4.13 TRANSPORTATION AND CIRCULATION

This section describes the potential impacts to the transportation system associated with adoption and implementation of the Community Plan. The impact analysis examines the roadway, transit, bicycle, and pedestrian components of the community's transportation system. To provide a context for the impact analysis, this section begins with the environmental setting, which is a description of the existing physical and operational conditions for the transportation system. Following the setting is the regulatory framework influencing the transportation system and providing the basis for impact significance thresholds used in the impact analysis. The section concludes with the impact analysis findings and recommended mitigation measures. This section was based on traffic modeling and analysis prepared by Omni-Means.

4.13.1 Physical Setting

Regional and local access to and within Los Osos is provided by State Route 1 (SR 1), Los Osos Valley Road, and South Bay Boulevard. The existing roadway network is generally rural in character with some paved and unpaved local roads.

a. State Highways. The following state highway serves the Los Osos area:

State Route 1 (SR 1) is an east-west four-lane roadway north of the study area located north of the Los Osos community. SR 1 forms a full-diamond interchange with South Bay Boulevard approximately 3 miles north of the Los Osos area (as designated by the Los Osos Community Services District boundary). SR 1 is designated as a freeway from the South Bay Boulevard interchange and to the west, and is designated as an expressway east of this interchange. Freeways are facilities whose junctions are controlled access with grade-separated intersections. Expressways are facilities whose junctions may have partial control of access, but which may or may not be divided or have grade separations at intersections. Expressways and freeways usually have posted speed limits ranging from 55 to 70 mph. The SR 1 corridor performs a functional role in the regional distribution of trips to and from the Los Osos area.

b. Arterials. Arterial facilities serve to connect areas of major activity within the urban area and function primarily to distribute cross-town traffic from freeways/highways to collector streets. Within the Los Osos area, arterial streets are mostly two lane facilities with maximum operating speeds ranging from 30 to 55 mph. In addition, arterial facilities generally have limited access to adjacent land uses. The following arterials service the Los Osos area:

Los Osos Valley Road is an east-west four-lane arterial between Los Osos Creek and 9th Street and a two-lane arterial west of Bush Drive and east of Los Osos Creek. Between Bush Drive and 9th Street, there is a three-lane section, with two eastbound travel lanes and one westbound travel lane. The four- and three-lane sections of Los Osos Valley Road have a two-way left-turn lane, except

between Fairchild Way and South Bay Boulevard where there is a raised median and left-turn pockets. There are also two-way left-turn lanes from Montana Way to Monarch Lane, Palisades Avenue to Bush Drive, and Lariat Drive to Sombrero Drive. The intersections with South Bay Boulevard, 10th Street, 9th Street, and Doris Avenue are signalized. The posted speed limit is 25 to 40 mph west of South Bay Boulevard and 45 to 55 mph shortly east of South Bay Boulevard. East of the study area, Los Osos Valley Road is a two-lane rural highway connecting to the City of San Luis Obispo. Southwest of Monarch Lane, Los Osos Valley Road continues as Pecho Valley Road towards Montana De Oro State Park.

South Bay Boulevard is a north-south two-lane arterial that connects Los Osos Valley Road and SR 1. The intersections with Los Osos Valley Road, El Morro Avenue, and Santa Ysabel Avenue are both signalized, while the intersections with Nipomo Avenue and Pismo Avenue are unsignalized with stop-control on these and other minor streets. The speed limit through the study area is 50 to 55 mph, and 25 mph within the school zone near the Los Osos Middle School at the intersection with El Morro Avenue. North of the community of Los Osos, South Bay Boulevard is a two-lane rural roadway traveling through Morro Bay State Park to the City of Morro Bay and SR 1.

c. Collectors. Collectors function as connector routes between local and arterial streets providing access to residential, commercial, and industrial property. Additionally, the Circulation Element identifies collectors as serving to provide bicycle and equestrian travel away from arterials for safety purposes. The following roadways servicing the community function as collector roadways:

Bayview Heights Drive, Binscarth Road, Broderson Avenue, Doris Avenue, El Morro Avenue, Fairchild Way, Highland Drive, Nipomo Avenue, Palisades Avenue, Pecho Road, Pine Avenue, Ramona Avenue, Ravenna Avenue, Rodman Drive, Santa Maria Avenue, Santa Ynez Avenue, Santa Ysabel Avenue, Skyline Drive, 2nd Street, 3rd Street, 7th Street, 9th Street, 11th Street, and 14th Street.

4.13.2 Transportation Analysis Methodology

The transportation analysis for the roadway system followed the methodology described below. For other components of the transportation system, the policy framework and implementation program for the Draft Circulation Plan were evaluated against the significance criteria.

Roadway Capacity. Roadway segment Levels of Service were estimated using Highway Capacity Manual 2000 (HCM 2000) methodologies. The Average Daily Traffic (ADT) based capacity thresholds used to calculate the LOS for the study roadway segments are presented in **Table 4.13-1**.

Table 4.13-1. LOS Criteria for Roadways

	Average Daily Traffic (ADT) – Total of Both Directions				
Roadway Type	**A**	**B**	**C**	**D**	**E**
Four-Lane Arterial	22,000	25,000	29,000	32,500	36,000
Three-Lane Arterial	16,000	19,000	21,500	24,500	27,000
Two-Lane Arterial	11,000	12,500	14,500	16,000	18,000
Two-Lane Collector	6,000	7,500	9,000	10,500	12,000

Notes: 1. Based on Highway Capacity Manual, Fourth Edition , Transportation Research Board, 2000.

2. All volume thresholds are approximate and assume ideal roadway characteristics. Actual thresholds for each LOS listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange

Intersection Level of Service. Intersection Level of Service (LOS) will be calculated for all control types using the methods documented in the Transportation Research Board publications Highway Capacity Manual, Fifth Edition, 2010. Traffic operations have been quantified through the determination of LOS. LOS determinations are presented on a letter grade scale from "A" to "F", whereby LOS "A" represents free-flow operating conditions and LOS "F" represents over-capacity conditions. For a signalized or all-way stop-controlled (AWSC) intersection, an LOS determination is based on the calculated averaged delay for all approaches and movements. For a two-way stop controlled (TWSC) intersection, an LOS determination is based upon the calculated average delay for all movements of the worst-performing approach. The Synchro 9 (*Trafficware*) software program was used to implement the HCM 2010 analysis methodologies, except for isolated intersections where the geometry limited the software's capability, i.e. Los Osos Valley Road at Sunset Drive and at Fairchild Way, and the HCM 2000 analysis methodology was used. Synchro 9 takes into account intersection signal phasing and queuing constraints when calculating delay, the corresponding delay, and queue lengths. Assessment of "design level" parameters (including queuing on intersection lane groups, stacking length requirements, coordinated signal operations analyses, etc.) have not been included in this study. LOS definitions for different types of intersection controls are presented in **Table 4.13-2**.

Table 4.13-2. Intersection Level of Service

Level of Service	**Type of Flow**	**Delay**	**Maneuverability**	**Stopped Delay/Vehicle**		
				Signalized	**Un signalized**	**All-Way Stop**
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	< 10.0	< 10.0	< 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10.0 and < 20.0	>10.0 and < 15.0	>10.0 and < 15.0

C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20.0 and < 35.0	>15.0 and < 25.0	>15.0 and < 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35.0 and < 55.0	>25.0 and < 35.0	>25.0 and < 35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55.0 and < 80.0	>35.0 and < 50.0	>35.0 and < 50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0	> 50.0

4.13.3 Existing Conditions

Los Osos roadway facilities were evaluated on a daily basis using Average Daily Traffic (ADT) counts collected by Omni-Means. Intersection facilities were evaluated on an AM and PM peak hour basis using peak hour turning movement counts collected by Omni-Means.

a. Existing Traffic Data Collection. In December 2015, Omni-Means collected daily roadway counts for 11 key roadway segments and AM and PM peak hour turning movement counts at 18 key intersections. These counts were collected across the Baywood-Los Osos area in support of the Los Osos Community Plan Update to follow. Counts were collected during an average weekday, when schools were in session. These counts will provide the baseline conditions for roadway and intersections facilities throughout Los Osos. The following is a list of the counts collected in December 2015.

Eleven (11) Daily Traffic Count Locations

1. Los Osos Valley Road west of Lariat Drive
2. Los Osos Valley Road east of South Bay Boulevard
3. Los Osos Valley Road west of South Bay Boulevard
4. Los Osos Valley Road east of 9th Street
5. Los Osos Valley Road west of Palisades Avenue
6. Pecho Road north of Los Osos Valley Road
7. Pecho Valley Road west of Roadman Drive
8. Santa Ysabel Avenue west of South Bay Boulevard
9. South Bay Boulevard north of Santa Ysabel Boulevard
10. South Bay Boulevard south of Santa Ysabel Boulevard
11. South Bay Boulevard north of Los Osos Valley Road

Nineteen (19) AM and PM Intersection Peak Hour Traffic Count Locations

1. El Morro Avenue / 11th Street
2. Los Osos Valley Road / Doris Avenue
3. Los Osos Valley Road / Pine Avenue
4. Los Osos Valley Road / Ravenna Avenue
5. Los Osos Valley Road / Palisades Avenue
6. Los Osos Valley Road / 9th Street / Bayview Heights Drive
7. Los Osos Valley Road / 10th Street
8. Los Osos Valley Road / Sunset Drive
9. Los Osos Valley Road / Fairchild Way
10. Los Osos Valley Road / South Bay Boulevard
11. Ramona Avenue / 4th Street
12. Ramona Avenue / 7th Street
13. Santa Ysabel Avenue / 7th Street
14. Santa Ysabel Avenue / 11th Street
15. South Bay Boulevard / Nipomo Avenue
16. South Bay Boulevard / Pismo Avenue
17. South Bay Boulevard / El Morro Avenue
18. South Bay Boulevard / Santa Ysabel Avenue
19. South Bay Boulevard / Ramona Avenue **This study intersection was added to account for the extension of Ramona Avenue to South Bay Boulevard under both the adopted Estero Area Plan and Proposed LOCP buildout Scenarios. However, it was not included in Existing Conditions analysis.*

As shown in **Table 4.13-3**, the December 2015 traffic counts were generally less than counts gathered in August 2008, except for Santa Ysabel Avenue, because that count is compared to the count on Santa Ysabel Avenue east of 11th Street as the closest available comparison. There are two likely reasons for this general reduction. The first is the likely seasonal variation between August and December. The

second is the persistent lack of recovery from the economic recession experienced in the last number of years. Nonetheless, the comparison does not evidence any likely increase in traffic in 2015. Therefore, the 2008 ADT counts at 23 other locations within the Los Osos Community will be used in conjunction with the 11 new 2015 ADT counts, totaling 34 roadway segment locations for analysis, which are regarded as reasonable estimates of the existing year ADT at the selected locations and were found acceptable for the purpose of this analysis. The following roadway segments have been analyzed in conjunction with the above listed 2015 count locations:

Additional Twenty-Three (23) 2008 Daily Traffic Count Locations

1. Los Osos Valley Road west of Bush Drive
2. Los Osos Valley Road east of Doris Avenue
3. Los Osos Valley Road east of Pecho Drive
4. Pecho Valley Road south of Monarch Lane
5. Los Olivos Avenue west of 10th Street
6. Santa Ynez Avenue west of 11th Street
7. Nipomo Avenues west of South Bay Boulevard
8. Ramona Avenue west of 9th Street
9. Ramona Avenue west of 4th Street
10. El Moro Avenue east of South Bay Boulevard
11. El Moro Avenue west of 11th Street
12. El Moro Avenue west of 7th Street
13. Santa Ysabel Avenue east of South Bay Boulevard
14. Santa Ysabel Avenue west of 11th Street
15. Santa Ysabel Avenue east of 7th Street
16. Santa Ysabel Avenue west of 7th Street
17. Doris Avenue south of Los Osos Valley Road
18. Doris Avenue north of Los Osos Valley Road
19. Ravenna Avenue south of Los Osos Valley Road
20. 7th Street north of Ramona Avenue
21. Bayview Heights Drive south of Los Osos Valley Road
22. 9th Street north of Los Osos Valley Road
23. 11th Street south of Santa Ysabel Avenue

b. Existing Roadway Levels of Service. Existing roadway LOS was determined on a daily basis with counts collected by Omni-Means in December 2015 and 2008. The LOS for the 34 roadway segments throughout Los Osos were established using the capacities in **Table 4.13-1**. Conditions and deficiencies were identified by the Level of Service (LOS) threshold outlined in the San Luis Obispo County General Plan Circulation Element. **Table 4.13-3** summarizes the existing roadway analysis and LOS conditions.

Table 4.13-3. Existing Roadway Analysis and LOS

#	Roadway	Location	Facility Type	Year[1,2]	Target LOS	Average Daily Traffic	LOS
1	Los Osos Valley Road	e/o Los Osos Creek	Three-Lane Arterial	2015	D	15,558	A
2	Los Osos Valley Road	e/o South Bay Boulevard	Four-Lane Arterial	2015	D	15,719	A
3	Los Osos Valley Road	w/o South Bay Boulevard	Four-Lane Arterial	2015	D	14,743	A
4	Los Osos Valley Road	e/o 9th Street	Four-Lane Arterial	2015	D	14,357	A
5	Los Osos Valley Road	w/o Bush Drive	Three-Lane Arterial	2007	D	12,100	A
6	Los Osos Valley Road	w/o Palisades Avenue	Two-Lane Arterial	2015	D	9,282	A
7	Los Osos Valley Road	e/o Doris Avenue	Two-Lane Arterial	2006	D	8,190	A
8	Los Osos Valley Road	e/o Pecho Drive	Three-Lane Arterial	2006	D	7,740	A
9	South Bay Boulevard	n/o Los Osos Valley Road	Two-Lane Arterial	2015	D	11,443	B
10	South Bay Boulevard	s/o Santa Ysabel Avenue	Two-Lane Arterial	2015	D	9,998	A
11	South Bay Boulevard	n/o Santa Ysabel Avenue	Two-Lane Arterial	2015	D	14,145	C
12	Pecho Valley Road	s/o Monarch Lane	Two-Lane Arterial	2008	D	3,220	A
13	Pecho Valley Road	s/o Rodman Drive	Two-Lane Arterial	2015	D	1,206	A
14	Los Olivos Avenue	w/o 10th Street	Two-Lane Collector	2003	D	1,860	A
15	Santa Ynez Avenue	w/o 11th Street	Two-Lane Collector	2008	D	3,310	A
16	Nipomo Avenue	w/o South Bay Boulevard	Two-Lane Collector	2008	D	2,520	A
17	Ramona Avenue	w/o 9th Street	Two-Lane Collector	2008	D	4,080	A
18	Ramona Avenue	w/o 4th Street	Two-Lane Collector	2008	D	2,490	A
19	El Moro Avenue	e/o South Bay Boulevard	Two-Lane Collector	2008	D	1,020	A
20	El Moro Avenue	w/o 11th Street	Two-Lane Collector	2008	D	1,460	A
21	El Moro Avenue	w/o 7th Street	Two-Lane Collector	2008	D	1,570	A
22	Santa Ysabel Avenue	e/o South Bay Boulevard	Two-Lane Collector	2008	D	280	A
23	Santa Ysabel Avenue	e/o 11th Street	Two-Lane Collector	2015	D	6,954	B
24	Santa Ysabel Avenue	w/o 11th Street	Two-Lane Collector	2008	D	3,700	A
25	Santa Ysabel Avenue	e/o 7th Street	Two-Lane Collector	2007	D	3,960	A
26	Santa Ysabel Avenue	w/o 7th Street	Two-Lane Collector	2008	D	2,410	A
27	Pecho Road	n/o Los Osos Valley Road	Two-Lane Collector	2015	D	1,173	A
28	Doris Avenue	s/o Los Osos Valley Road	Two-Lane Collector	2008	D	1,940	A
29	Doris Avenue	n/o Los Osos Valley Road	Two-Lane Collector	2008	D	190	A
30	Ravenna Avenue	s/o Los Osos Valley Road	Two-Lane Collector	2008	D	520	A
31	7th Street	n/o Ramona Avenue	Two-Lane Collector	2008	D	2,320	A
32	Bayview Heights Drive	s/o Los Osos Valley Road	Two-Lane Collector	2003	D	2,270	A
33	9th Street	n/o Los Osos Valley Road	Two-Lane Collector	2006	D	8,090	C
34	11th Street	s/o Santa Ysabel Avenue	Two-Lane Collector	2006	D	1,900	A

Notes:

1. 2015 Average Daily Counts collected in December 2015.

2. 2008 Average Daily Traffic based on Counts taken in the late summer (July-September) of 2006, 2007, or 2008.

3. Stanta Ysabel Avenue west of South Bay Boulevard was compared to 2008 ADT collected east of 11th Street.

As presented in **Table 4.13-3**, all roadways currently operate at acceptable LOS.

c. Existing Intersection Service Levels. Existing intersection counts were collected at 18 locations throughout the Los Osos area and analyzed using Synchro 9 (Trafficware) software. Existing AM and PM peak hour intersection traffic operations were quantified using the existing lane geometrics and controls, and the existing peak hour traffic volumes, as presented in the Existing Conditions report. Conditions and deficiencies were identified by the Level of Service (LOS) threshold outlined in the San Luis Obispo County General Plan Circulation Element. **Table 4.13-4** summarizes the existing intersection analysis and LOS conditions.

Table 4.13-4. Existing Intersection LOS

#	Intersection	Control Type[1,2]	Target LOS	Hour		Hour	
				Delay	LOS	Delay	LOS
1	El Morro Avenue at 11th Street	AWSC	D	9.4	A	7.8	A
2	Los Osos Valley Road at Doris Avenue	Signal	D	8.2	A	4.2	A
3	Los Osos Valley Road at Pine Avenue	TWSC	D	21.7	C	14.9	B
4	Los Osos Valley Road at Ravenna Avenue	TWSC	D	14.0	B	10.6	B
5	Los Osos Valley Road at Palisades Avenue	Signal	D	20.0	B	17.8	B
6	Los Osos Valley Road at 9th Street/Bayview Heights Drive	Signal	D	11.6	B	9.1	A
7	Los Osos Valley Road at 10th Street	Signal	D	14.6	B	17.7	B
8	Los Osos Valley Road at Sunset Drive[3]	TWSC	D	21.7	C	34.3	D
9	Los Osos Valley Road at Fairchild Way[3]	TWSC	D	26.0	D	33.2	D
10	Los Osos Valley Road at S. Bay Boulevard	Signal	D	28.0	C	21.8	C
11	Ramona Avenue at 4th Street	TWSC	D	9.4	A	10.2	B
12	Ramona Avenue at 7th Street	AWSC	D	8.0	A	8.2	A
13	Santa Ysabel Avenue at 7th Street	TWSC	D	10.0	A	11.3	B
14	Santa Ysabel Avenue at 11th Street	TWSC	D	15.3	C	13.3	B
15	S. Bay Boulevard at Nipomo Avenue	TWSC	D	30.6	D	25.6	D
16	S. Bay Boulevard at Pismo Avenue	TWSC	D	18.8	C	23.9	C
17	S. Bay Boulevard at El Morro Avenue	Signal	D	18.0	B	6.5	A
18	S. Bay Boulevard at Santa Ysabel Avenue	Signal	D	33.4	C	17.8	B

Notes:
1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. LOS based on HCM 2000 TWSC Analysis

As shown in **Table 4.13-4**, all intersections currently operate at an acceptable LOS.

4.13.4 Alternative Transportation

A comprehensive network of bikeways and pedestrians paths that are safe, convenient, and accessible for both commuter and recreational travel is an essential part of the County's transportation infrastructure. The San Luis Obispo County General Plan encourages the use of walking and bicycling and recognizes the following functional classes of bicycle and pedestrian systems:

Class I – Bicycle Path. Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

Class II – Bicycle Lane. Class II facilities provide a striped and signed lane for one-way bicycle travel within the paved area of a roadway that shares the roadway with motor vehicles. The minimum width for bike lanes ranges between four and six feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III – Bicycle Route. Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measure of separation, they have an important function in providing continuity to the bikeway network.

Pedestrian Path. A path that is physically separated by distance or barrier from a roadway. Pedestrian paths are different than sidewalks, and are typically constructed in conjunction with Class I Bicycle Paths.

Sidewalk. A pedestrian-dedicated paved walkway located adjacent to roadways.

a. Bicycle Facilities. The current bicycle and trail network in the Los Osos Community consists of a few Class I facilities and several Class II and Class III facilities. The El Morro Bike Trail is a Class I facility which extends from 12th Street to South Bay Boulevard, and crosses numerous local roadways. The bike trail connects to a paved pathway in front of Los Osos Middle School, which then continues unpaved and ends after a pedestrian tunnel crossing under South Bay Boulevard at Pismo Avenue.

A network of Class I, II, and II bikeways, and pedestrian paths, provides alternative transportation connection throughout the Los Osos community. The County Board of Supervisors latest adopted *County Bikeways Plan* identifies and prioritizes bikeway facilities throughout the unincorporated areas of the County, including the Los Osos community. Currently, the Bikeways Plan identifies Class II bicycle lanes are proposed on Pine Avenue between Skyline Avenue and Ramona Avenue, and on Pecho Valley Road between Rodman Drive and Montana De Oro State Park.

b. Pedestrian Facilities. The Los Osos Community Plan will provide for interconnected systems of sidewalks, trails, and other pedestrian routes. Pedestrians are also allowed to use Class I bicycle paths, which currently exist along the El Moro Avenue alignment. Sidewalks or other pedestrian routes are planned in new land divisions and with multi-family and commercial/office developments.

c. Public Transit. The Los Osos Community Plan recommends the following improvements to enhance transit transportation within the community:

1. *Increase the frequency and hours of service, areas served, and destinations served.*
2. *Provide a more appropriately located, well designed and easily accessible park and ride lot.*
3. *Improve the performance of transit service.*
4. *Assure safe and convenient access to ADA-compliant bus stops.*

4.13.5 Regulatory Setting

The proposed Community Plan, along with a variety of regional, State, and Federal plans, legislation, and policy directives provide guidelines for the safe operation of streets and transportation facilities in Los Osos. While the County of San Luis Obispo (County) has primary responsibility for the maintenance and operation of local transportation facilities in its jurisdiction, including the Los Osos community, County staff works on a continual basis with responsible regional, State, and Federal agencies, including San Luis Obispo Council of Governments (SLOCOG), the California Department of Transportation (Caltrans), and the Federal Highway Administration, as well as others, to maintain, improve, and balance the competing transportation needs of the community and the region.

a. Federal

FAST Act. The Fixing America's Surface Transportation Act, or FAST Act, was signed into law by President Obama in December 2015, replacing The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorization signed in 2012. This law is the first long-term transportation authorization enacted since SAFETEA-LU in 2005, providing five years of surface transportation funding for States and local governments to move forward with critical transportation projects such as highways and transit lines. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

b. State

California Complete Streets Act. In 2008, AB 1358, the California Complete Streets Act of 2008, was signed into law. As of January 2011, AB 1358 requires any substantive revision of the circulation element of a city or county's general plan to identify how it will safely accommodate the circulation of

all users of the roadway, including pedestrians, bicyclists, children, seniors, individuals with disabilities, and transit riders, as well as motorists.

Caltrans. Caltrans prepares a Transportation Concept Report (TCR) for each of its facilities. The TCR is a long-term planning document that each Caltrans district prepares for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in Caltrans' long-range corridor planning process. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period. These are indicated in the "route concept". In addition to the 20-year route concept level, the TCR includes an "ultimate concept", which is the ultimate goal for the route beyond the 20-year planning horizon.

The concept for SR 1 in the vicinity of Los Osos includes consolidation of driveways where possible to minimize access points, conversion of conventional highway sections to expressway standards, conversion of expressway sections to freeway standards, provision of Class I bicycle/pedestrian facilities along the corridor, and continued support for TDMs and intermodal facilities to reduce demand. The concept LOS for Segment 8 (south of South Bay Boulevard) is Peak C or better. For Segment 9 (north of South Bay Boulevard) the concept LOS is Peak C/D or better.

c. Regional

Regional Transportation Plan. The 2014 Regional Transportation Plan/Sustainable Communities Strategy (2014 RTP/SCS) was developed by SLOCOG as the Metropolitan Planning Organization (MPO) for the region, representing the County of San Luis Obispo and the cities of Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach and San Luis Obispo. The 2014 RTP/SCS sets forth regional transportation policy and provides capital program planning for all regional, State, and Federally funded projects. The 2014 RTP/SCS identifies performance measures and indicators for transportation projects and improvements, including transit trips, peak hour travel speed, cost of deferred street maintenance, collision rates, and vehicle miles traveled (VMT).

In addition, the 2014 RTP/SCS provides strategic investment recommendations to improve regional transportation system performance. Investments in regional highway, transit, local roadway, bicycle, and pedestrian projects are set forth. Project recommendations are premised upon factors related to existing infrastructure maintenance, increased transportation system efficiencies, improved traffic and transit operations, and strategic expansions of the regional transportation system.

County General Plan Circulation Element. Per the Circulation Element of the San Luis Obispo County General Plan Circulation Element:

"The current County policy calls for LOS "D" or better service on roadways in urban areas and LOS "C" on rural roads."

County Bikeways Plan. The County Bikeways Plan identifies and prioritizes bikeway facilities throughout the unincorporated areas of the County including, bike lanes, routes, parking, connections with public transportation, educational programs, and funding.

d. Local.

Estero Area Plan Circulation Element. The original Estero Area Plan was prepared by the County and certified by the Coastal Commission in 1988, and has since been updated several times, most recently in 2009. The Estero Area Plan encompasses Los Osos, Cayucos, and the rural area (of Estero) entirely within the Coastal Zone. The Circulation Element of the Estero Area Plan outlines the County's standards to traffic service.

The Estero Area Plan includes the following goals:

1. Provide for a land use pattern and rate of population growth that will not exceed the financial ability of the county and its residents to expand and maintain the circulation system.
2. Plan transportation system improvements to provide for, but not exceed, the demand of visitors and permanent residents in the year 2010. These improvements should be consistent with the land use patterns allowed by both the land use element and the cities' general plans, so that growth is not facilitated or induced in inappropriate amounts or locations.
3. Coordinate the transportation systems between different modes of travel, sensitive to the needs and desires of citizens in a manner that will provide optimum benefit for the investment of public funds.
4. Recognize public transit and car pooling as very important components of the county's strategy to provide adequate circulation and to reduce dependency on the automobile.
5. Encourage new development to provide public transit access and pedestrian and bicycle pathways from residential areas to shopping areas, businesses and public facilities.
6. Develop and coordinate transportation programs that reinforce federal, state, regional, and local agency goals.
7. Design a transportation system that provides for safe travel within attainable, feasible economic and technical means.

The proposed Los Osos Community Plan (the proposed project) is an update to the current Estero Area Plan for the Los Osos area, which includes the study area within its limits. The Circulation Element of the proposed project provides extensive goals, policies, and actions, which are relevant to the discussion of potential impacts of the proposed project, and which are discussed in the Impacts and Mitigation Measures section.

4.13.6 Proposed Circulation Improvements

Several planned improvements included in the adopted Estero Area Plan and County Circulation Element are proposed to be reduced or removed under the proposed LOCP. Major changes under the proposed LOCP include removing the following roadway extensions: El Moro Avenue from 12th Street to South Bay Boulevard, Highland Drive from Sea Horse Lane to Pecho Valley Road, South Bay Boulevard from Los Osos Valley Road to Pecho Valley Road, and Nipomo Avenue from Andre Street to Los Osos Valley Road. **Table 4.13-5** presents the proposed circulation improvements within the Los Osos Community Plan. The adopted and proposed circulation improvements are included in **Appendix E** for comparison purposes.

Table 4.13-5. Proposed Community Plan Circulation Improvements

Arterial Roads	
Los Osos Valley Road	
--- *Corridor-wide*	• Center medians in the downtown corridor • Traffic calming measures • Signalize intersections at Pine Ave and Ravenna Ave
--- *Doris Avenue to Palisades Avenue*	• Widen and provide a continuous center left turn lane • Multi---use trail (north side)
--- *Bush Drive to Sunset Drive*	• Raised median • Right turn deceleration lane at Bush Drive • Traffic median or other traffic control device to restrict left turn lanes at Bush Dr • Synchronize traffic signals • Pedestrian striping/pavers at Bayview Heights Drive and 10th St.
--- *Sunset Drive to South Bay Boulevard*	• Traffic signal and intersection improvements at Fairchild Way • Synchronize traffic signals • Pedestrian striping/pavers at South Bay Boulevard • "Gateway feature" at South Bay Boulevard
--- *South Bay Boulevard to Los Osos Creek*	• Pedestrian trail
--- *Within the CBD*	• Streetscape improvements
South Bay Boulevard	• Intersection improvements at Los Osos Valley Road • Future intersection with Ramona Avenue extension • Multi-use trail (east side) • Traffic control devices at Pismo Ave • Widen road
Collector Roads	
Ramona Avenue	• Realign intersection at 4th Street • Complete roadway from 10th Street to South Bay Boulevard
Ravenna Avenue	• Extend between Los Osos Valley Road and Ramona as development occurs
Skyline Drive	• Complete roadway between Doris ad Pine Avenues • Extend the street eastward to Palisades Avenue • Acquire ROW and extend eastward from Palisades Avenue to Nipomo Avenue (at 7th Street) as development occurs
Doris Avenue	• Complete roadway from Rosina Avenue to South Court

Fairchild Way	• Signalize intersection with Los Osos Valley Road • Extend the street northward to Nipomo Avenue
Local Roads	
Van Beurden Drive	• Extend the street westerly to provide access for nearby parcels
Baywood Park grid	• Improve local roads to complete the established grid system

4.13.7 Impact Analysis

a. Methodology and Significance Thresholds.

Methodology. Please refer to Section 4.13-2 for the technical methodology used in this analysis.

Significance Thresholds. Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on transportation and circulation if it would:

- *Conflict with an applicable plan, congestion management program, ordinance or policy establishing measures of effectiveness for the performance of the circulation system at the local or regional level, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;*
  - *On local roadways: A significant impact would occur if level of service at buildout would fall below LOS D, measured on an average daily traffic (ADT) basis or peak hour intersection operation basis. The adopted County General Plan Circulation Element also identifies LOS D as the threshold for acceptable operations within the Los Osos Urban Reserve Limit line;*
- *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;*
- *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*
- *Result in inadequate emergency access; or*
- *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.*

b. Application of Travel Demand Model. Los Osos is currently modeled within the Los Osos Travel Demand Model (TDM), which was last updated by Omni-Means in 2008 in support of the 2009 Los Osos Circulation Study. The Los Osos TDM simulates current traffic flow patterns and forecasts future travel demands and traffic flow patterns. The model is calibrated to and consistent with the SLOCOG TDM, which is used to estimate external traffic through the modeling area.

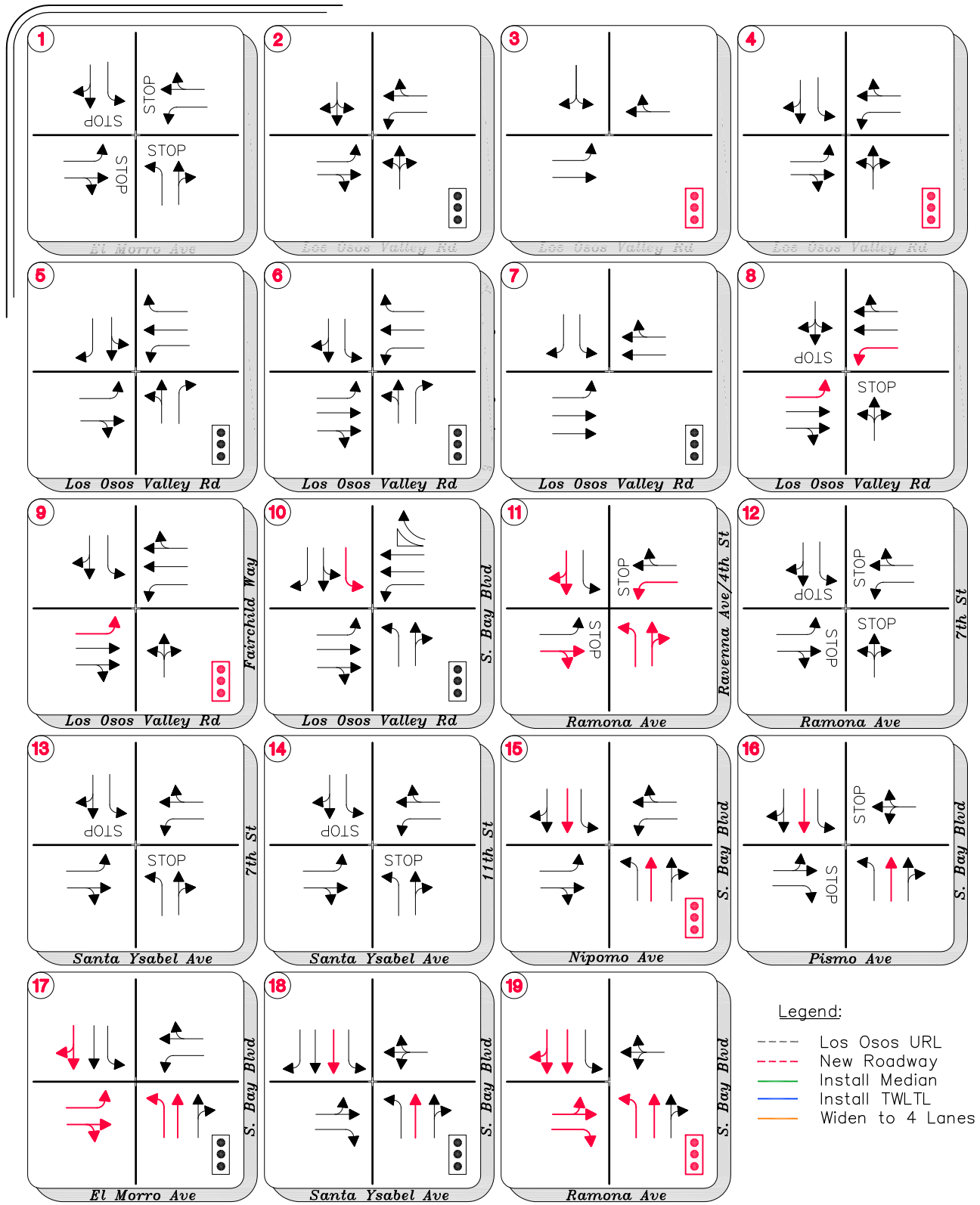
Modeling scenarios in the Los Osos TDM are based on two principal components: land use inputs and roadway network inputs. The proposed Los Osos Community Plan Update includes changes to both the buildout land uses and the buildout roadway network. Therefore, a new model scenario was developed in order to forecast future travel demand throughout the community. The currently adopted Community Plan was also updated in the Los Osos TDM to reflect incremental changes in the adopted plan since preparation of the 2009 Circulation Plan. Both the adopted and proposed Community Plan buildout scenarios are forecasted to 2035 conditions, and are compared against each other in terms of their net increase against existing 2015 conditions.

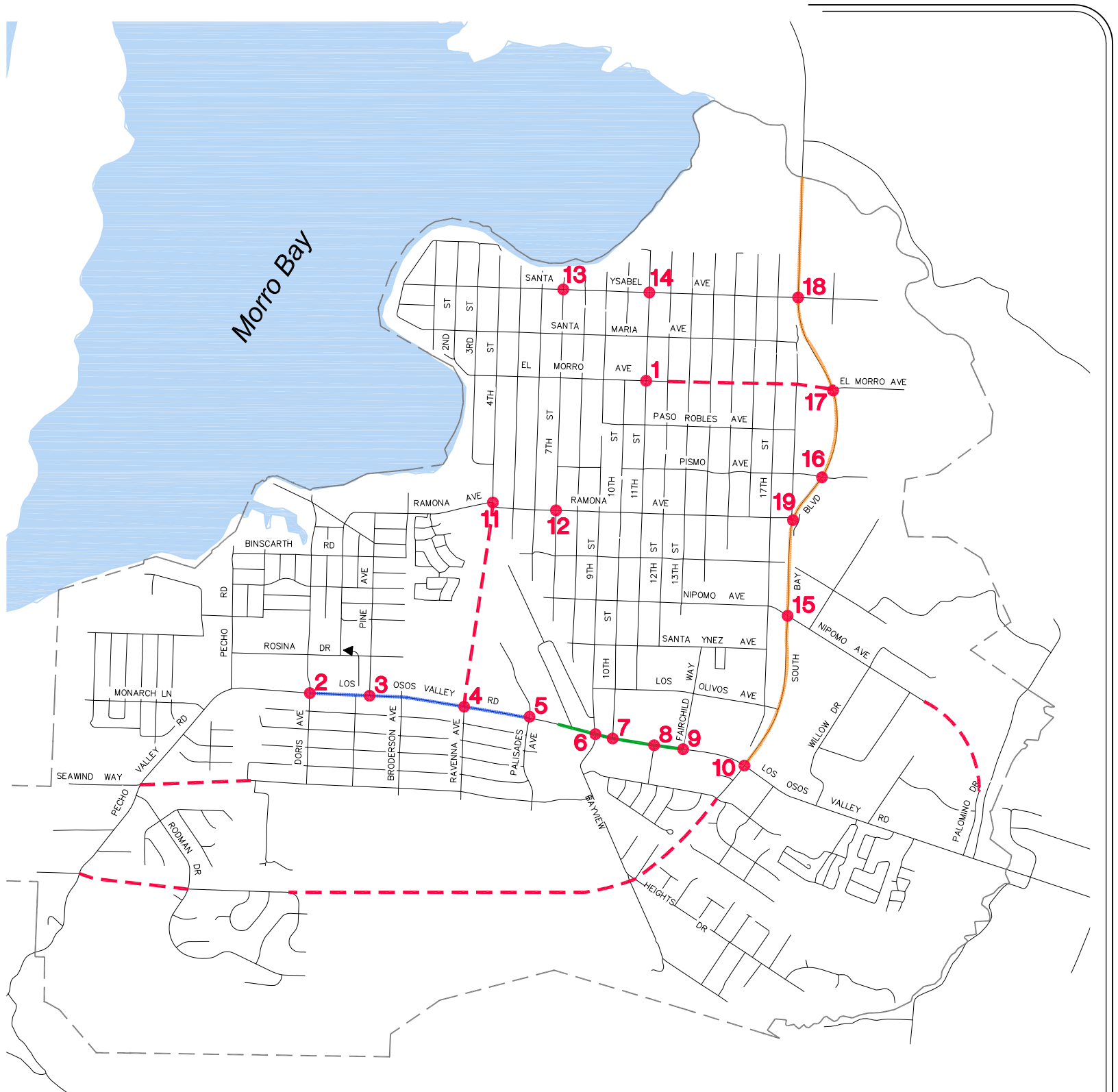
c. Future Land Uses. Table 4.13-6 presents the residential dwelling units (DU) and non-residential square footage (SF) used to determine the amount of new vehicle trips generated upon buildout of both the adopted Estero Area Plan and proposed Community Plan land uses. Trip generation rates and occupancy rates for residential land uses were applied to dwelling unit counts to achieve residential trips in the respective scenarios. Trip generation rates and floor area ratios for non-residential land uses were applied to total area (SF) to achieve non-residential trips in the respective scenarios. The reduction in new land use development within the proposed Community Plan, therefore, results in fewer vehicle trips on Los Osos roadway network.

Table 4.13-6. Future Development Potential (Existing and Proposed Plans)

Land Use	Existing	1. Existing Designations		2. Proposed LOCP	
		Buildout	Net Increase	Buildout	Net Increase
Residential (du)					
Single-Family	5,426	7,264	1,838	6,487	1,061
Multi-Family	895	1,864	969	1,695	800
TOTAL	**6,321**	**9,128**	**2,807**	**8,182**	**1,861**
Non-Residential (SF)					
Comm Retail	439,200	669,045	229,845	668,100	228,900
Comm Service	221,000	176,779	-44,221	284,600	63,600
Office	10,100	214,261	204,161	61,600	51,500
Recreation	0	24,975	24,975	10,000	10,000
PF/Recreation	0	0	0	10,000	10,000
TOTAL	**670,300**	**1,085,060**	**414,760**	**1,034,299**	**364,000**

d. Adopted Estero Area Plan Buildout Scenario. Trips resulting from adopted Estero Area Plan buildout scenario land uses summarized in **Table 4.13-6** were used as direct inputs within the adopted Community Plan buildout scenario travel demand model to establish 2035 traffic conditions. **Table 4.13-7** shows the estimated roadway ADT and LOS for the adopted Estero Area Plan buildout scenario. **Figure 4.13-1** presents the adopted Estero Area Plan lane geometrics and control and **Figure 4.13-2** presents the adopted Estero Area Plan buildout average daily traffic volumes.

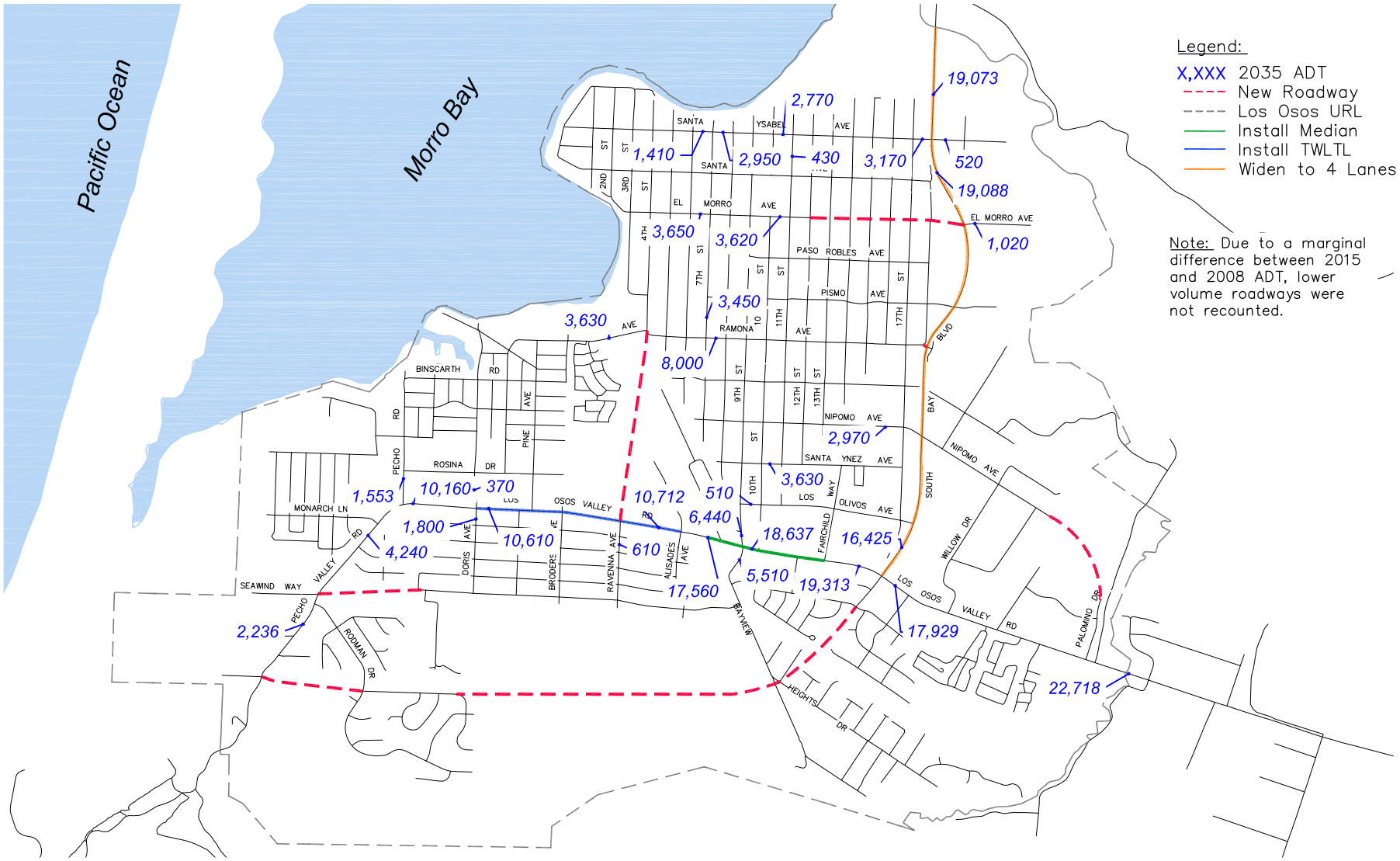




Los Osos Community Plan Update EIR

Figure 4.13–1

Adopted Estero Area Plan Lane Geometrics and Control



Los Osos Community Plan Update EIR

Figure 4.13–2

Adopted Estero Area Plan Buildout ADT

Table 4.13-7. Adopted Estero Area Plan Buildout Scenario Roadway LOS

#	Roadway	Location	Facility Type	Target LOS	Projected Average Daily Traffic	LOS
1	Los Osos Valley Road	e/o Los Osos Creek	Three-Lane Arterial	D	22,718	D
2	Los Osos Valley Road	e/o South Bay Boulevard	Four-Lane Arterial	D	17,929	A
3	Los Osos Valley Road	w/o South Bay Boulevard	Four-Lane Arterial	D	19,313	A
4	Los Osos Valley Road	e/o 9th Street	Four-Lane Arterial	D	18,637	A
5	Los Osos Valley Road	w/o Bush Drive	Three-Lane Arterial	D	17,560	B
6	Los Osos Valley Road	w/o Palisades Avenue	Three-Lane Arterial	D	10,712	A
7	Los Osos Valley Road	e/o Doris Avenue	Three-Lane Arterial	D	10,610	A
8	Los Osos Valley Road	e/o Pecho Drive	Three-Lane Arterial	D	10,160	A
9	South Bay Boulevard	n/o Los Osos Valley Road	Four-Lane Arterial	D	16,425	A
10	South Bay Boulevard	s/o Santa Ysabel Avenue	Four-Lane Arterial	D	19,088	A
11	South Bay Boulevard	n/o Santa Ysabel Avenue	Four-Lane Arterial	D	19,073	A
12	Pecho Valley Road	s/o Monarch Lane	Two-Lane Arterial	D	4,240	A
13	Pecho Valley Road	s/o Rodman Drive	Two-Lane Arterial	D	2,236	A
14	Los Olivos Avenue	w/o 10th Street	Two-Lane Collector	D	510	A
15	Santa Ynez Avenue	w/o 11th Street	Two-Lane Collector	D	3,630	A
16	Nipomo Avenue	w/o South Bay Boulevard	Two-Lane Collector	D	2,970	A
17	Ramona Avenue	w/o 9th Street	Two-Lane Collector	D	8,000	C
18	Ramona Avenue	w/o 4th Street	Two-Lane Collector	D	3,630	A
19	El Morro Avenue	e/o South Bay Boulevard	Two-Lane Collector	D	1,020	A
20	El Morro Avenue	w/o 11th Street	Two-Lane Collector	D	3,620	A
21	El Morro Avenue	w/o 7th Street	Two-Lane Collector	D	3,650	A
22	Santa Ysabel Avenue	e/o South Bay Boulevard	Two-Lane Collector	D	520	A
23	Santa Ysabel Avenue	e/o 11th Street	Two-Lane Collector	D	3,170	A
24	Santa Ysabel Avenue	w/o 11th Street	Two-Lane Collector	D	2,770	A
25	Santa Ysabel Avenue	e/o 7th Street	Two-Lane Collector	D	2,950	A
26	Santa Ysabel Avenue	w/o 7th Street	Two-Lane Collector	D	1,410	A
27	Pecho Road	n/o Los Osos Valley Road	Two-Lane Collector	D	1,553	A
28	Doris Avenue	s/o Los Osos Valley Road	Two-Lane Collector	D	1,800	A
29	Doris Avenue	n/o Los Osos Valley Road	Two-Lane Collector	D	370	A
30	Ravenna Avenue	s/o Los Osos Valley Road	Two-Lane Collector	D	610	A
31	7th Street	n/o Ramona Avenue	Two-Lane Collector	D	3,450	A
32	Bayview Heights Drive	s/o Los Osos Valley Road	Two-Lane Collector	D	5,510	A
33	9th Street	n/o Los Osos Valley Road	Two-Lane Collector	D	6,440	B
34	11th Street	s/o Santa Ysabel Avenue	Two-Lane Collector	D	430	A

Notes:
1. 2015 Average Daily Counts collected in December 2015.
2. 2008 Average Daily Traffic based on Counts taken in the late summer (July-September) of 2006, 2007, or 2008.
3. Stanta Ysabel Avenue west of South Bay Boulevard was compared to 2008 ADT collected east of 11th Street.

As shown in **Table 4.13-7**, all roadways are projected to operate at acceptable LOS under cumulative conditions, with buildout of both the adopted Estero Area Plan land uses and the adopted Estero Area Plan circulation system.

Table 4.13-8 shows the estimated intersection LOS for the adopted Estero Area Plan buildout scenario. **Figure 4.13-3** presents the adopted Estero Area Plan buildout peak hour traffic volumes at the study intersections.

Table 4.13-8. Adopted Estero Area Plan Buildout Scenario Intersection LOS

#	Intersection	Control Type[1,2]	Target LOS	Hour		Hour	
				Delay	LOS	Delay	LOS
1	El Morro Avenue at 11th Street	AWSC	D	11.5	B	10.0	A
2	Los Osos Valley Road at Doris Avenue	Signal	D	11.5	B	11.5	B
3	Los Osos Valley Road at Pine Avenue	Signal	D	7.4	A	7.4	A
4	Los Osos Valley Road at Ravenna Avenue	Signal	D	13.5	B	15.4	B
5	Los Osos Valley Road at Palisades Avenue	Signal	D	10.5	B	11.2	B
6	Los Osos Valley Road at 9th Street/Bayview Heights Drive	Signal	D	13.7	B	10.0	A
7	Los Osos Valley Road at 10th Street	Signal	D	3.4	A	4.6	A
8	**Los Osos Valley Road at Sunset Drive**	**TWSC**	**D**	**108.2**	**F**	**OVR**	**F**
9	Los Osos Valley Road at Fairchild Way	Signal	D	16.8	B	13.6	B
10	Los Osos Valley Road at S. Bay Boulevard	Signal	D	30.5	C	44.5	D
11	Ramona Avenue at 4th Street/ Ravenna Ave	TWSC	D	21.4	C	29.6	D
12	Ramona Avenue at 7th Street	AWSC	D	10.7	B	12.8	B
13	Santa Ysabel Avenue at 7th Street	TWSC	D	10.1	B	10.6	B
14	Santa Ysabel Avenue at 11th Street	TWSC	D	11.9	B	10.8	B
15	S. Bay Boulevard at Nipomo Avenue	Signal	D	21.3	C	23.7	C
16	**S. Bay Boulevard at Pismo Avenue**	**TWSC**	**D**	**71.8**	**F**	**269.5**	**F**
17	S. Bay Boulevard at El Morro Avenue	Signal	D	34.4	C	22.5	C
18	S. Bay Boulevard at Santa Ysabel Avenue	Signal	D	8.1	A	8.6	A
19	S. Bay Boulevard at Ramona Avenue	Signal	D	16.0	B	17.4	B

lotes:

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; Signal = Signalized Stop Control

2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC and Signal

3. OVR = Delay is over 300 seconds

As shown in **Table 4.13-8,** the intersections of Los Osos Valley Road/Sunset Drive and South Bay Boulevard/Pismo Avenue are expected to operate at unacceptable LOS under adopted Estero Area Plan buildout scenario conditions.

e. Proposed Community Plan Buildout Scenario. The land uses summarized in **Table 4.13-6** were used as direct inputs into proposed Community Plan buildout travel demand model. **Table 4.13-9** shows the estimated roadway ADT and LOS for the proposed Community Plan buildout scenario. **Figure 4.13-4** presents the proposed Community Plan buildout lane geometrics and control and **Figure 4.13-5** presents the proposed Community Plan buildout average daily traffic volumes.

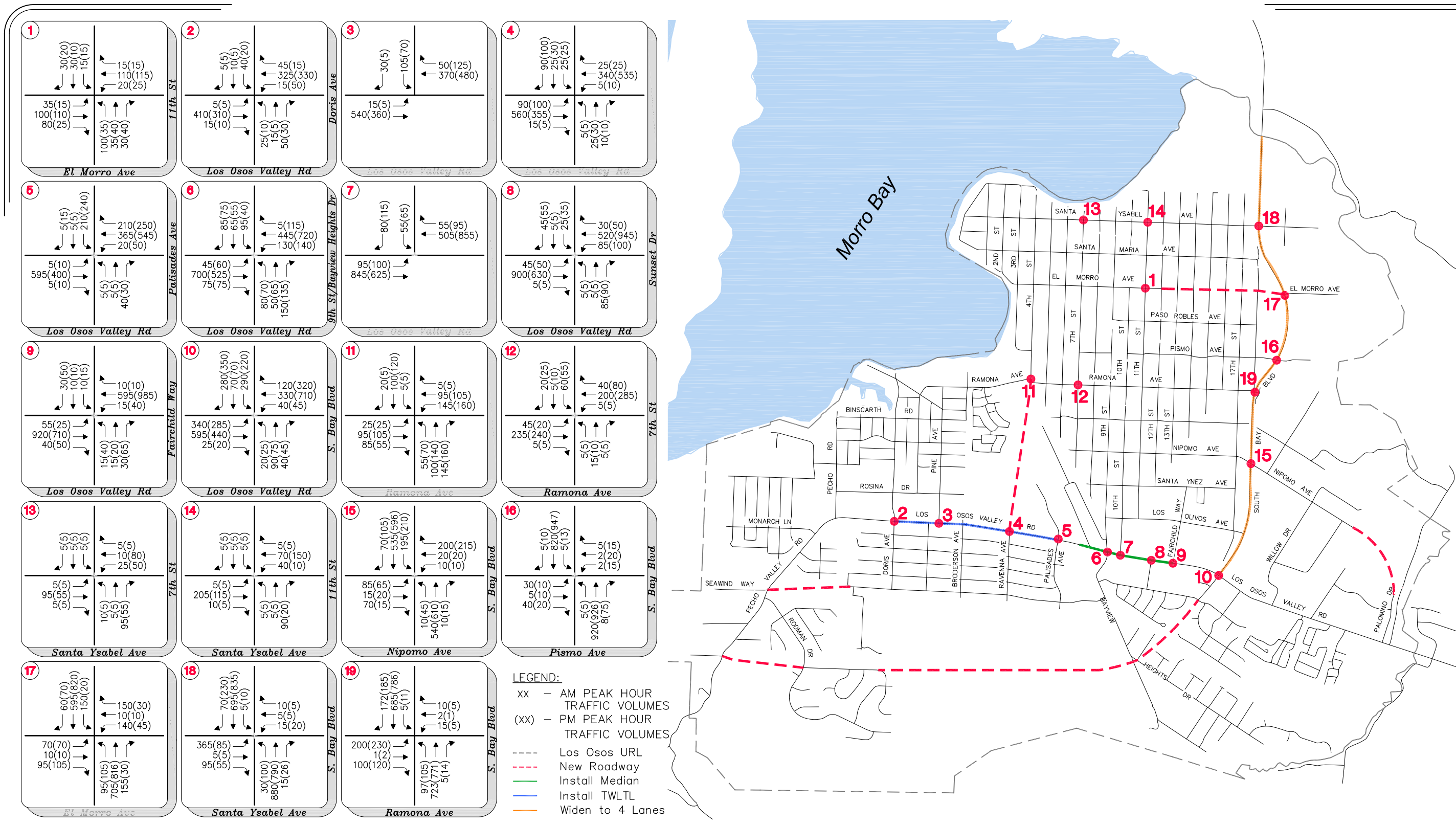


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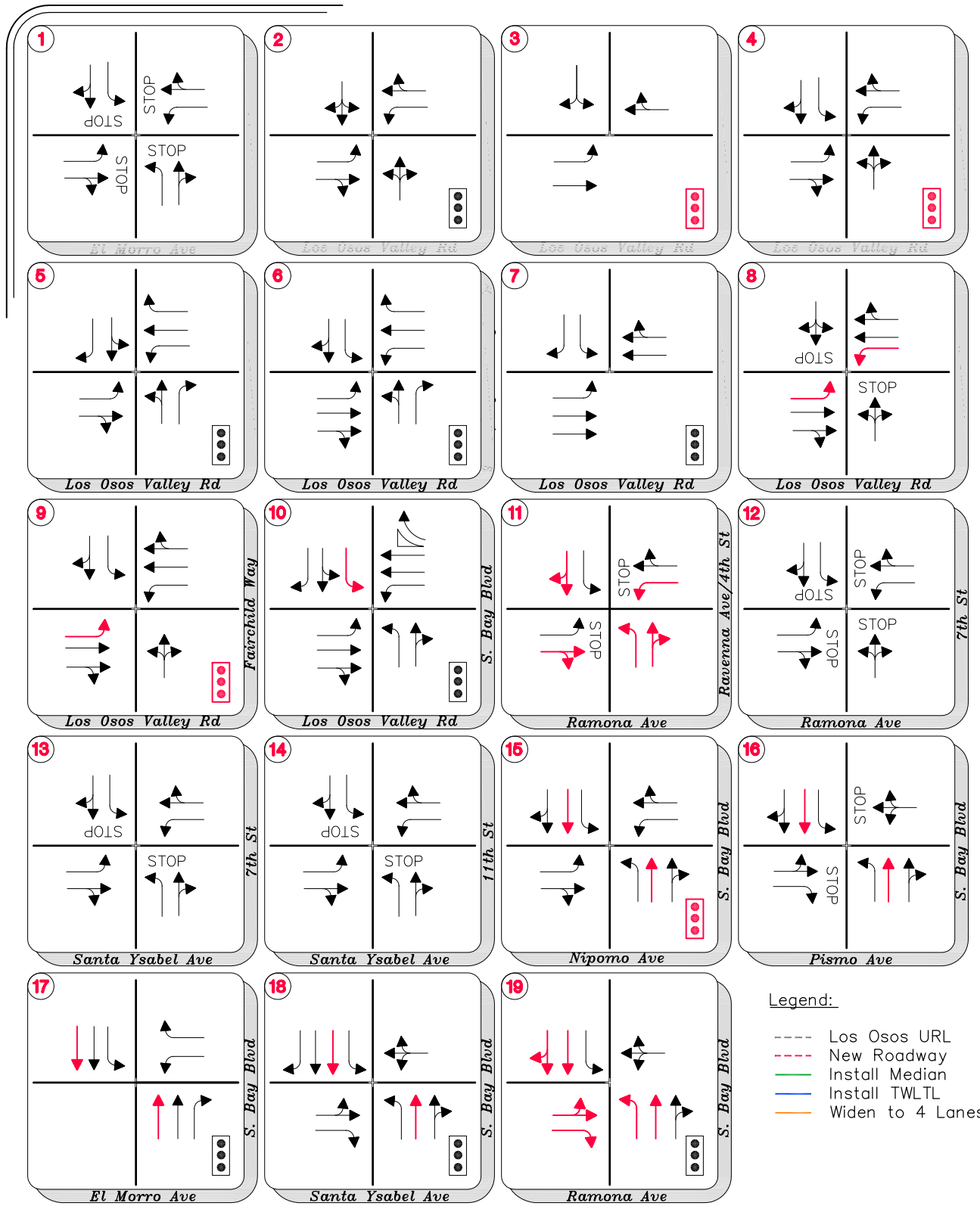
Figure 4.13–3

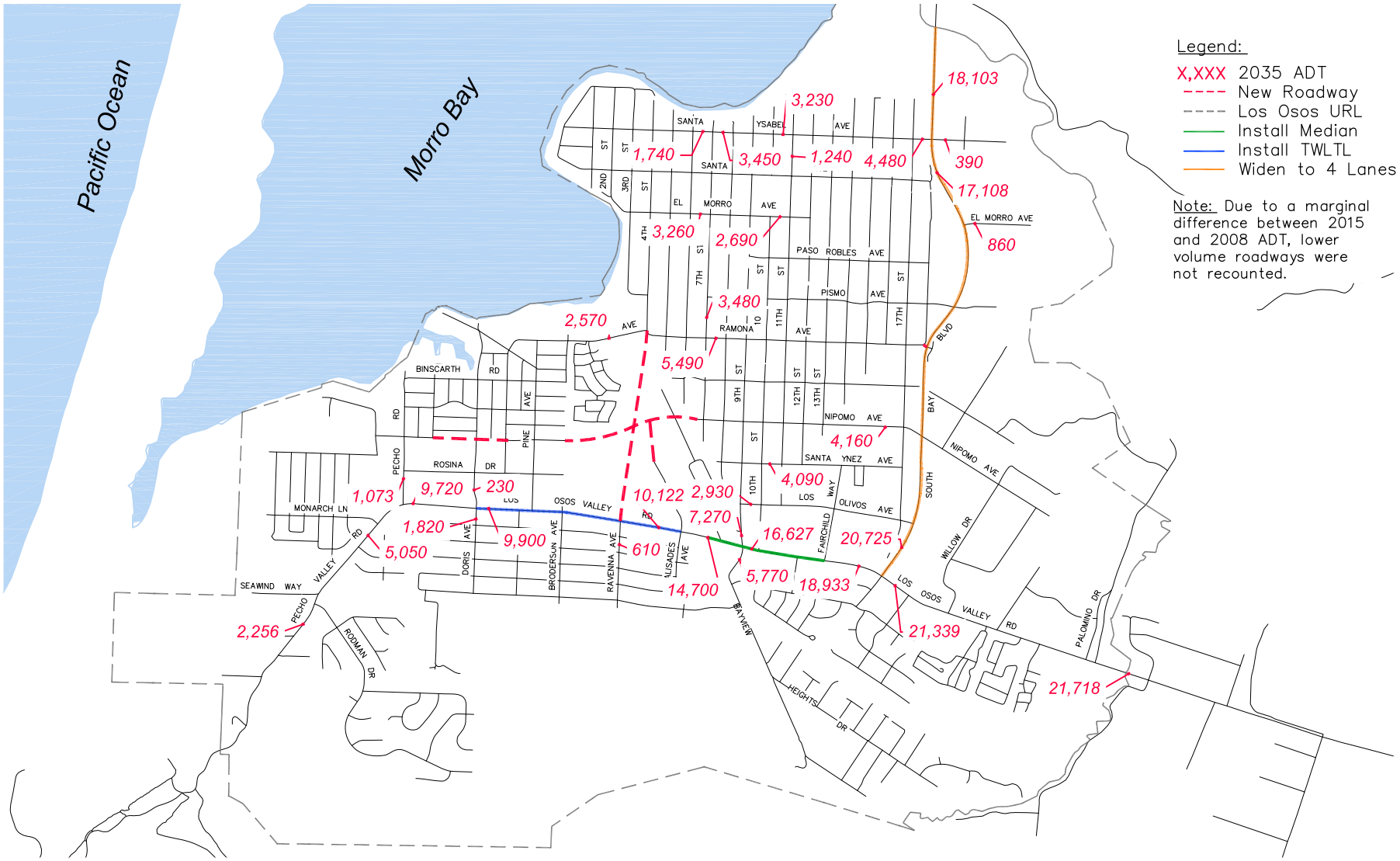
Adopted Estero Area Plan Buildout Peak Hour Traffic Volumes



Los Osos Community Plan Update EIR

Figure 4.13–4

Proposed Community Plan Lane Geometrics and Control



Los Osos Community Plan Update EIR

Figure 4.13–5

Proposed Community Plan Buildout ADT

Table 4.13-9. Proposed Community Plan Buildout Scenario Roadway LOS

#	Roadway	Location	Facility Type	Target LOS	Projected Average Daily Traffic	LOS
1	Los Osos Valley Road	e/o Los Osos Creek	Three-Lane Arterial	D	21,718	D
2	Los Osos Valley Road	e/o South Bay Boulevard	Four-Lane Arterial	D	21,339	A
3	Los Osos Valley Road	w/o South Bay Boulevard	Four-Lane Arterial	D	18,933	A
4	Los Osos Valley Road	e/o 9th Street	Four-Lane Arterial	D	16,627	A
5	Los Osos Valley Road	w/o Bush Drive	Three-Lane Arterial	D	14,700	A
6	Los Osos Valley Road	w/o Palisades Avenue	Three-Lane Arterial	D	10,122	A
7	Los Osos Valley Road	e/o Doris Avenue	Three-Lane Arterial	D	9,900	A
8	Los Osos Valley Road	e/o Pecho Drive	Three-Lane Arterial	D	9,720	A
9	South Bay Boulevard	n/o Los Osos Valley Road	Four-Lane Arterial	D	20,725	A
10	South Bay Boulevard	s/o Santa Ysabel Avenue	Four-Lane Arterial	D	17,108	A
11	South Bay Boulevard	n/o Santa Ysabel Avenue	Four-Lane Arterial	D	18,103	A
12	Pecho Valley Road	s/o Monarch Lane	Two-Lane Arterial	D	5,050	A
13	Pecho Valley Road	s/o Rodman Drive	Two-Lane Arterial	D	2,256	A
14	Los Olivos Avenue	w/o 10th Street	Two-Lane Collector	D	2,930	A
15	Santa Ynez Avenue	w/o 11th Street	Two-Lane Collector	D	4,090	A
16	Nipomo Avenue	w/o South Bay Boulevard	Two-Lane Collector	D	4,160	A
17	Ramona Avenue	w/o 9th Street	Two-Lane Collector	D	5,490	A
18	Ramona Avenue	w/o 4th Street	Two-Lane Collector	D	2,570	A
19	El Morro Avenue	e/o South Bay Boulevard	Two-Lane Collector	D	860	A
20	El Morro Avenue	w/o 11th Street	Two-Lane Collector	D	2,690	A
21	El Morro Avenue	w/o 7th Street	Two-Lane Collector	D	3,260	A
22	Santa Ysabel Avenue	e/o South Bay Boulevard	Two-Lane Collector	D	390	A
23	Santa Ysabel Avenue	e/o 11th Street	Two-Lane Collector	D	4,480	A
24	Santa Ysabel Avenue	w/o 11th Street	Two-Lane Collector	D	3,230	A
25	Santa Ysabel Avenue	e/o 7th Street	Two-Lane Collector	D	3,450	A
26	Santa Ysabel Avenue	w/o 7th Street	Two-Lane Collector	D	1,740	A
27	Pecho Road	n/o Los Osos Valley Road	Two-Lane Collector	D	1,073	A
28	Doris Avenue	s/o Los Osos Valley Road	Two-Lane Collector	D	1,820	A
29	Doris Avenue	n/o Los Osos Valley Road	Two-Lane Collector	D	230	A
30	Ravenna Avenue	s/o Los Osos Valley Road	Two-Lane Collector	D	610	A
31	7th Street	n/o Ramona Avenue	Two-Lane Collector	D	3,480	A
32	Bayview Heights Drive	s/o Los Osos Valley Road	Two-Lane Collector	D	5,770	A
33	9th Street	n/o Los Osos Valley Road	Two-Lane Collector	D	7,270	B
34	11th Street	s/o Santa Ysabel Avenue	Two-Lane Collector	D	1,240	A

Notes:

1. 2015 Average Daily Counts collected in December 2015.

2. 2008 Average Daily Traffic based on Counts taken in the late summer (July-September) of 2006, 2007, or 2008.

3. Stanta Ysabel Avenue west of South Bay Boulevard was compared to 2008 ADT collected east of 11th Street.

As shown in **Table 4.13-9**, all roadways are projected to operate at acceptable LOS under proposed Community Plan buildout scenario conditions.

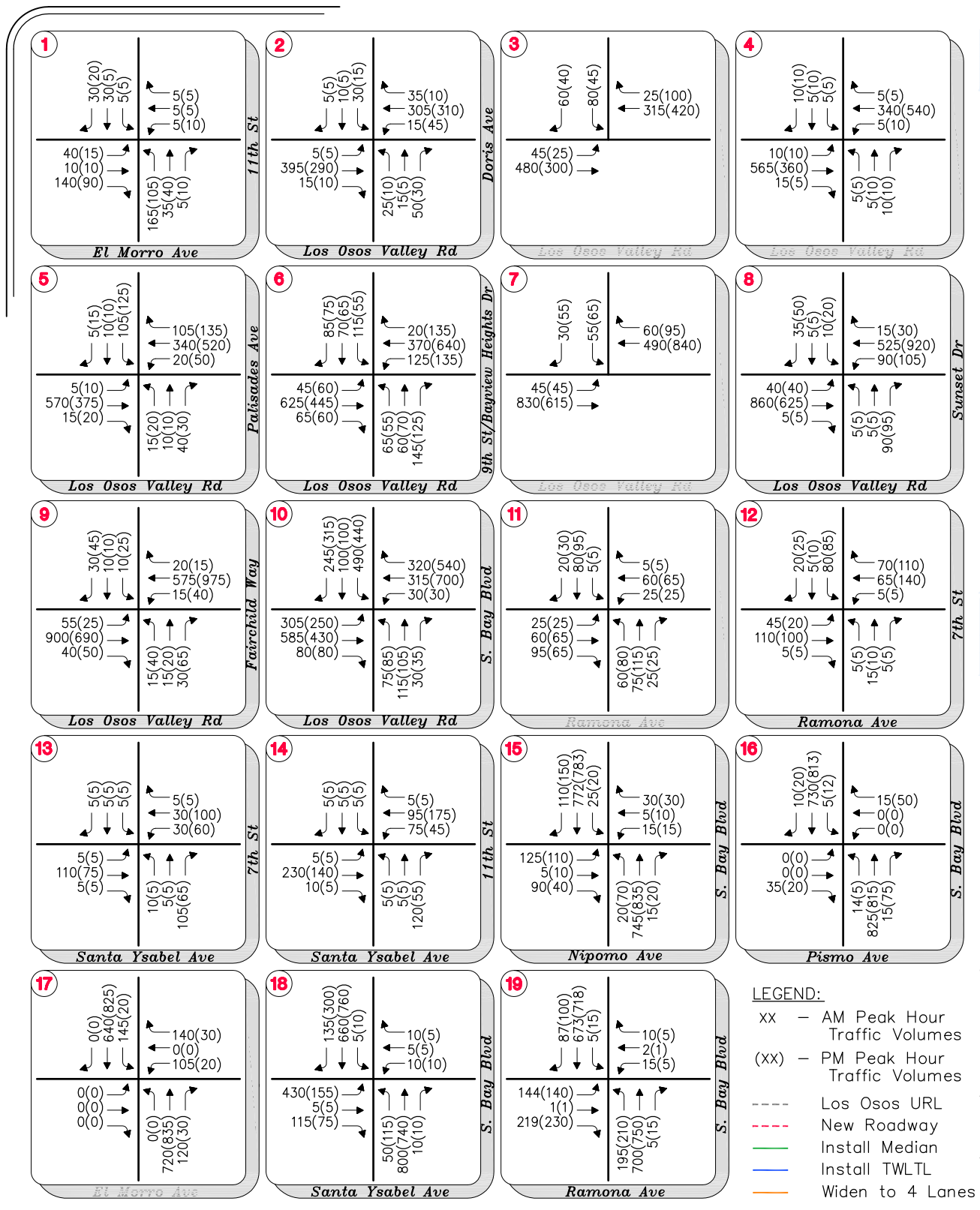
Table 4.13-10 shows the estimated intersection LOS for the proposed Community Plan buildout scenario. **Figure 4.13-6** presents the proposed Community Plan buildout peak hour traffic volumes at the study intersections.

Table 4.13-10. Proposed Community Plan Buildout Scenario Intersection LOS

#	Intersection	Control Type[1,2]	Target LOS	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	El Morro Avenue at 11th Street	AWSC	D	10.7	B	9.0	A
2	Los Osos Valley Road at Doris Avenue	Signal	D	11.4	B	11.2	B
3	Los Osos Valley Road at Pine Avenue	Signal	D	7.8	A	8.0	A
4	Los Osos Valley Road at Ravenna Avenue	Signal	D	9.1	A	9.5	A
5	Los Osos Valley Road at Palisades Avenue	Signal	D	11.1	B	12.0	B
6	Los Osos Valley Road at 9th Street/Bayview Heights Drive	Signal	D	14.0	B	10.6	B
7	Los Osos Valley Road at 10th Street	Signal	D	2.4	A	3.4	A
8	**Los Osos Valley Road at Sunset Drive**	**TWSC**	**D**	**45.7**	**E**	**247.9**	**F**
9	Los Osos Valley Road at Fairchild Way	Signal	D	17.2	B	14.7	B
10	Los Osos Valley Road at S. Bay Boulevard	Signal	D	28.7	C	37.9	D
11	Ramona Avenue at 4th Street/ Ravenna Ave	TWSC	D	12.7	B	14.4	B
12	Ramona Avenue at 7th Street	AWSC	D	8.9	A	9.9	A
13	Santa Ysabel Avenue at 7th Street	TWSC	D	10.5	B	11.3	B
14	Santa Ysabel Avenue at 11th Street	TWSC	D	13.9	B	12.2	B
15	S. Bay Boulevard at Nipomo Avenue	Signal	D	14.7	B	15.5	B
16	**S. Bay Boulevard at Pismo Avenue**	**TWSC**	**D**	**57.2**	**F**	**130.8**	**F**
17	S. Bay Boulevard at El Morro Avenue	Signal	D	12.0	B	4.7	A
18	S. Bay Boulevard at Santa Ysabel Avenue	Signal	D	9.0	A	9.4	A
19	S. Bay Boulevard at Ramona Avenue	Signal	D	19.5	B	20.6	C

Notes:
1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; Signal = Signalized Stop Control
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC and Signal
3. LOS based on HCM 2000 TWSC Analysis

As shown in **Table 4.13-10,** the intersections of Los Osos Valley Road/Sunset Drive and South Bay Boulevard/Pismo Avenue are expected to operate at unacceptable LOS under proposed Community Plan buildout scenario conditions.



Los Osos Community Plan Update EIR

Figure 4.13–6

Proposed Community Plan Buildout Peak Hour Traffic Volumes

f. Impacts and Mitigation Measures.

Threshold:	***Would actions under the Community Plan conflict with an applicable plan, congestion management program, ordinance or policy establishing measures of effectiveness for the performance of the circulation system at the local or regional level, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***
Threshold:	***Would actions under the Community Plan reduce the level of service on local roadways at buildout in Los Osos to below LOS D, measured on an average daily traffic (ADT) basis or peak hour intersection operation basis?***

Impact TC-1 **The proposed Circulation Plan would result in potential impacts, without additional mitigation, to the transportation network, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.** ***(Class II, Significant but Mitigable)***

Full implementation of the proposed Community Plan would result in performance of the intersections of South Bay Boulevard/Pismo Street, and of Los Osos Valley Road/Sunset Drive, to exceed applicable adopted performance criteria. All other facilities are anticipated to operate at acceptable service level thresholds. The proposed Community Plan identifies circulation system improvements that are planned to accommodate development under the Community Plan and these improvements are assumed to be implemented as described under the Transportation Analysis Methodology above. Therefore, this impact is Class II, **significant but mitigable**.

Summary of Proposed Community Plan Policies that Reduce the Impact:

EC-3 *Improve commercial areas by making them more attractive and pedestrian-friendly.*

LU-2 *Concentrate or cluster development to protection contiguous environmentally sensitive areas.*

LU-4 *Promote pedestrian travel and activities so that commercial areas become pedestrian- rather than automobile-oriented.*

LU-5 *Plan for a flexible combination of residential, service, office, and lodging uses at the Morro Shores Mixed Use Area.*

CIR-1 *Maximize public access to and along the coast.*
Program CIR-1.1: Accept and retain coastal access offers
Program CIR-1.2: Abandonments and quiet title action.
Program CIR-1.3: Protect existing access points.
Program CIR-1.4: Develop access improvements.

CIR-2 *Provide safe, convenient access to multiple transportation modes from shopping centers, schools, residential areas, and recreation facilities.*
Program CIR-2.1: Transit system.
Program CIR-2.2: Transportation Demand Management.

CIR-3 *Responsibly finance and administer the community circulation system.*

CIR-4 *Design the circulation system to be compatible with the community's character and responsive to local environmental needs.*
Program CIR-4.1: Narrow streets.
Program CIR-4.2: Trees.
Program CIR-4.3: Commercial streetscape.
Program CIR-4.4: Traffic calming.

Mitigation Measures. The following mitigation measures are proposed to be added to the Circulation Plan to mitigate the identified impacts:

TC-1(a) **Intersection 8 - Los Osos Valley Road at Sunset Drive.** This intersection is projected to operate at LOS F during AM and PM peak hours under Cumulative No Project conditions, and at LOS E and LOS F during AM and PM peak hours under Cumulative Plus Project conditions, respectively. The following proposed improvement will yield acceptable operations: Restrict left turns out from the side streets with traffic control devices as approved by Public Works.

Plan Requirements and Timing. The Planning and Building Department shall add the required improvement to the Community Plan prior to adoption. The improvement will be programmed into the County's Estero Area Plan, and ultimately constructed when funding is available, either through development fees or other outside sources.

Monitoring. Planning and Building shall ensure that the above language is included in the Community Plan prior to adoption.

TC-1(b) **Intersection 16 – South Bay Boulevard at Pismo Avenue.** This intersection is projected to operate at LOS F during AM and PM peak hours under Cumulative No Project conditions and Cumulative Plus Project conditions. The following proposed improvement will yield acceptable operations: Restrict left turns out from the side streets with traffic control devices as approved by Public Works.

Plan Requirements and Timing. The Planning and Building Department shall add the required improvement to the Community Plan prior to adoption. The improvement will be programmed into the County's Estero Area Plan, and ultimately constructed when funding is available, either through development fees or other outside sources.

Monitoring. Planning and Building shall ensure that the above language is included in the Community Plan prior to adoption.

Residual Impacts. With proposed mitigation, impacts would be less than significant.

Threshold:	***Would actions under the Community Plan result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

Impact TC-2 **The proposed Circulation Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks *(Class III, Less than Significant).***

The proposed Community Plan would not have an effect on air traffic patterns. The proposed Community Plan does not propose to change any operations at airports, the nearest of which is more than 10 miles away near the City of San Luis Obispo. The Community Plan does not propose new uses that would increase air traffic and does not propose any changes in location of airports or air traffic. Therefore, this impact is **less than significant**.

Mitigation Measures. No mitigation measures are required.

Residual Impacts. Impacts would be less than significant.

> ***Threshold:*** ***Would actions under the Community Plan substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Impact TC-3 The proposed Circulation Plan would not increase risks due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) *(Class III, Less Than Significant).*

The implementation of the Community Plan would increase the amount of vehicle traffic, as well as bicycles, pedestrians, and buses, using the circulation system. The County maintains roadway standards that guide the construction of new transportation facilities to minimize design risks for all users of the system. New and upgraded roadways needed to accommodate new development will be designed according to County adopted design standards.

Through the environmental review process, land use proposals that would add traffic carefully evaluated. If needed, mitigations are identified and the project is conditioned to construct or provide funding for an improvement that would mitigate the impact. Typical improvements include shoulder widening, special signage and striping, adding turn pockets, adding sidewalks or crosswalks, realigning sharp curves, prohibiting certain turning movements, and other improvements.

Subsequent development, infrastructure, and planning projects would be required to comply with the Community Plan, the County Code, and applicable state and local regulations. The Community Plan Update establishes policies and actions that would ensure potential impacts associated with project design and compatibility of uses are addressed. Specifically, the Community Plan Update includes policies and measures to provide safe and well-connected neighborhood streets that balance automotive circulation with neighborhood design and bicycle and pedestrian users' safety. Implementation of these policies would ensure that potential transportation risks associated with project design and compatibility of uses is addressed and mitigated. Therefore, this impact is **less than significant**.

Summary of Proposed Community Plan Policies that Reduce the Impact:

EC-3 *Improve commercial areas by making them more attractive and pedestrian-friendly.*

LU-4 *Promote pedestrian travel and activities so that commercial areas become pedestrian- rather than automobile-oriented.*

CIR-1 *Maximize public access to and along the coast.*
Program CIR-1.1: Accept and retain coastal access offers
Program CIR-1.2: Abandonments and quiet title action.

Program CIR-1.3: Protect existing access points.
Program CIR-1.4: Develop access improvements.

CIR-2 *Provide safe, convenient access to multiple transportation modes from shopping centers, schools, residential areas, and recreation facilities.*
Program CIR-2.1: Transit system.
Program CIR-2.2: Transportation Demand Management.

CIR-3 *Responsibly finance and administer the community circulation system.*

CIR-4 *Design the circulation system to be compatible with the community's character and responsive to local environmental needs.*
Program CIR-4.1: Narrow streets.
Program CIR-4.2: Trees.
Program CIR-4.3: Commercial streetscape.
Program CIR-4.4: Traffic calming.

Mitigation Measures. No mitigation measures are required, because the impact is less than significant.

Residual Impacts. Impacts would be less than significant.

Threshold: Would actions under the Community Plan result in inadequate emergency access?

Impact TC-4 The proposed Circulation Plan would not result in inadequate emergency access *(Class III, Less Than Significant).*

Implementation of the proposed Community Plan and increases in regional travel passing though Los Osos would increase the amount of vehicular traffic in and around Los Osos, and may therefore increase the number of potential emergency access conflicts. However, improvements to the Community Plan circulation system as identified in the Circulation Plan will contribute to mitigating the impacts of additional traffic on emergency response times. Therefore, this impact is Class III, **less than significant**.

Summary of Proposed Community Plan Policies that Reduce the Impact:

CIR-1 *Maximize public access to and along the coast.*
Program CIR-1.1: Accept and retain coastal access offers
Program CIR-1.2: Abandonments and quiet title action.

Program CIR-1.3: Protect existing access points.
Program CIR-1.4: Develop access improvements.

CIR-2 *Provide safe, convenient access to multiple transportation modes from shopping centers, schools, residential areas, and recreation facilities.*
Program CIR-2.1: Transit system.
Program CIR-2.2: Transportation Demand Management.

CIR-3 *Responsibly finance and administer the community circulation system.*

CIR-4 *Design the circulation system to be compatible with the community's character and responsive to local environmental needs.*
Program CIR-4.1: Narrow streets.
Program CIR-4.2: Trees.
Program CIR-4.3: Commercial streetscape.
Program CIR-4.4: Traffic calming.

Mitigation Measures. No mitigation measures are required, because the impact is less than significant.

Residual Impacts. Impacts would be less than significant.

Threshold:	***Would actions under the Community Plan conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities)?***

Impact TC-5 **The proposed Circulation Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities *(Class III, Less Than Significant).***

The existing General Plan (Estero Area Plan) includes a number of policies and programs to support alternative transportation modes, many of which were discussed in the Physical Setting section of this section. Collectively, these establish goals and objectives and prioritize improvements that will better facilitate transit, pedestrian, and bicycle use in Los Osos and its surrounding area. The proposed Community Plan also includes policies for and improvements to the bikeway and pedestrian network. In addition, most new roadways above the local street level will be designed and built with bike lanes, and include sidewalks on both sides, substantially improving the bicycle and pedestrian environment.

Increased residential density and a greater mix of uses in new residential neighborhoods will help create a more transit-supportive urban environment.

The proposed Community Plan will not widen roadways indiscriminately to achieve vehicular LOS goals, as that could dissuade use of alternative transportation modes by promoting vehicular service above all other modes in designing improvements. Increased congestion on roadways, and the provision of improved access to alternative modes, may encourage increased use of alternative transportation modes. Therefore, this impact is **less than significant**.

Summary of Proposed Community Plan Policies that Reduce the Impact:

EC-3 *Improve commercial areas by making them more attractive and pedestrian-friendly.*

LU-4 *Promote pedestrian travel and activities so that commercial areas become pedestrian- rather than automobile-oriented.*

LU-5 *Plan for a flexible combination of residential, service, office, and lodging uses at the Morro Shores Mixed Use Area.*

CIR-2 *Provide safe, convenient access to multiple transportation modes from shopping centers, schools, residential areas, and recreation facilities.*
Program CIR-2.1: Transit system.
Program CIR-2.2: Transportation Demand Management.

CIR-3 *Responsibly finance and administer the community circulation system.*

CIR-4 *Design the circulation system to be compatible with the community's character and responsive to local environmental needs.*
Program CIR-4.1: Narrow streets.
Program CIR-4.2: Trees.
Program CIR-4.3: Commercial streetscape.
Program CIR-4.4: Traffic calming.

Mitigation Measures. No mitigation measures are required, because the impact is less than significant.

Residual Impacts. Impacts would be less than significant.

g. Cumulative Impacts. The project-specific analysis evaluated potential communitywide impacts under the LOCP. In this case, project-specific impacts are considered the same as cumulative

impacts. The proposed LOCP is intended to guide cumulative development within Los Osos study area, including necessary roadway and transportation improvements. Development would be located primarily on infill sites throughout the community. This study area cumulative growth and the associated planned and recommended transportation improvements are discussed at the outset of the Impact Analysis, and summarized under Impact TC-1. As discussed under Impact TC-1, the impacts would be Class III, less than significant.

h. Subsequent Environmental Review for Future Development Projects in the Community Plan Area. Pursuant to CEQA Guidelines Section 15183, additional CEQA review is not required for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. **Table 4.13-11** describes conditions under which future development in the study area would require additional CEQA review, pursuant to Section 15183.

Table 4.13-11. Conditions Under Which Future Development in the Community Plan Area Would Require Additional CEQA Review

Condition	Impact to Address
The future project is inconsistent with underlying General Plan and zoning designations.	TC-1 through TC-5
The future project is inconsistent with Community Plan policies.	TC-1 through TC-5
The future project would result in an impact peculiar to the project or parcel in any issue area. An effect is not considered peculiar if uniformly applied development policies or standards previously adopted by the County would substantially mitigate the environmental effect.	Impact that is peculiar to the project or parcel
The future project would result in an impact or impacts not analyzed above, including off-site or cumulative effects (for example, if the project included a hazardous design feature).	Impact other than TC-1 through TC-5
The future project would result in an impact or impacts analyzed above, but at a higher level of severity as a result of substantial new information not known at the time the EIR was certified.	Worsened TC-1 through TC-5, as applicable