

Supplemental Item No. 1 –
Comments for Item 8. South Oak Park Boulevard Improvements

Supplemental Item No.
**Comments for Item 8. South Oak Park Boulevard
Improvements**

(CC Mtg 1/25/2021)

From: [Kevin Buchanan](#)
To: [Wendi Sims](#)
Subject: South Oak Park Boulevard Improvements
Date: Monday, January 25, 2021 10:18:29 AM

Councilmembers and staff,

I'm writing to provide comment on the proposed redesign of South Oak Park Boulevard as a frequent road user of this area by bike and by car.

First, I believe some context is missing from the prepared report. As is typical for street design in our cities, the background report focuses entirely on potential (minor, future) drawbacks for people driving cars. LOS for people in cars is but one narrow metric, and should not be the end goal of our city and street design. This report makes no explicit mention of the benefits to other road users and stakeholders along this street.

I frequently use this section of street to travel to grocery stores, shops, restaurants, and parks in the area. Currently it is one of the most dangerous sections of any route that I take. There are schools and sports fields nearby that children and families frequently travel to using this section of street. This redesign will make this street safer for those walking and biking South Oak Park, whether they choose to do so or simply cannot drive a car to their given destination. And as a more connected network of safe streets is built, I would expect more people to use these routes by bike.

Additionally, streets that are safer for pedestrians and cyclists contribute to the economic health of the surrounding area. Studies show that bike friendly streets can increase property values and spending at nearby businesses. The street becomes more friendly to those outside of the car, people spend more time there, people increasingly want to live or shop there, and people on bike or walking are more likely to stop along their route.

<https://www.pdx.edu/news/portland-state-study-finds-bike-lanes-provide-positive-economic-impact>
<https://www.aarp.org/livable-communities/getting-around/info-2016/why-bicycling-infrastructure-is-good-for-people-who-dont-ride-bikes.html>

One part of this current design that should be addressed is the shared lane (sharrow) approaching and leaving the intersection with Grand Ave. Any route is only as safe as it's most dangerous point. A sharrow here puts cyclists (potentially kids, older, or less-abled people) in direct conflict with fast moving cars. This dangerous section decreases the likelihood that this route can be used safely, if at all, by those on bikes looking for a safe route (as would be expected). There's plenty of space on the street to provide safe infrastructure for bikes at the expense of mere convenience for those in cars.

To conclude, I support the proposed redesign pending improvements to the intersection with Grand Ave.

Kevin Buchanan

From: [Curtis Reinhardt](#)
To: [Wendi Sims](#)
Subject: Wendi - question : Agenda Grover Beach City Council Meeting, Monday, January 25, 2021 @ 6:00 p.m.
Date: Friday, January 22, 2021 7:13:49 PM

Thanks Wendi.

Do yo have “Cliff Notes” version of these plans? There should be two lanes of traffic in both directions from Highway 101 to The Pike. Please include minimum bike lanes. (There are very few bikers on that road!) Repave the south end. Simple!

Curtis

Curtis Reinhardt



Grover Beach, CA 93433

On Jan 22, 2021, at 4:04 PM, Wendi Sims <wsims@groverbeach.org> wrote:

Sent via email only

Attn: At the request of the Public Works Department, links to the following information posted on the City website are being forwarded to you:

- Grover Beach City Council - "[Meeting Agenda](#)"
- **South Oak Park Boulevard Improvements** – [Agenda Item No. 8](#)

If you have questions regarding this information, please contact Public Works Director/City Engineer Greg Ray at (805) 473-4530 or by email to publicworks@groverbeach.org.

On behalf of the Public Works Department,

Respectfully,

Wendi Sims

City Clerk/Administrative Specialist

City of Grover Beach

154 South 8th Street, Grover Beach, CA 93433

Phone: (805) 473-4567 | Fax: (805) 473-4561

wsims@groverbeach.org | www.groverbeach.org

From: [Matthew Bronson](#)
To: [CouncilMembers](#)
Subject: FW: Oak Park Reconfiguration Agenda Item 8 January 25 City Council Meeting
Date: Sunday, January 24, 2021 8:48:13 PM
Attachments: [pastedImagefile.png](#)

FYI to the Council.

From: Jim DeCecco <[REDACTED]>
Sent: Sunday, January 24, 2021 3:26 PM
To: PublicWorks <PublicWorks@groverbeach.org>; Matthew Bronson <mbronson@groverbeach.org>; Mariam Shah <mshah@groverbeach.org>
Cc: Kevin Buchanan <[REDACTED]>; Rick Ellison <[REDACTED]>
Subject: Oak Park Reconfiguration Agenda Item 8 January 25 City Council Meeting

Greg, Matt, Mariam,

Let me start by thanking all of you for the opportunity to weigh in on the design of this project. As a former Safe Routes Coordinator for Lucia Mar Unified School District and a teacher (and now instructional aide) at Oceano Elementary School, I find the Oak Park project critical to the needs of Grover Beach, and all the communities in our area.

I would like to begin by making a few observations. The analysis of using speculative projections for the year 2045 may not be an accurate measure of how the project will be viewed in the future. Even the traffic study done under current Covid conditions had to be modified because GHD stated "Covid-19 has significantly affected driving behavior's including reductions in typical daily (ADT) and peak hour travel". If current driving patterns can't be measured now, I would assume projected driving behaviors in 2045 would be speculative at best. I would also argue that the more GB and AG do to make biking and walking more desirable the less need there will be for increased vehicle infrastructure.

In general, I support the new design. It provides greater safety for both cyclists and pedestrians moving from Grand Ave. (and the shopping opportunities) through GB to Oceano. All over the country, which includes Grover Beach, there has been an uptick in alternative forms of transportation (i.e. bikes). Oak Park is a critical corridor for people with lower incomes. As I stated above, I work at Oceano Elementary School. Because I ride my bike on the stretch of Oak Park under consideration frequently, I see the families of Oceano walking and biking to get groceries at Vons on a daily basis. By using the new design, the city of GB will be acknowledging that they are designing streets for all levels of income, not just for those who can afford to drive.

I really support the modifications of the Grand Ave. intersection.

1. "No right turn on red" signs at the intersection coupled with signal timing adjustments to provide additional gap time between vehicle and pedestrian crossing movements. 2. Re-striping South Oak Park Boulevard from West Grand Avenue to Long Branch Avenue to relocate the existing transition from two lanes to one lane from just north of Long Branch Avenue nearer to the main Vons driveway where there is better visibility. This also provides

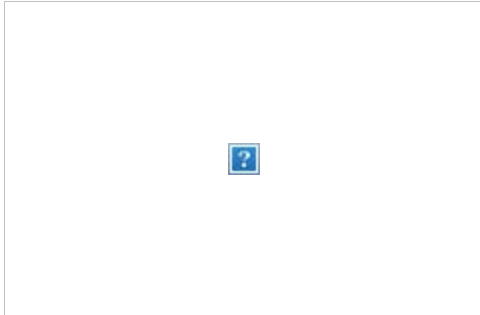
room for the southbound bike lane to extend to West Grand Avenue and eliminates the second southbound travel lane until Manhattan Avenue where the current roadway configuration allows for two southbound lanes again. 3. Re-striping North Oak Park Boulevard from Ramona Avenue to the intersection with West Grand Avenue to reconfigure the turn lanes and lane transition to reduce vehicle conflicts and illegal left turns crossing the striped center median. Of course, having a Bike lane on N. Oak Park (including the stretch of road from Ramona to Grand Ave.) would make that part of the street much safer.

There are 2 concerns I have with the new design. The first is on Attachment 3 EX2. Going north on Oak Park the bike lane disappears and turns into a Sharrow. Sharrows should never be used. There's enough space on the road to accommodate a bike lane on that side of the street if space was taken from the other side. Oak Park is a street with speeds between 35 mph and 40 mph (no matter what the posted signs say). As you can see below, safety for cyclists decreases significantly when speeds get to 35 mph.



Streets with bike lanes have a significantly lower crash rate than either major or minor streets without any bicycle facilities (38 and 56% respectively). ([William Moritz, 1998](#)) Streets with bike lanes are safer than those without. Article also has information about the safety of bike paths. ([BicyclingInfo.org](#),

<https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>



[Design Speed - National Association of City Transportation Officials | National Association of City Transportation Officials](#)

Bartmann, Astrid, William Spijkers, and Manfred Hess. "Street Environment, Driving Speed, and Field of Vision." *Vision in Vehicles III* (1991): 381-389. Chen, Li, Cynthia Chen, and Reid Ewing. "The Relative Effectiveness of

nacto.org

The second part of my concern is that by adopting the new plan there will be a delay in the project. Not unless the money is going away, 3 or 4 months to complete the CEQA shouldn't be a problem. It is more important to get the project right than to get it done fast.

Like I said before, thank you for the opportunity to share my thoughts and expertise. I ride the streets of GB every day. I have working knowledge as both a Safe Routes Coordinator and as a cyclist who uses your streets.

I support the new design with the one exception of using a Sharrow (which should never be done).

Jim DeCecco



January 25, 2021

Grover Beach City Council

Item #8 South Oak Park Boulevard Improvements

Greetings Mayor Lee, Mayor Pro Tem Shah, and Council Members Bright, Miller, and Robert,

On behalf of Bike SLO County, we would like to provide feedback on Grover Beach City Council Meeting Agenda Item #8 for the January 25, 2021 meeting.

Bike SLO County is committed to serving our community by promoting improved bicycle safety through education and expanded infrastructure through advocacy. We offer many programs that serve to educate and empower cyclists of all ages and abilities. The single biggest obstacle community members cite as to why they do not make more trips or commute by bicycle is the lack of safety they feel riding on roadways shared with motor vehicles present.

We appreciate the efforts the Public Works Director, City Manager, and staff have put into the Oak Park Boulevard and West Grand Avenue Intersection Project. The recommendation outlined in the staff report will make improvements to an area that has been a hazard for people on bikes and people on foot.

We support the project priorities of Oak Park Boulevard and West Grand Avenue intersection improvements:

- 1) No right turn on red signs and signal timing to improve pedestrian safety.
- 2) Re-striping of South Oak Park Boulevard from Grand Avenue to Longbranch Avenue.
- 3) Re-striping of North Oak Park from Ramona Avenue to West Grand Avenue.

Additionally, we support advancing the South Oak Park Boulevard Final Design:

- 1) Reduction of travel lanes and the addition of Class II buffered bike lanes on both sides of South Oak Park Boulevard the entire project area between Grand Avenue and Mentone Avenue. We recommend this project be put on a fast-track. With the combined speed of vehicles and the width of the current roadway, this area is a hot-spot of unsafe and unpredictable traffic. Calming traffic and redesign of this roadway will make it safer for all users.

Sincerely,

Gary Havas
Board President

Rick Ellison
Executive Director