primary routes that minimized community impacts and maintain reasonable truck accessibility was needed. Shown in Figure CE-2 are the proposed truck routes within and through the City and include the following City streets:

- Grand Avenue - within City Limits
- North and South Oak Park Boulevard – from Longbranch Avenue to US 101
- Farroll Road – from South 4th Street to 14th Street
- Highland Way – from South 4th Street to 13th Street
- North and South 4th Street – within City Limits
- El Camino Real – from North 4th Street to North Oak Park Boulevard
- The Pike – from South 4th Street to 13th Street
- State Route 1 Highway – within and through the City
- Ramona Avenue – from North 4th Street to Front Street
- 3rd Street – from Grand Avenue to Ramona Avenue
- Front Street – from Ramona Avenue to Newport Avenue

The most widely used system of establishing truck routes is to install signs indicating the streets that trucks are allowed to use. Usually, ordinances regarding truck routes are worded to allow "reasonable access" to all businesses requiring the use of trucks. "Reasonable access" usually means that trucks are allowed to deviate from designated routes in order to reach a destination that is not located along a truck route.
The above truck routes have largely been long established serving existing industrial areas. The most significant change in truck routing is the planned use of Ramona Avenue and 3rd Street to gain truck access to the Front Street industrial area. Previously, Front Street access was via 1st Street from/to Grand Avenue. Due to left turn access concerns both inbound and outbound associated with the adjacent Union Pacific railroad, the designated truck route has been changed. Although this new route passes existing residences, no other alternative, after much review, was determined to be better. Along with this change in truck route designation, to further protect other existing neighborhoods from truck intrusion, a Circulation Element Program has been proposed recommending traffic calming measures to further deter trucks in the neighborhood, including at minimum, Saratoga Avenue, Newport Avenue and Brighton Avenue. Additionally, to assure trucks will not use the 1st Street access, a median is proposed along Grand Avenue to restrict movement at the intersection to right turn movement only.

B.4 SCENIC HIGHWAYS/SCENIC ROUTES

The designation “scenic routes” requires a judgment of the visual qualities of an area as special and worthy of attention. There are many factors that contribute to one’s visual experience in a particular area. Therefore, the criteria below was developed to measure the scenic importance of specific routes. The following apply both to the natural environment and the urban environment: (For a detailed description of each item consult the City of Grover Beach Scenic Routes Element.)

1. Aesthetic judgment
2. Angle and duration of vision
3. Topography
4. Distant views
5. Landscape character
6. Visual impact

Using this criteria, the following have been classified as scenic routes:

1. California State Route 1 (entire length within City limits)
2. US 101
3. Grand Avenue (entire length within the City of Grover Beach)
4. Fourth Street (from Grand Avenue north)
5. Oak Park Boulevard (entire length)
6. El Camino Real (4th Street to Oak Park Boulevard)

It is the intent of this element to provide consistency with the Scenic Routes Element. Therefore, this element provides for the adoption of all the Goals, Policies, and Objectives of the Scenic Routes Element by reference.
PART C - SECONDARY CIRCULATION SYSTEM

C.1 TRANSIT/BUS

C.1.1. South County Area Transit
The South County Area Transit (SCAT) is designed to serve the incorporated communities of Arroyo Grande, Grover Beach, and Pismo Beach; and the unincorporated community of Oceano. SCAT operates four routes, Monday through Friday, 7:30 AM to 5:30 PM. No service is provided on Saturdays, Sundays or holidays.

The SCAT system was established by a Joint Powers Agreement in 1978 involving the County Board of Supervisors, the City of Grover Beach, City of Arroyo Grande and the City of Pismo Beach. The SCAT program is administered by a board of elected officials made up of one from each of the four agencies.

SCAT operates on a fixed-route system. Buses arrive at a given stop at a given time past the hour. SCAT currently operates 4 routes, all of which serve Grover Beach. A future SCAT station is planned at Ramona Park or Ramona Avenue near 9th Street.

C.1.2. Greyhound
The Greyhound Bus Company provides regional transit service to San Luis Obispo County but does not have a bus stop in the City nor in the entire South County area. The nearest bus depots are located in the City of San Luis Obispo or in the City of Santa Maria. Connection to Greyhound is provided by SCAT’s Route 10 that maintains scheduled weekday and weekends service between south County communities, including Grover Beach, to both downtown San Luis Obispo and Santa Maria where the Greyhound stations are located. Route 10 can be boarded at the Grover Beach Multi-modal station.

C.2 RIDESHARING

The Federal Highway Administration started giving serious consideration to the concept of ridesharing in 1967. The desire to reduce air pollution and urban congestion together have maintained the ridesharing program.

The San Luis Obispo Regional Ridesharing Program was authorized by the San Luis Obispo Council of Governments in October of 1979. The program got underway in early 1980. The County Engineering Department was assigned the operation of the program. Caltrans funds the program including a full-time ridesharing manager. It is reasonable to expect a 10% increase in carpooling.

C.3 BICYCLE CIRCULATION

For the past 50 years the extensive road networks constructed to serve the automobile-based transportation system have included only marginal provisions for bicycle use. However, a resurgence of the bicycle as a vital mode of transportation is occurring as a result of automobile-
oriented transportation difficulties, economics, recreation, leisure time availability, physical fitness needs and concern for the environment. This interest is reflected in increasing public pressure for pathways and routes where bicycles can be ridden in relative safety.

Senate Bill 277 (Statutes of 1975) established the California Bikeways Act. The Act included provisions requiring the State Department of Transportation to establish "recommended minimum general design criteria for the development, planning, and construction of bikeways..."

Safety is one of the most important aspects to consider when planning bicycle facilities. Most bikeway-related accidents occur because of unsafe or illegal practices by bicyclists, which are usually compounded by poor road conditions, and motorists who are not aware of bicyclists. The leading violations of bicyclists are: 1) riding on the wrong side of the road, 2) failure to yield when entering the roadway, 3) failure to obey traffic signs and signals; and 4) riding at night without lights.

**Bikeway Designations:** The term "Bikeway" is used to define all facilities that explicitly provide for bicycle travel. The Department of Transportation has developed different definitions that are used to systematically categorize different types of bicycle facilities. Bikeways, then, can be anything from fully grade-separated facilities to, simply, signed streets. The three classes of bikeways are Bike Paths (Class I), Bike Lanes (Class II), and Bike Routes (Class III).

1. **Bike Paths (Class I):** Class I Bike Paths are completely separated right-of-ways designated for the exclusive use of bicycles. Cross-flows by pedestrians and motorized vehicles are minimized.

2. **Bike Lanes (Class II):** Class II Bike Lanes are restricted right-of-ways designated for the exclusive or semi-exclusive use of bicycles. Travel by motor vehicles or pedestrians is not allowed; however, vehicle parking may be allowed if there is sufficient space available for both the bicycle lane and the parking lane. Cross flows by motorists are allowed, for example, to gain access to parking facilities or adjacent land uses. In most cases, Class II Bikeways require a lane of at least four feet of well-maintained pavement for the cyclist to ride on.

3. **Bike Routes (Class III):** Class III Bike Routes are shared right-of-ways either on the street or on the sidewalk, and are designated by signs placed on vertical posts or markings stenciled on the pavement. Any bikeway which shares a through-traffic right-of-way with motor vehicles and pedestrians is considered a Class III bikeway.

The City currently has no Class I Bike Paths. With the City largely built out, it is not anticipated that new Class I Bike Paths will likely be planned and constructed. In addition, in that the City is composed of many wide streets on a grid pattern, the opportunity to create a safe and efficient system of Class II Bike Lanes and Class III Bike Routes is immense. Although a Class I Bike Path may not be built within the City, as indicated by San Luis Obispo Council of Governments (SLOCOG) regional bikeway master plan, use of the Highway 1 and Union Pacific railroad corridor and right of way for a regional Class I bike path is in the planning for which funding is being sought.
Shown on Figure CE-3 is a proposed Bikeway Master Plan that identifies likely bicycle travel corridors throughout the City. A determination of whether these bicycle travel corridors should be improved as Class II bike lanes or Class III bike routes is subject to a separate study.

The differences between Class II and Class III bikeways are primarily the factors of safety and cost. Class II bikeways are considered somewhat safer because motor vehicle and bicycle lanes are separated by a 6" solid white line. Class III bikeways, however, need not be separated from motor vehicle lanes. They may use signing or markings on the pavement to alert motorists to the presence of bicyclists. Because the installation of Class II bikeways may involve moving, sandblasting and repainting vehicle lanes and center divider striping, it can be considerably more expensive than the Class III alternative.

Should the City decide to undertake the installation of a bikeway system, prioritizing of routes would be essential. The most heavily traveled routes would need to be improved first.
C.4 PEDESTRIAN CIRCULATION

Providing a safe and convenient system for pedestrian circulation is an important concern of the Circulation Element. Sidewalks provide a relatively safe area for pedestrian movement because they are separated from most other forms of transportation. Consistent with recent legislation under the American Disabilities Act (ADA), all existing and planned pedestrian improvements should allow access to all people and comply with the design guidelines as set forth within the Act.

The first priority access for sidewalk improvements should be near schools and school bus stops. Sidewalk improvements should be constructed in these areas first if capital improvement projects are undertaken by the City or if assessment districts are formed. Assessment districts and capital improvement projects for other purposes, such as street widening, may include the installation of curbs, gutters, and sidewalks.

The second priority areas for sidewalk improvements shall be in commercial districts. A considerable network of sidewalks exists in commercial areas of the City. To further encourage and enhance pedestrian circulation, conditional approval of any development proposal by the Planning Commission and City Council needs to include a requirement that the applicant install curbs, gutters and sidewalks where they do not currently exist. To provide for easier access for wheelchairs, City standards, consistent with ADA requirements, call for ramps at all street corners.

C.5 OTHER TRAVEL MODES

Grover Beach can actively encourage the public to use alternative forms of transportation which, in turn, will both improve vehicular traffic circulation and reduce traffic congestion, noise and air pollution.

The nearest full service general aviation airport is the San Luis Obispo County Airport. A County airport is located in Oceano, serving as both a general aircraft and recreational aircraft facility. Additionally, airport facilities are located in Santa Maria and Paso Robles.

Currently rail service for freight (Union Pacific) is in the City of San Luis Obispo. For passengers, AMTRAK has stations in the Cities of Grover Beach and San Luis Obispo. There is both a northerly and southerly train each day connecting to Seattle and Los Angeles, respectively.

Port San Luis provides both commercial and sport fishing as well as facilities for pleasure boating.

A number of car rental and recreational vehicle rental companies serve this area.

The San Luis Obispo region contains an extensive network of pipe and utility transmission lines. The plans for the major portion of those utilities can be found in the Safety and Seismic Safety Element as well as on file in the Public Works Department.
PART D – CIRCULATION ISSUES OF CONCERN

The following are circulation issues of concern obtained from the community within the City of Grover Beach (through Public Workshops, communications with Grover Beach Citizens, and City staff meetings). A brief discussion describing each circulation issue and potential solutions/concepts, strategies, suggestions and recommendations has also been included, where applicable.

- **Grand Avenue Corridor Improvements** – Grand Avenue serves as the most important “backbone” travel corridor that traverses within and through the City. A study report and Environmental Impact Report, entitled *City of Grover Beach – Downtown Project* (Rincon Consultants, April, 2000) presented a proposed West Grand Avenue improvement project to beautify and enhance traffic safety between 8th Street and 11th Street. Subsequent to that study report, a follow-up traffic operations study, entitled *West Grand Avenue Traffic Mitigation Project* (TPG Consulting, June, 2002) was prepared that studied traffic signal timing and coordination along that same segment of West Grand Avenue to further assure that good traffic flow is being maintained.

The proposed improvements along West Grand Avenue between 8th Street and 11th Street are as shown in Figure CE-4 and are planned for construction in Spring of 2004. The proposal, as shown, includes median landscaping that would eliminate the existing two-way left-turn median lane along that stretch of West Grand Avenue and incorporate intersection “bulb-outs”. Specifically, the entire project would include the following:

- Mid-block pedestrian crossing without an activated signal in the 900 block of West Grand Avenue;
- Bulb-outs at all intersections from 8th Street (a total of 16), so that the length of any pedestrian crossing on Grand Avenue would be no more than 54 feet;
- Decorative pavers at intersections from 8th Street to 11th Street;
- A new traffic signal at 10th Street and 11th Street;
- Timing of the signals at 8th, 9th, 11th and 13th Streets to achieve a target vehicle speed of 25 miles per hour; and
- Landscaped median, repaired sidewalks and upgraded street furniture.

Also, within the Downtown Project, many existing features of West Grand Avenue would not be revised. The following summarizes these features:

- Four-lane traffic would continue along the length of Grand Avenue;
- Existing on-street parallel parking would remain; and
- All side streets perpendicular to West Grand Avenue would remain as two-way facilities.

This Downtown Project in many ways accomplishes the bridging of two very divergent goals for West Grand Avenue, that is to increase the pedestrian friendliness of the downtown, while still serving the high traffic flow demand on West Grand Avenue at acceptable Levels of Service.
As for the balance of West Grand Avenue, upgraded, pedestrian treatments should be pursued. It is recognized that along other segments of West Grand Avenue, between Highway 1 and Oak Park Boulevard, mid-block off-street parking does desire left-turn access, however, intersection bulb-outs and sidewalk widening opportunities are desirable. The full character of downtown will change to help create a “sense of place”.

Further, on the perpendicular streets to West Grand Avenue, consideration for angled parking should also be studied. Typically, these perpendicular streets are also wide, in excess of 50 feet curb to curb. Angled parking would enhance downtown parking availability and reduce the need for off-street parking. Additionally, with angled parking the West Grand Avenue intersection bulb-outs could be further enlarged to reduce the pedestrian crossing distance of the side streets. With reduced pedestrian crossing distances, traffic operations could also be further enhanced to maximize travel flow.

- **South County Family Educational and Cultural Center** – To take advantage of some existing community facilities and park site, the City, partnered with a local non-profit agency to create a family educational and cultural center that would span two blocks on the north side of Ramona Avenue between 8th and 10th Streets. To take advantage of existing community facilities along this two block area, 9th Street is proposed to be terminated on the north side of Ramona Avenue to enhance pedestrian cross circulation. A cul-de-sac is proposed for 9th Street south of Brighton Avenue to provide local access for adjacent residences and parking access for the proposed park.

With a closure of 9th Street as a continuous residential collector street, some concern was raised by the City as to the potential traffic impacts to the adjacent parallel facilities of 8th and 10th Streets. Utilizing the Grover Beach traffic model, OMNI-MEANS evaluated the potential traffic flow diversions and related traffic impacts resulting with the conceptual 9th Street cul-de-sac plan. Current corridor traffic totals along 8th, 9th and 10th Streets north of Grand Avenue is about 6,000 ADT, which will grow to about 8,800 ADT by the year 2025. Although the three streets in their design and accessibility are very similar, half of the traffic among these streets travel along 9th Street, about 3,000 ADT currently and 4,400 ADT by year 2025.

With the 9th Street cul-de-sac plan, the projected year 2025 ADT volumes on 8th Street could rise from 3,000 ADT to 4,000 ADT and on 10th Street, from 2,000 ADT to 4,000 ADT. Some additional diversion to other parallel north-south streets, such as 7th and 11th Streets, may occur that could lessen this increase. Although from a functional street capacity standpoint, those levels of traffic do not create any congestion problems, the adjacent neighborhoods may be concerned with such increases, particularly since their current levels of traffic on 8th and 10th Streets are 2,200 ADT and 1,400 ADT, respectively.

With the 9th Street cul-de-sac plan, traffic will obviously decrease on 9th Street north of Grand Avenue dropping from the projected 4,400 ADT level to likely less than a 1000 ADT. With such a diversion of traffic from 9th Street, relocation of the existing traffic signal at the 9th Street/Grand Avenue intersection to the 10th Street/Grand Avenue intersection would be advantageous. Levels of Service, not only on a daily basis, but also on a peak hour basis, will remain high in the LOS A-B range, even with the 9th Street cul-de-sac plan at the Grand Avenue intersections.
• **Front Street Commercial/Industrial Truck Access** – To the north of Grand Avenue adjacent to the Southern Pacific Railroad new commercial/industrial development is occurring along Front Street that will likely increase truck travel through adjacent residential areas. This area, although planned for commercial/industrial use, has limited regional access without traversing through residential development. 2nd Street, its lone commercial/industrial connection to Grand Avenue, intersects Grand Avenue less than 100 feet away from the Southern Pacific Railroad crossing.

In evaluating alternative scenarios to improve regional accessibility to this commercial/industrial area, 2nd Street was seriously considered for improvement, including realignment of 2nd Street to align with Front Street. However, due to the close proximity of the railroad crossing on Grand Avenue, use of the 2nd Street/Grand Avenue intersection was not considered to be the best regional access solution. Eastbound left turn access from Grand Avenue would force left turn vehicles to often wait on the tracks before completing their turns. With westbound Grand Avenue traffic stopped for the Highway 1 traffic signal, delay in such left turn movement would not be infrequent.

Therefore, it is suggested that the eastbound to northbound Grand Avenue left turns be prohibited and the regional truck access to the commercial/industrial area be directed along Ramona Avenue to 4th Street and 3rd Street from Ramona Avenue to Grand Avenue. Although upwards of eighteen (18) residences are affected, the flatter terrain and the large intersections with Grand Avenue and 4th Street for which proper turn channelization and controls can be provided, make these truck routes the safer and more appropriate solution for access to this area. With such designation along these portions of Ramona Avenue and 3rd Street, weight limits and restrictions should be placed on Brighton Avenue, Newport Avenue and Saratoga Avenue to discourage use of these residential streets to 4th Street. In addition, the City will explore the possibility of placing traffic calming measures on Atlantic City Avenue, east of 4th Street, to discourage trucks in residential areas.

• **Griffin Street and Huber Street Industrial Area Truck Access and Circulation** – Griffin Street and Huber Street were planned industrial streets intended to extend from Farroll Road to Highland Way. However, due to the development of a residential subdivision at the south end of these streets, that closed their connection to Highland Way, an alternative industrial circulation solution needed to be identified. By policy, because large trucks are difficult to turn around as well as large emergency service vehicles, such as fire trucks, industrial areas should avoid cul-de-sacs and plan continuous streets that connect to regional travel ways without impacting residential areas.

Although Griffin Street and Huber Street were originally planned to be continuous, subsequent land use approvals eventually eliminated such possibility with residual impacts. With the closure of the opportunity for continuous southerly access, the City identified the need for public connections between these streets and Huston Street to the east and Barca Street to the west. A public street connection between Barca and Huber and Huber and Griffin have not been accomplished.
1. **Public Street Connection between Griffin Street and Huber Street** - Because the need for the public connection is a mitigation for a change in planned industrial circulation for the area, a 50 foot wide public easement should be purchased and assistance provided for the road improvement. The center line of the public easement should be placed on a property line to minimize impact to any one property owner with respect to development and use of their property.

2. **Public Street Connection between Huber Street and Barca Street** – An alternative public street connection for Huber Street to Griffin Street would be to connect Huber Street to Barca Street. Both streets currently have the same limitations for emergency and large truck circulation. By connecting Huber Street and Barca Street at the southern end of these streets, a continuous circulation street could be achieved. Like the difficulty in achieving a connection between Huber Street and Griffin Street no public right of way exists and therefore would need to be purchased or received in dedication.

3. **Public Street Connections to Calvin Lane.** A public street connection could be made between the south end of Barca Street to Calvin Lane. The intersection at Calvin Lane, however, would be across an existing residence. At Huber Street, a sufficient easement was not preserved such that if a connection of Huber Street to Calvin Lane were to be made, a curve and offset would be required to avoid an existing residence on the north side of Calvin Lane. Like the extension of Barca Street, the intersection with Calvin Lane would be across an existing residence. To accomplish the Huber Street extension additional right of way would be required.

4. **Public Street Connection Alternatives.** In addition to the above public street connection alternatives, the above concepts could be mixed and matched to achieve the truck and emergency circulation desired for this industrial area.

5. **Cul-de-Sac Huber Street and Provide Private Easement** – Placement of a cul-de-sac at the south end of Huber Street would provide circulation to turn around large trucks around within a public right-of-way, provided parking is prohibited along the cul-de-sac. Preference, however, would not be to make this move mandatory and therefore, particularly for emergency service vehicles, provision of a 20 foot private easement marked “Fire Lane” be required through at least one industrial parcel that straddles between Griffin Street and Huber Street. The centerline of the private easement could be placed on a property line if the adjacent development coordinated the easement construction concurrently.

Clearly, creating a public street connection for large truck and emergency vehicle circulation is by far the most preferred. The allowance of a cul-de-sac and private easement is only a retrofit consideration to correct a less acceptable industrial circulation condition. The only benefit in accepting a cul-de-sac and private easement solution is to potentially minimize cost to resolve the less desirable condition.

- **4th Street – The Pike Vacant Tract Circulation** – One of the largest remaining undeveloped areas is in the southwest corner of the City bordered by Highland Way to the north, 13th Street to the east, The Pike to the south and 4th Street to the west. Due to the adjacent railroad tracks to the west, regional access is limited to the west and to the south. Primary
regional access to serve this area, that will develop in a mix of commercial, industrial and residential uses, will be derived from 4th Street to the northwest and The Pike to the east. Secondary north-south access will be derived from 13th Street. 4th Street to the north connects to US 101 and is four-lanes wide as far south as Trouville Avenue, where it becomes two lanes. For the development of this large remaining tract of land within the City, 4th Street should be further widened south of Trouville Road to four-lanes and realigned to connect to The Pike in an east-west direction. The southern portion of the existing 4th Street would then “T” into this realigned thoroughfare. The realignment of 4th Street is important for several reasons, as follows:

1. Completes a defined arterial “ring road” around the City which starts at the US 101/4th Street interchange, traverses south to The Pike, heads easterly to Oak Park Boulevard and back north to the US 101/Oak Park interchange.

2. Redirects southbound regional access away from the Highway 1/4th Street intersection, which is less safe, to the 13th Street or Oak Park Boulevard intersections with Highway 1.

3. Focuses the development of this area around 4th Street and The Pike and away from Highland Way, that has limited right-of-way and topographical constraints that could present sight distance problems.

- **Neighborhood Livability-based Traffic Thresholds and Traffic Calming Strategies** – The ADT capacity thresholds (shown in Table CE-2 of this report) are general indicators of the traffic handling capacity of the City’s roadways. However, from a neighborhood livability standpoint, the “perceived” traffic thresholds by community residents would likely be much less than the physical capacity-based thresholds, and in the order of magnitude of 3,000 to 4,000 ADT for typical residential streets. The difference between “capacity-based thresholds” and “neighborhood thresholds” for traffic on City streets is thus important in addressing the real and perceived concerns of the public. As such, it is generally suggested that the City investigate strategies to limit daily traffic volumes on all City residential streets to less than 4,000 vehicles per day.

Many of the residential streets in the City, like Long Branch Road and Newport Road in particular, are unusually wide, much greater than normal residential street standards. These residential streets, theoretically, even have greater physical capacity. However, these streets, like others within the residential grid of the Grover Beach circulation system are in need to have traffic levels and speeds decreased and safety and “livability” increased.

To accomplish this goal, neighborhood traffic calming strategies are incorporated into this Circulation Element update to help enhance neighborhood safety and to discourage excessive speeding and volumes of cut-through traffic on residential neighborhoods. Specifically, the City should further pursue implementation of traffic calming measures, such as speed bumps, traffic circles, partial/full road closures, narrowing roads by adding buld-outs and or medians to slow and/or divert travel from residential neighborhoods.

- **Intra-City Connections** – The City of Grover Beach currently has intra-city connections with Pismo Beach and Arroyo Grande and additionally with the community of Oceano.
The Cities of Pismo Beach and Grover Beach are connected by SR 1, North 4th Street and El Camino Real (Frontage Road). The Cities of Arroyo Grande and Grover Beach are connected by Oak Park Boulevard, Grand Avenue, El Camino Real (Frontage Road), Newport Avenue, Brighton Avenue, Mentone Avenue/Ash Street, Farroll Road and The Pike. The community of Oceano and the City of Grover Beach are connected by South 4th Street, South 13th Street, South Oak Park Boulevard/22nd Street, and SR 1. These localized circulation connections between the South County (or “Five Cities” area) communities and Cities are very important. Continued coordination of improvement projects between these neighboring Cities and communities of the County will be critical to the continued success of creating a safe, efficient and uncongested City circulation system.
LEVEL OF SERVICE CONCEPT

Level of Service A
1. Free flow conditions
2. Individual users are virtually unaffected by the presence of others in the traffic stream

Level of Service B
1. Stable traffic flow
2. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver

Level of Service C
1. Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes
2. Operation of individual users becomes significantly affected by the presence of others

Level of Service D
1. High density but stable flow
2. Driver experiences a generally poor level of comfort and convenience
3. Small increases in traffic flow will cause operational problems
4. Maneuverability restricted

Level of Service E
1. Speeds reduced to low, but relatively uniform value
2. Freedom to maneuver is extremely difficult, frustration is high
3. Volume at or near capacity
4. Unstable flow

Level of Service F
1. Forced or breakdown flow conditions
2. Stoppage for long periods due to congestion
3. Volumes drop to zero in extreme cases