

**NORTH COAST  
CIRCULATION STUDY**

**Final Report**

prepared for

**SAN LUIS OBISPO COUNTY**

by

**COUNTY ENGINEERING DEPARTMENT**

~~February 1992~~

1992 - 2000/2001 updates

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prepared for

**SAN LUIS OBISPO COUNTY**

Board of Supervisors

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**February 1992**

# NORTH COAST CIRCULATION STUDY

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## EXECUTIVE SUMMARY

The purpose of the North Coast Circulation Study is to identify future transportation needs in north coastal San Luis Obispo County (Figure S-1). The study area includes the unincorporated community of Cambria and the surrounding coastal area extending to the Monterey County Line on the north, the Coastal Zone boundary on the east, Villa Creek Road on the south and the Pacific Ocean on the west. Concerns over the ability of the existing and planned roadway system to accommodate increased traffic levels, in light of recent development and General Plan buildout, are a key impetus for this study.

This "Final Report" is the fourth edition of the North Coast Circulation Study. After extensive review by the North Coast Advisory Council, other local agencies and the public, it was adopted by the Board of Supervisors on February 25, 1992.

### EXISTING TRANSPORTATION CONDITIONS

The North Coast area is served by a relatively sparse network of two lane roadways in the rural area and many local and collector streets in the Cambria urban area (Figures S-2 and S-2(a)). The principal arterial route is State Highway 1, running north and south through the study area. State Highway 46 enters the area in the southeast corner, and terminates at its intersection with Highway 1. The main collectors in the town of Cambria are Main Street, Burton Drive and Windsor Boulevard.

#### Traffic Characteristics

In the North Coast area, peak traffic levels occur on summer weekdays (typically Fridays) due to the combination of local residents and recreational attractions. Highest traffic volumes are observed on Highway 1 as it enters the study area from the south, with 11,300 vehicles per day (Figures S-2 and S-2(a)). Within the Cambria urban area, highest volumes are observed on Main Street from Burton Drive to Windsor Boulevard, with almost 10,000 vehicles per day in some segments. Average summer traffic volumes are generally higher than other seasons, with holiday weekends being the highest of all. Because of the extreme variation in traffic on weekends, Friday count data is used as being most representative of overall traffic patterns in the area.

On summer Fridays, traffic gradually increases throughout the morning and into mid-afternoon, then decreases again to the early-morning hours. Overall in the North Coast area, the afternoon peak is between 3:00 and 5:00 p.m., with approximately

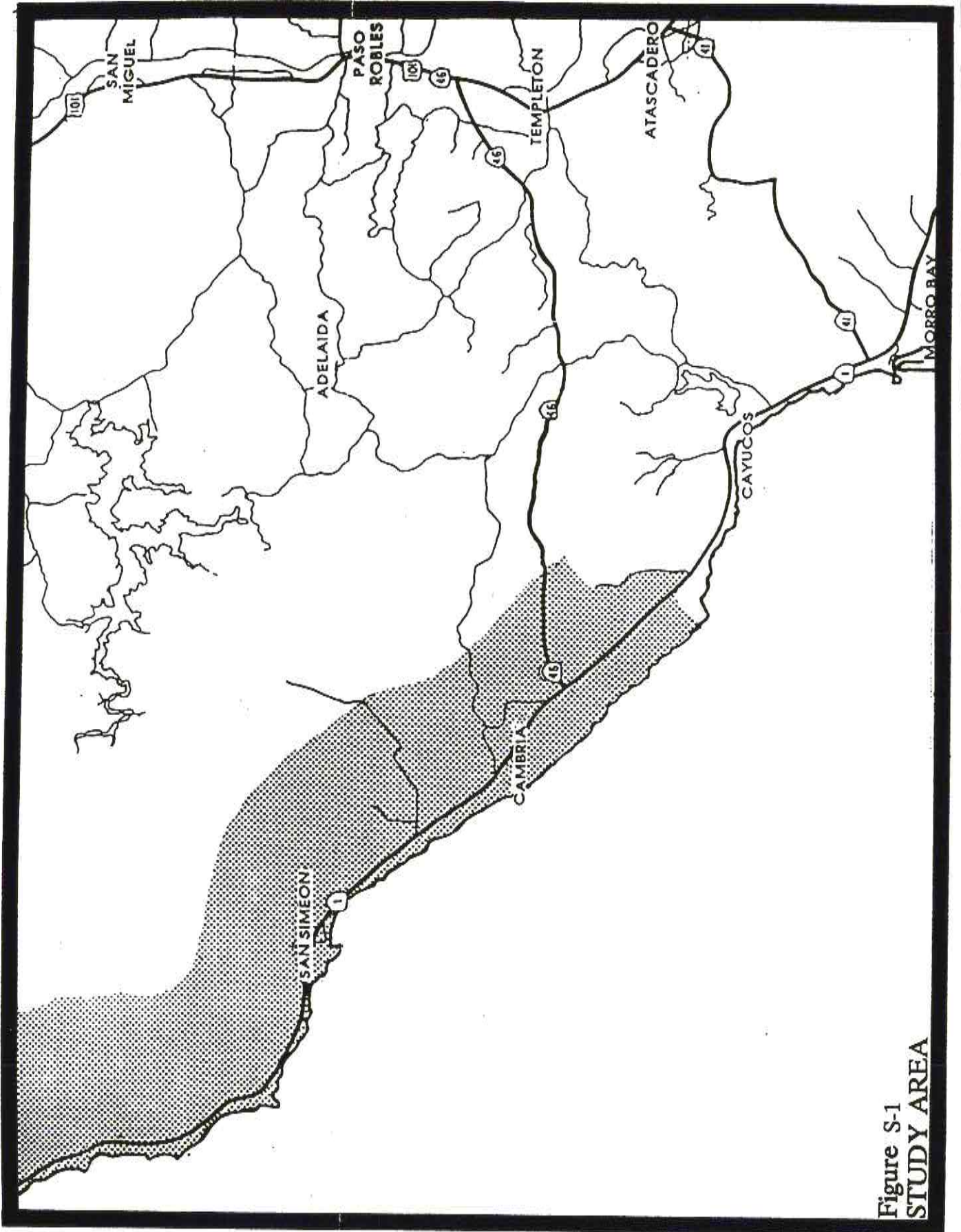
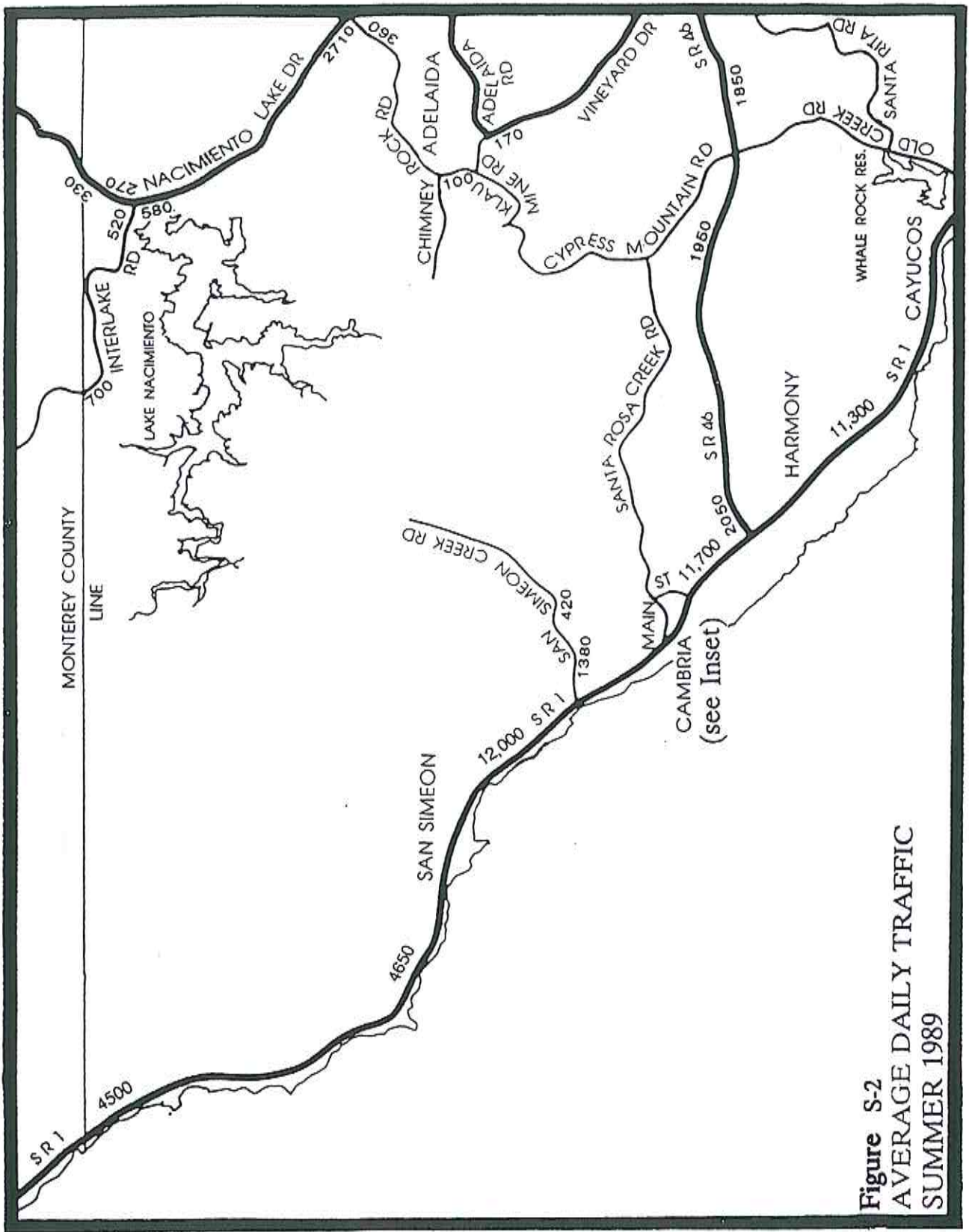
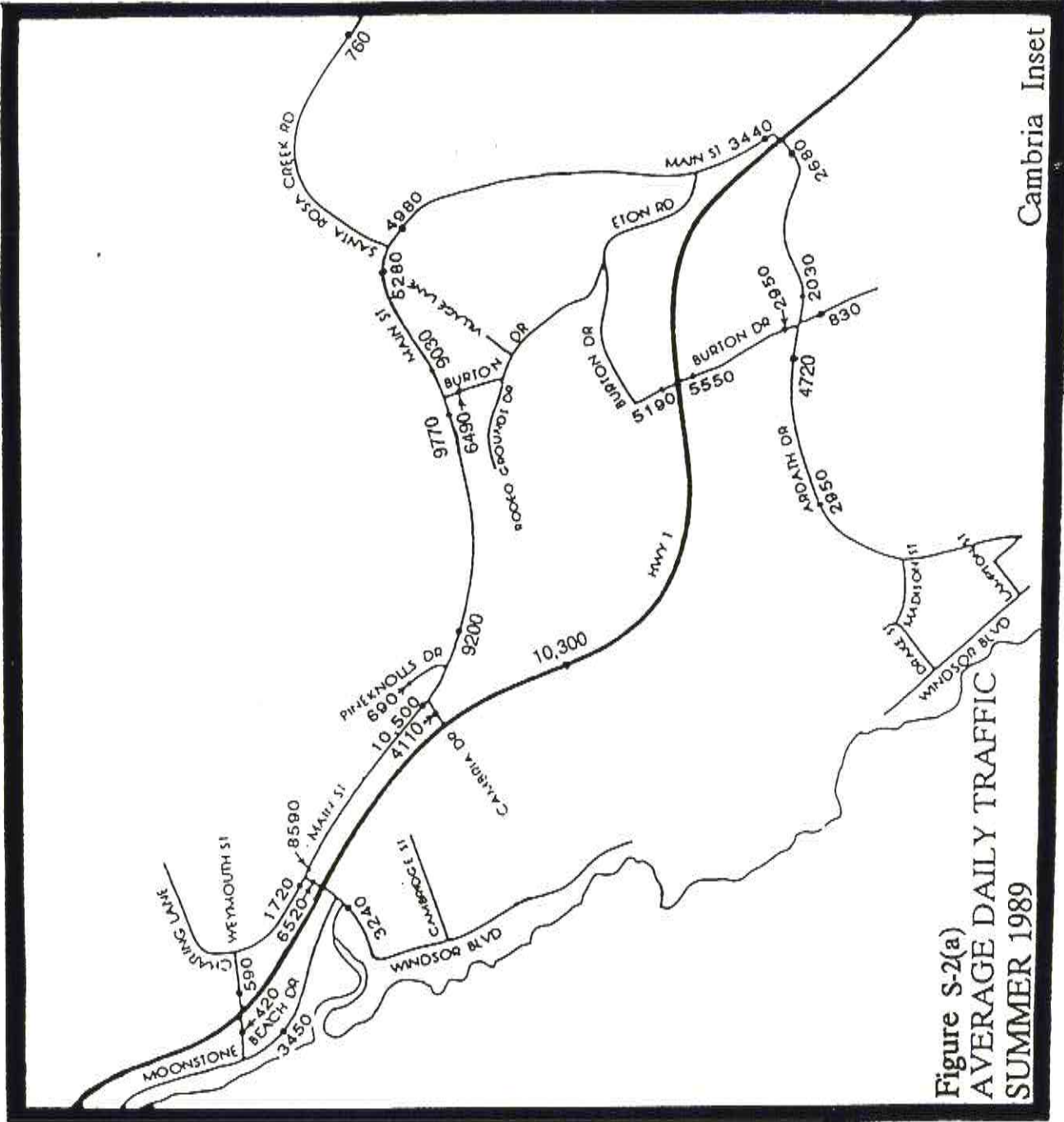


Figure S-1  
STUDY AREA





**Figure S-2**  
**AVERAGE DAILY TRAFFIC**  
**SUMMER 1989**



Cambria Inset

Figure S-2(a)  
 AVERAGE DAILY TRAFFIC  
 SUMMER 1989

10 - 11% of total 24-hour traffic per hour. This is the peak time considered for traffic analysis.

Existing and forecast travel data do not include a breakdown as to what component of traffic is due to non-residents, or "tourists." Rather, all traffic during the chosen scenario is evaluated consistently. The distinction that is drawn is between internal trips, (those which begin and end within the study area), external trips (those which either begin or end outside the study area) and through trips (those which pass completely through the study area).

Traffic levels have steadily increased between 1970 and 1990, with the exception of a couple of years when drops were recorded (possibly a result of economic conditions or other factors). Overall, daily traffic volumes on Main Street east of Pine Knolls Drive appear to have increased by an average of 343 vehicles annually during that period. The 1991 count is approximately 860% higher than that measured in 1971, representing an 11.4% average annual growth rate. Daily traffic volumes on Highway 1 have increased from 3,000 to 6,400 during the 1970 - 1990 period. This is a total increase of 215%, and an annual rate of 3.86%. Over the same period of time, the study area population has grown from 2,100 to 6,300, which represents a 5.6% average annual growth rate.

#### Existing Levels of Service

For evaluation of existing and future traffic conditions, Levels of Service (LOS) are determined for each roadway segment by comparing the traffic volume carried on the roadway and its capacity. LOS values range from "A" (best) to "F" (worst). LOS "A," "B" and "C" are generally considered acceptable. LOS "D" is considered marginally acceptable, and is the County's minimum standard for peak conditions in the urban areas. LOS "E" represents unstable conditions with significant delays and volumes very close to capacity. LOS "F" represents jammed conditions where the volume exceeds the capacity.

In the North Coast area, existing levels of service are generally acceptable except on Highway 1. On summer Fridays, LOS "E" prevails on this roadway within the urban area, and LOS "D" in the rural area south of town. Main Street currently operates at LOS "D" and therefore is close to the acceptable limit. Intersection levels of service were also evaluated. The intersections at either end of Cambria Drive, as well as the two approaches to Highway 1 at Windsor Boulevard were found to have existing unacceptable levels of service.

#### **EXISTING AND FUTURE LAND USES**

San Luis Obispo County staff compiled data on existing and potential land uses in the North Coast area for purposes of this circulation study, as described below.

### Existing Land Uses

The North Coast area has a unique combination of tourist/ recreational destinations and residential (primarily retirement) land uses. The main attraction is the scenic coastline, but there are also several recreational parks, campgrounds, shops, restaurants and galleries.

Hearst San Simeon State Historical Monument is the only major employer in the study area, as well as its focal tourist attraction. It is one of the most popular units of the State Park system, averaging over 1,000,000 annual attendance since 1985. Recent trends show that an increase in annual visitation will not increase peak hour traffic as much as it will spread the peak over more hours and more months of the year.

The community of Cambria has experienced limited growth due to water supply limitations. The population of the Cambria urban area increased from 4,500 to 5,400 between 1980 and 1990. The study area as a whole had a population of 6,300 in 1990.

### Future Land Uses

The need for future transportation improvements in the North Coast area will depend upon the extent and locations of future growth. This study looked at the buildout of the area under the provisions of the current General Plan and Local Coastal Plan.

This study uses an assumed rate of population growth of 2.3% per year, based on the recently enacted Growth Management Ordinance. The population forecasts are shown below:

<u>Year</u>	<u>Cambria Urban Reserve Line</u>	<u>North Coast Planning Area</u>
1990	5,382	6,310
1995	6,030	7,070
2000	6,760	7,920
2005	7,570	8,880
2010	8,480	9,940
2015	9,500	11,140
2020	10,650	12,480
2025	11,930	13,990
2030	13,370	15,670
2035	14,970	17,560
2040	16,780	19,670
2045	18,800	22,040

These estimates place buildout approximately 55 years in the future.

Figures S-3 and S-3(a) show the locations of some significant land use proposals which are included as part of this study, and Table S-1 is a summary of each project by traffic analysis zone. In addition to the specific development proposals and infill growth included in the table, traffic to and from the public beaches and Big Sur coast area was projected based on historical data.

## ASSESSMENT OF FUTURE NEEDS

As a first step in assessing future transportation needs, a computer-based traffic model was developed to translate land use forecasts into roadway traffic volume projections. It utilizes land use estimates for each traffic analysis zone, and a computerized representation of the major roadway network, to produce estimates of summer weekday peak hour traffic on each roadway segment within the North Coast area. This forms the basis for identifying potential future roadway deficiencies and for evaluating traffic impacts of alternative circulation improvements.

The North Coast area traffic model was initially used to forecast peak hour traffic volumes for the buildout land use scenario assuming no changes to the roadway network. These are shown in Table S-2 along with the resulting levels of service. The following observations are drawn from the table:

Traffic volumes on most roadways will increase upon buildout of the North Coast area. This will result in worsening the level of service on many of the roads which had previously been at acceptable levels.

Demand will be nearly at, or beyond, capacity on segments of Highway 1 and Main Street.

Intersections along these two routes will also become extremely congested.

Transportation improvements are warranted in the North Coast area in order to meet level of service standards for the area. Indeed, Highway 1 and Main Street already have segments which are close to this criteria. The greatest need is for improvements on Highway 1 in Cambria and to the south, followed by improvements to Main Street, then by a new connection between Lodge Hill and Main Street.

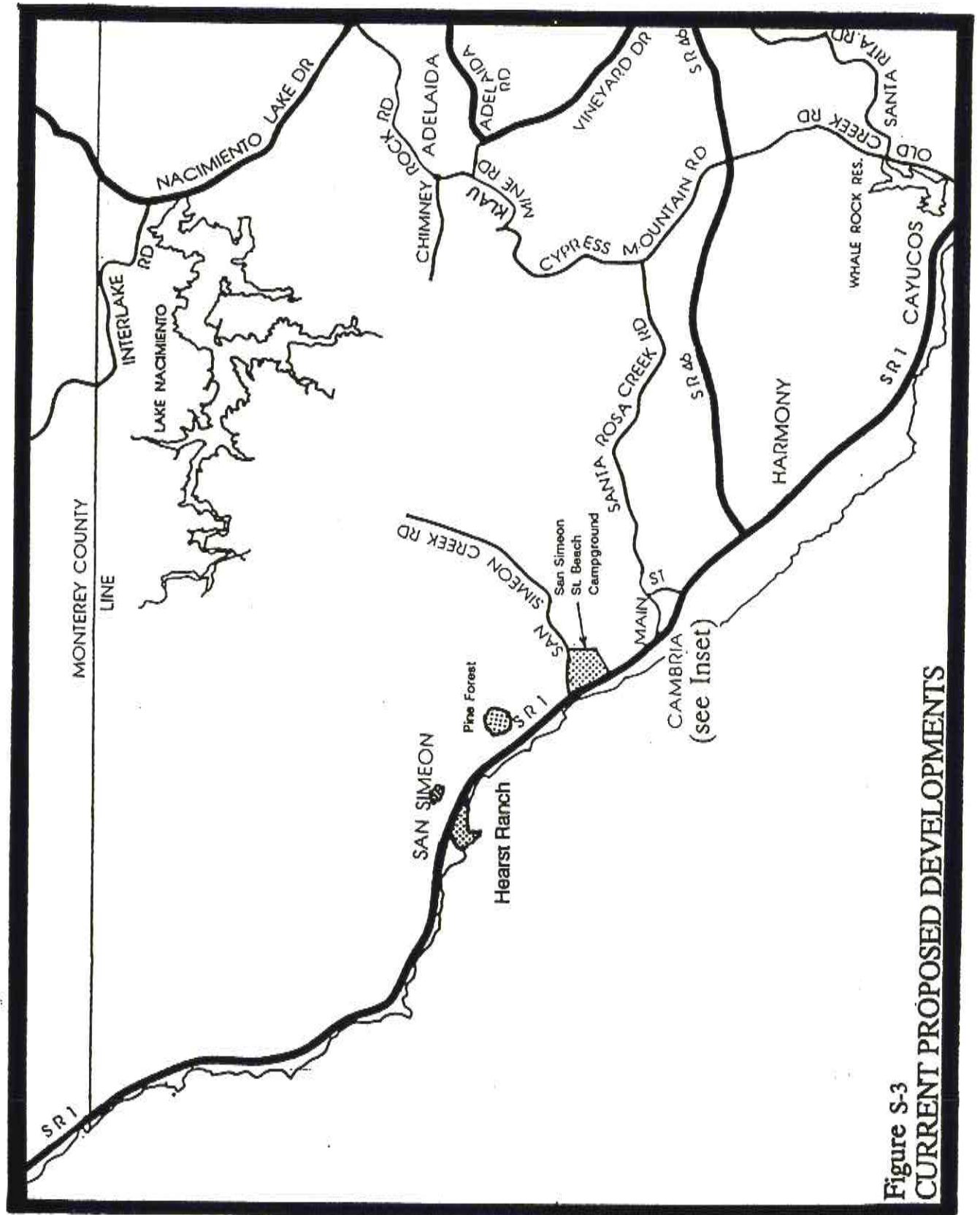


Figure S-3  
CURRENT PROPOSED DEVELOPMENTS

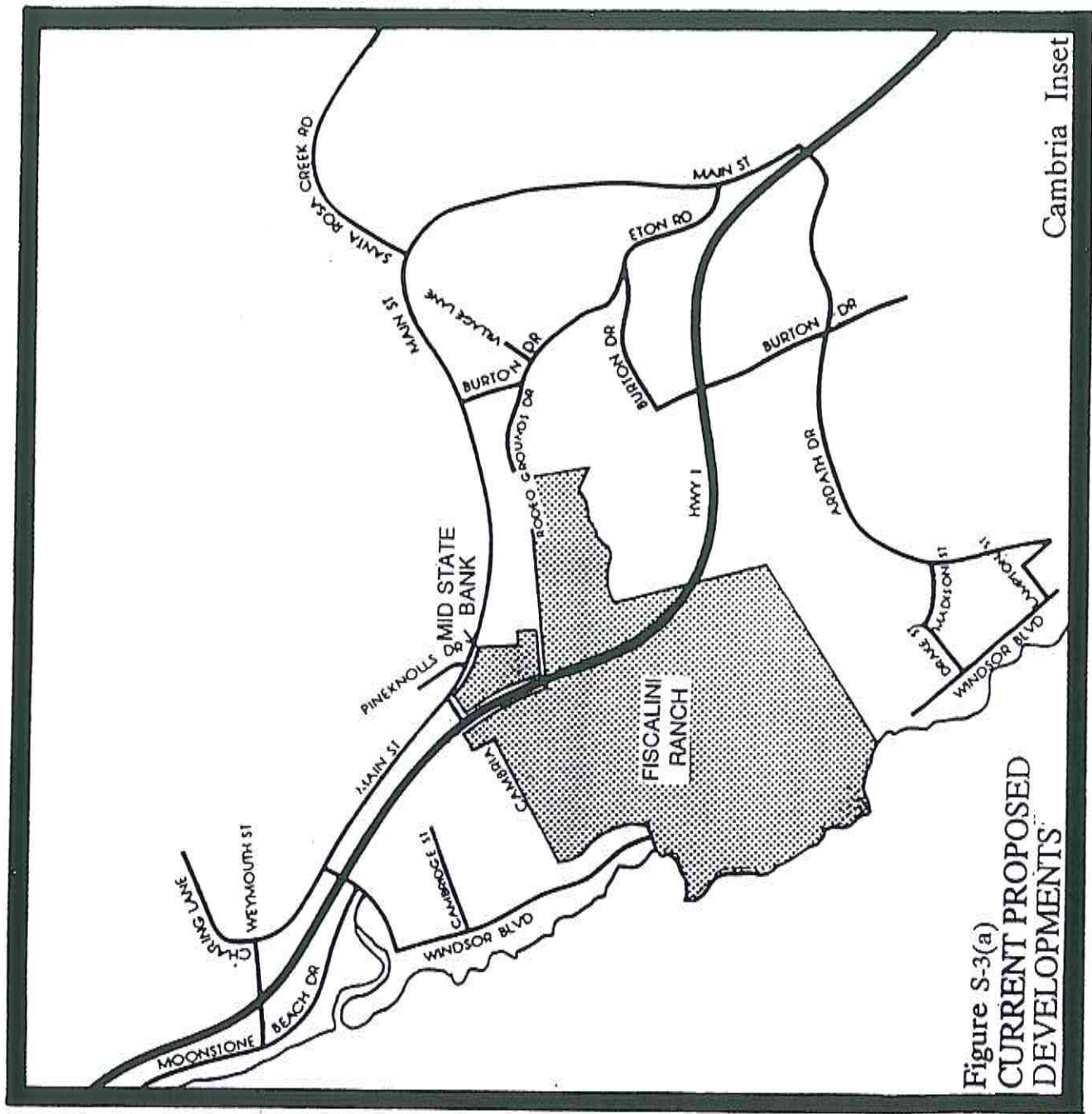


Figure S-3(a)  
**CURRENT PROPOSED  
 DEVELOPMENTS**

North Coast Circulation Study

**Table S-1**  
**Significant Land Use Proposals**  
**For North Coast Area Buildout**

TAZ*	Proposed Development	Description	Size	Peak Hour Trip Ends
2	Hearst Ranch San Simeon	resort, motel	400 rooms	220
		golf course		
	San Simeon State Park	retail & dining	30,000 sf	412
		camping	50 sites	44
		camping	100 sites	87
3	Hearst Ranch Pine Forest	hotel	250 rooms	126
		camping	100 sites	86
		golf course		
6	San Simeon State Park	camping	50 sites	44
15	Mid State Bank	retail & dining	36,000 sf	329
		motel	144 rooms	89
16	Fiscalini Ranch	residential	466 units	466
		golf course		

\* Traffic Analysis Zone



## North Coast Circulation Study

**Table S-2**  
Traffic Volume Forecasts and Levels of Service  
Buildout Traffic on Existing Roadways

Roadway	Count Location	Existing Traffic (*1)		Buildout Traffic (*1)	
		Peak Hour 2-Way Volume	LOS (*2)	Peak Hour 2-Way Volume	LOS (*2)
Ardath Drive	W of Highway 1	287	C	610	D
Burton Drive	S of Highway 1	586	C	1314	E
	N of Santa Rosa Ck.	587	C	1061	D
Cambria Drive	S of Main Street	428	C	840	D
Highway 1	- S of Highway 46	940	D	2215	F
	- S of Santa Rosa Ck.	957	D	2431	F
	- N of Little Pico Ck.	720	C	1477	E
	- N of San Simeon	480	C	579	C
Main Street	E of Windsor Boulevard	695	C	1205	D
	W of Cambria Drive	1224	D	1525	E
	E of Highway 1	458	C	833	D
Moonstone Beach	W of Highway 1	255	B	462	C
Pine Knolls Dr.	N of Main Street	103	B	400	D

(\*1) Non-holiday period; peak summer weekday count.

(\*2) Peak hour Level of Service determined using "Highway Capacity Manual" for Two Lane Highways

Approach Road	Approach Direction	Intersecting Road	Existing Traffic (*1) Peak Hour LOS (*2)	Buildout Traffic (*1) Peak Hour LOS (*2)
Burton Drive	Northbound	Main Street	C	F
Cambria Drive	Southbound	Highway 1	E	E
Cambria Drive	Northbound	Main Street	E	E
Highway 1	Eastbound	Windsor Boulevard	A	E
Highway 1	Westbound	Windsor Boulevard	A	E
Highway 1	Eastbound	Burton Drive	A	F
Main Street	Eastbound	Burton Drive	B	F
Weymouth Street	Eastbound	Highway 1	B	E
Windsor Boulevard	Southbound	Highway 1	E	E
Windsor Boulevard	Northbound	Highway 1	E	E
Windsor Boulevard	Northbound	Main Street	B	F

(\*1) Non-holiday period; peak summer weekday count.

(\*2) Peak hour Level of Service determined using "Highway Capacity Manual" for Urban Arterials

Note: Level of Service calculations are made using the buildout traffic model.

## TRANSPORTATION ALTERNATIVES

Options to improve levels of service and access to the North Coast area include:

- \* Upgrading of existing roadways
- \* New roadways
- \* Intersection improvements
- \* Alternate transportation modes

### Upgrading of Existing Roadways

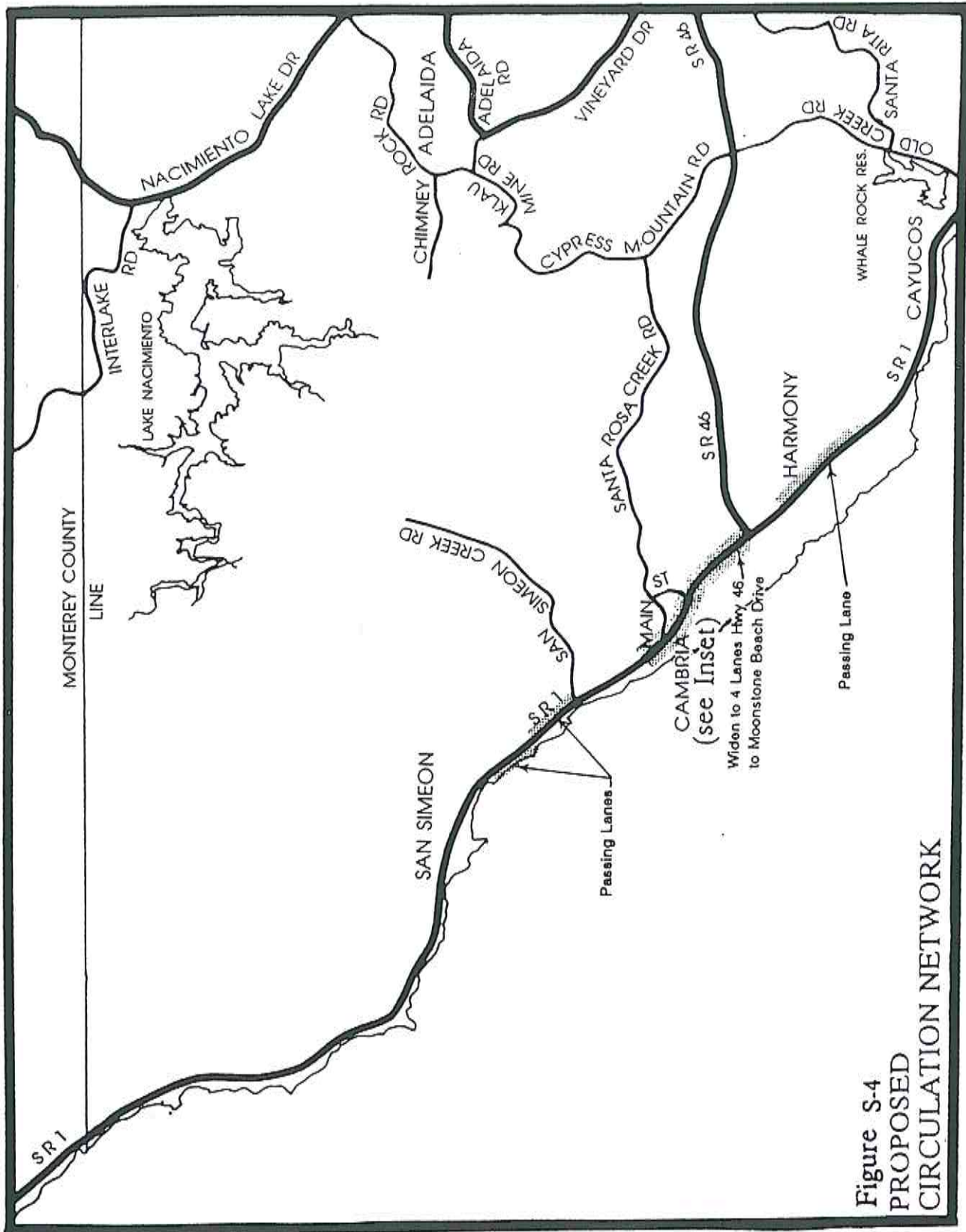
To serve the projected levels of traffic at buildout, the following alternatives for improving existing roadways were considered (see figures S-4 and S-4(a)):

Widening of Highway 1 to four lanes, Cayucos to Hearst Castle. This option would more than double the capacity of the existing roadway along this 20-mile segment, improving the projected peak hour level of service on summer weekdays from LOS "F" to LOS "C" at buildout. Capital costs would be high (about \$60 million) for this project which may not be permitted by the California Coastal Act. This provision of the State Legislation requires that Highway 1 remain a scenic two-lane highway in rural areas. Construction costs include bridges over Villa Creek, Perry Creek, Santa Rosa Creek, San Simeon Creek, Pico Creek and Little Pico Creek.

Widening of Highway 1 to four lanes, Highway 46 to Moonstone Beach Drive. This option would more than double the capacity of the existing roadway along this shorter 6-mile segment. This is what we consider the maximum definition of "urban area" can be applied to, in terms of what would be permitted by the Coastal Act. Cambria's urban area extends from the Ardath Drive/Main Street intersection at the south end of town, to the Moonstone Beach/Exotic Gardens Drive intersection at the north end. The portion of Highway 1 south of the urban area to Highway 46 could be exempted from the two-lane restriction, as it connects the urban area with another major state highway, and the full length of this segment is within an inland valley and not directly fronting on the coast. Capital costs are estimated at \$18 million for this segment, including a bridge at Santa Rosa Creek.

Recent traffic counts on Highway 1 show that peak hour volumes have dropped below the Level of Service (LOS) 'E' threshold. Thus this roadway is no longer able to be considered an "existing deficiency." Construction of improvements would probably be phased over time, beginning with passing lanes in uphill segments.

Widening of Main Street to five lanes, Burton Drive to Cambria Drive. This street extends 0.9 miles through the center of the town of Cambria, connecting



**Figure S-4  
PROPOSED  
CIRCULATION NETWORK**

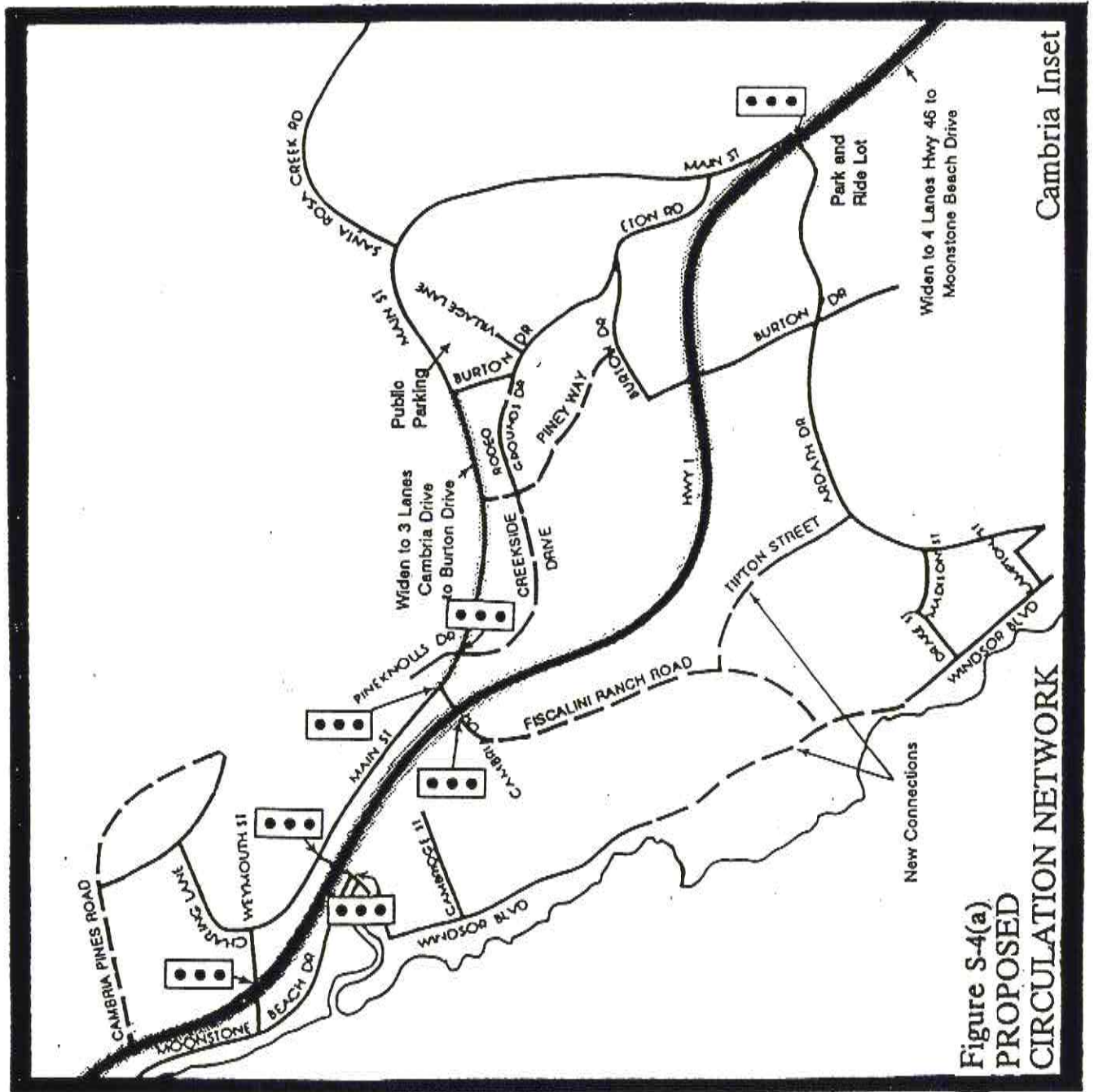


Figure S-4(a)  
**PROPOSED**  
**CIRCULATION NETWORK**

the two main commercial centers, West Village and East Village. The configuration of this improvement would include four through lanes and a continuous two-way left turn lane, for access to adjacent commercial properties. This would more than double the capacity of the existing roadway, improving the projected peak hour level of service on summer weekdays from LOS "E" to LOS "C" at buildout. Capital costs are estimated at \$1.5 million for this project. Existing development, as well as steep terrain in some areas, may require the elimination of parking and the narrowing of the center turn lane in order to construct this level of improvement.

Widening of Main Street to three lanes, Burton Drive to Cambria Drive.

Environmental costs and capital costs of widening Main Street could be reduced by widening to three rather than five lanes. This configuration would include two through lanes and a continuous two-way left turn lane, reducing the total width to as little as 42 feet. While a center turn lane does not improve the roadway capacity, it may be thought of as reducing the demand, by removing turning vehicles from the traffic stream. This would be sufficient to improve the projected peak hour level of service on summer weekdays from LOS "E" to "D" at buildout. This would be equivalent to maintaining the existing level of service, but not improving it. The road widening would occur on both sides of Main Street, adjusted as needed to minimize impacts on adjacent properties. A portion of the alignment, from Cambria Drive to Tamson Way, is already three lanes, and would only require shoulder widening for bicycle travel. Capital costs for this project are estimated at \$550,000 in current dollars.

Upgrading of Burton Drive, Lodge Hill. This is the main connection between the residential areas of Lodge Hill and the commercial areas of downtown Cambria. Shoulder widening of this narrow two-lane roadway would increase the capacity and improve the projected peak hour level of service on summer weekdays from LOS "E" to LOS "D" at buildout. However, the critical location will become the intersection of Burton Drive with Main Street. Improvements to Burton Drive alone without a new parallel route will only exacerbate this situation. The capital costs of this project are estimated at \$1.3 million.

New Roadway Connections

As alternatives to upgrading existing roadways, the following new roadway connections were assessed (see figures S-4 and S-4(a)):

Piney Way. This road would provide a connection between Lodge Hill in the vicinity of the Cambria Pines Lodge, and downtown Cambria in the central portion of Main Street. The main objective of this alignment is to provide a parallel route to Burton Drive. Capital costs of this project are estimated at \$1.5 million, including a bridge over Santa Rosa Creek.

Schoolhouse Lane. This road would provide a connection between Lodge Hill in the vicinity of the junior high school and downtown Cambria in the eastern portion of Main Street. This alignment also provides a parallel route to Burton Drive, but according to the results of the computer traffic model, would not serve as well as Piney Way to relieve traffic from Burton Drive. This is because the eastern end of Main Street is too far removed from the center of the travel demand for the commercial area. Capital costs for this project are estimated at over \$1.5 million, also including a bridge over Santa Rosa Creek.

Tipton Street. This road would provide an alternate access to and from the western Lodge Hill area, through the Fiscalini Ranch area when it develops. The objective of this connection is to provide alternate access to a densely-populated area, especially for emergency vehicles. Residents of the area, particularly the marine terrace on the western side, would have an alternate choice for getting out to the highway for trips to West Village or north on Highway 1. This road would be constructed as part of the development of the Fiscalini Ranch.

Fiscalini Ranch Road / Windsor Boulevard connection. These roads are expected to be included in proposal for the development of the Fiscalini Ranch. Fiscalini Ranch Road is the planning name for a main road running through the property, terminating at a connection built between the northern and southern segments of Windsor Boulevard. These roads are intended to serve primarily as the major collectors of that development, and would not be built at any earlier time. These roads would also be constructed by the developer.

Creekside Drive. This road is included in the proposal for the development of the Mid State Bank property. Creekside Drive is the planning name for a collector street from Main Street opposite Pine Knolls Drive, running south and east along Santa Rosa Creek to the Piney Way extension. This road will be constructed as part of the development of the Mid State Bank property.

Cambria Pines Road. This road connection was required as part of the approval of Tract 543 in 1976. It runs from this development north of Buckley Drive, westerly to Highway 1 north of Weymouth Street. Caltrans had originally required that the intersection of Highway 1 at Weymouth Street be closed upon construction of Cambria Pines Road. For this reason, an extension of the new road across to Moonstone Beach Drive has been considered. However, new negotiations with Caltrans have resulted in elimination of the Weymouth Street closure requirement, while new development in the Moonstone Beach area now precludes the extension of Cambria Pines Road through there. The new road will primarily serve residents of Tract 543, as well as some of the adjacent Happy Hill area. It should reduce traffic using the Main Street/ Windsor Boulevard/ Highway 1 intersection. This road will be constructed by the developer of Tract 543 as part of later phases of that project.

### Intersection Improvements

The overall quality of traffic service in the Cambria urban area is controlled by the traffic service of the intersections. As traffic volumes increase, the Level of Service, (LOS), of these intersections will decrease. Intersections which are currently stop-sign controlled will begin to experience unacceptable levels of delay for motorists. Traffic volumes have been established above which these delays can be expected to be improved by the installation of a traffic signal.

The following intersections are forecast to reach the minimum warrants for traffic signal installation:

- Highway 1 at Ardath Drive/Main Street
- Highway 1 at Cambria Drive
- Highway 1 at Weymouth Street
- Main Street at Cambria Drive
- Main Street at Pine Knolls Drive
- Main Street at Windsor Boulevard \*
- Moonstone Beach Drive at Windsor Boulevard \*

\* Because of the close spacing of the Windsor Boulevard intersections at Main Street, Highway 1 and Moonstone Beach Drive, our recommendation would be to signalize the entire complex as a single operation.

There has recently been developed a new method for evaluating all-way stop intersections. For the intersection of **Main Street and Burton Drive**, it was determined that although the signal warrants would be met by buildout, the intersection would still operate satisfactorily with all-way stop control, and thus it is no longer recommended for signalization.

As these intersections are signalized, they will be reviewed to see if any additional turning pockets or approach lanes are needed. As a general rule, this is the case, and we are including this in the estimated costs for intersection improvements.

### Roadway System Improvements

Improvements have been identified for several locations which are not required based solely on roadway or intersection capacity. Primarily, they are intended to benefit traffic operations. Many of these have been identified in the Route 1 Corridor Study, prepared by the San Luis Obispo Area Coordinating Council. The following intersection improvements are recommended within the study area:

Intersection Channelization:

- Highway 1 at Villa Creek Road
- Highway 1 at Harmony Valley Road
- Highway 1 at Vista del Mar
- Highway 1 at Pico Avenue

These intersections will be monitored by Caltrans and County staff, and the improvements constructed as they are warranted.

Alternate Transportation Modes

As a complement to private automobile traffic, the North Coast area is served by public transportation. This includes fixed-route service by San Luis Obispo County Area Transit, (SLOCAT), as well as a senior van service called the Cambria Community Bus and the regional Runabout handicapped service.

Dial-A-Ride. Dial-a-ride services need at least 2.5 persons per acre to begin to be viable. The Cambria urban area has 4.4 persons per acre which indicates that it could support a dial-a-ride service. Other factors such as income level, number of autos per household and age distributions of the population will also determine ridership levels.

Jitney Service. A "jitney" is defined as a level of public transit between fixed route and dial-a-ride. It is characterized by a fixed route, often a small loop, and frequent service but not a fixed schedule. Such a service could operate on a small loop within the town of Cambria, possibly including the destinations of Moonstone Beach, Cambria Pines Lodge and East and West Villages. A possible extension or supplement to the jitney service could provide transportation to Hearst Castle. It could reduce the number of trips overall by encouraging travelers to not drive their automobiles to the areas of highest travel demand. This would be a benefit to traffic as well as air quality.

The anticipated net effect of these two transit systems, using assumptions of maximum reasonable effectiveness, is to reduce trips by about 5% on Main Street, which is seen as the critical link which could most benefit from these measures. However, the traffic model shows that the buildout traffic volumes would need to be reduced by nearly three times that to maintain Level of Service D on Main Street with no improvements.

Bicycle Transportation. In the North Coast area, there are two main types of bicycle travel. There are many regional cyclists traveling through the area as they traverse the Big Sur coastline. Additionally, there is an element of local bicycle circulation. Observations by County staff have not noted any great concentration of bicycle traffic within the town of Cambria, but there is some. Some factors attributable to the unique nature of this community work against the potential for bike travel to "divert" a significant amount of trips from automobiles. These are the large number of seniors and retirees in the population, and the rugged terrain which makes the area so attractive visually. Due to these factors we are not able to estimate trip reductions due to



improved bicycle facilities. Nevertheless, inclusion of bikeways in road construction projects should be considered as a means of reducing peak weekday automobile traffic in the North Coast area.

There are roadways other than those recommended for widening for traffic capacity which are designated bike routes in the Regional Transportation Plan. These are roads which are currently too narrow to adequately serve local residents' bicycle travel needs. The following additional bikeway improvements are recommended within the study area:

Highway 1: San Simeon to Monterey County line  
Main Street: Highway 1 to Bridge Street  
Ardath Drive: Highway 1 to Drake Street  
Windsor Boulevard: Main Street to Huntington Road

Drake, Madison, and Kerwin Streets, Oxford Avenue, Sherwood Drive and Tipton Street, should be designated Class III bikeways, due to lower automobile traffic volumes.

Pedestrian Transportation. Walking shares some of its characteristics with bicycling. It is especially sensitive to considerations of terrain. It is a physical activity which may not be an alternative for some seniors or disabled persons. And when it is able to "divert" private automobile trips, it saves fuel consumption and reduces pollution. Unlike bicycling, it is usually limited to a much smaller range of distance. Pedestrian activity is generally aligned with roadways, with a few exceptions. In commercial areas such as downtown Cambria or the village of San Simeon Acres, there already exists sidewalk along most streets, with a few "gaps" which should be completed. Completion of adequate pedestrian facilities in the North Coast area will contribute greatly to the success of such programs as the jitney service described above.

A proposal for a pedestrian crossing of Highway 1 in San Simeon has been reviewed by Caltrans and County staff. The overriding concern is for pedestrian safety. If the crosswalk were not signalized, pedestrians tend to think that painted crosswalk lines protect them from oncoming traffic. If a signal were installed which did not meet standard warrants, this can be a safety problem for drivers not anticipating this type of control. The alternative means of accommodating the pedestrian activity would be construction of an overcrossing. This would be very expensive and typically is only justified in highly populated urban areas. As a result, the proposed pedestrian crossing facility has not been included in the study recommendations.

Ridesharing. One key action which facilitates ridesharing is the provision of Park & Ride lots. The San Luis Obispo Area Coordinating Council is currently preparing a Park & Ride Study which includes recommendations on location and implementation of Park & Ride lots county-wide. The study recommends there be at least one lot per jurisdiction. In the North Coast, several locations are suggested. The preferred location to serve commute trips traveling south to Morro Bay or San Luis Obispo would be at Highway 1 and Ardath Drive.

Parking Management. There is a need for increased public parking in Cambria, especially in the East Village. It would have the benefit of reducing traffic by eliminating "hunting" as drivers circulate looking for parking. Total costs for construction, land purchase, mitigations, etc. are estimated at almost \$10,000 per space, or \$500,000 for an entire 50-space lot.

## **RECOMMENDED TRANSPORTATION IMPROVEMENTS**

This study recommends transportation improvements for the buildout of the North Coast area under the existing General Plan and Local Coastal Plan.

Roadway System Improvements. Figures S-4 and S-4(a) illustrate the improvements to the roadway system, which are described below. The date shown in brackets indicates the recommended project start time.

1. Highway 1
  - Widen existing alignment to four-lane section from Highway 46 to Moonstone Beach Drive. Cross section includes four 12-foot travel lanes, two eight-foot shoulders (usable by bicyclists), median and turning lanes where needed. [Phased project - begin by 1995]  

\$18,000,000.
  - Construct two-mile passing lane, northbound, south of Highway 46. Cross section includes two 12-foot travel lanes in the uphill direction and one 12-foot lane in the downhill direction, plus two eight-foot shoulders (usable by bicyclists). [1995]  

\$500,000.
  - Construct two one-mile passing lanes, between Moonstone Beach Drive and San Simeon. Cross section includes three 12-foot travel lanes plus two eight-foot shoulders (usable by bicyclists). [2020]  

\$500,000.
2. Main Street
  - Widen existing alignment to three-lane section from Burton Drive to Cambria Drive. Cross section includes two 12-foot travel lanes, two 8-foot shoulders (where possible), and a 12- to 16-foot center median turning lane. [2000]  

\$550,000.
3. Piney Way
  - Construct new roadway from Burton Drive/ Patterson Place to Main Street. Cross section includes two 12-foot travel lanes and two 8-foot shoulders (usable by bicyclists). [2010]  

\$1,557,000.

4. Fiscalini Ranch Construct new roadways within development of the Fiscalini Ranch property. Roadways to include: Fiscalini Ranch Road from Highway 1 to Windsor Boulevard, connection of Windsor Boulevard from Lodge Hill to Park Hill and extension of Tipton Street from Lodge Hill to Fiscalini Ranch Road. [Construction of these roads will be by developer of Fiscalini Ranch.]
5. Cambria Pines Construct extension of Cambria Pines Road from Tract 543 to Highway 1. [Construction of this road will be by developer of Tract 543.]
6. Mid State Bank Construct Creekside Drive from Main Street to Piney Way. [Construction of this road will be by developer of Mid State Bank property.]
7. Intersection Improvements Construct traffic signals and necessary intersection widening at the following locations:  
 Highway 1 at Ardath Drive/Main Street  
 Highway 1 at Cambria Drive  
 Highway 1 at Weymouth Street  
 Main Street at Cambria Drive  
 Main Street at Pine Knolls Drive  
 Main Street at Windsor Boulevard \*  
 Moonstone Beach Drive at Windsor Boulevard \*  
 \* Because of the close spacing of the Windsor Boulevard intersections at Main Street, Highway 1 and Moonstone Beach Drive, our recommendation is to signalize the entire complex as a single operation.  
 [Install as traffic signal warrants are met.]
- \$640,000.
8. System Improvements Construct left-turn channelization at the following locations:  
 Highway 1 at Villa Creek Road  
 Highway 1 at Harmony Valley Road  
 Highway 1 at Vista del Mar  
 Highway 1 at Pico Avenue  
 [Not eligible for funding by impact fees; recommend funding from existing state and federal sources.] [Construct as warrants are met.]
- \$80,000.

Widen existing alignments to accommodate Class II Bike Lanes on the following roads:

Highway 1: San Simeon to Monterey County line

Main Street: Bridge Street to Highway 1

Ardath Drive: Highway 1 to Drake Street

Windsor Boulevard: Highway 1 to Huntington Road

[Not eligible for funding by impact fees; recommend funding from State Bikeway Account.]

\$4,000,000.

### Alternate Transportation Modes

1. Dial-A-Ride      Initiate dial-a-ride service within the town of Cambria. [Not eligible for funding by impact fees; recommend funding from State Transportation Development Act (TDA) funds.] [1992]  
\$85,000/year
  2. Jitney      Initiate jitney service within the business district of Cambria. [Not eligible for funding by impact fees; recommend funding from local Transient Occupancy Tax (TOT) funds.] [1995]  
\$60,000/year
  3. Bicycle      Bike lane improvements are included in Roadway Improvements, above.
  4. Pedestrian      Continue to require curb, gutter and sidewalk construction with development in commercial areas as required by County ordinance. [Construction of these facilities will be by fronting property developers.]
  5. Ridesharing      Contract for a Park & Ride lot at Highway 1 and Ardath Drive. [Not eligible for funding by impact fees; recommend funding from existing state sources.] [1995]  
\$20,000.  
for lot set-up
  6. Transportation Systems Management      Construct parking facility in East Village area of Cambria. [Not eligible for funding by impact fees; recommend funding from local Transient Occupancy Tax (TOT) funds.] [1995]  
\$500,000.
- TOTAL**      **\$25,927,000.**  
plus \$145,000/year  
transit operational cost

### Project Timetable

Table S-3 is a comparison of the forecast population growth with the schedule of recommended transportation improvements. Population is not the only factor used in determining the time an improvement is needed; other factors such as commercial growth, through traffic, and existing condition of the facility are evaluated.

## **PROJECT COSTS AND FUNDING**

Total capital costs of the recommended North Coast area transportation improvements are estimated at approximately \$25.9 million (in current dollars) for the buildout scenario.

### Funding Options

Based on a review of potential funding sources in San Luis Obispo County, funding options for the North Coast area improvements are relatively limited. State and Federal funding sources for transportation improvements are becoming increasingly scarce, and are not keeping up with inflation. One possible source at the County level is the local sales tax initiative process. Revenues from this source, should it be approved by the voters at some time in the future, would most likely be earmarked primarily for regional improvements such as widening of Highway 1. However, local interest in such a measure is low, according to a recent survey. And because of the inability to forecast the outcome of an election on this issue, the level of funding for the North Coast area is too uncertain to project at this time. It should therefore not be counted on for generating any major share of the North Coast area local improvement costs.

### Traffic Impact Fees

Considering the above factors, it is recommended that traffic impact fees be established for the North Coast area under the County's Road Improvement Fee Ordinance.

California Government Code (Section 66000 ff.) requires that an equitable basis be established for allocating traffic fees. Accordingly, the North Coast area traffic model was used to assist in distributing fees by subarea based on each subarea's relative contribution to traffic growth on the roadway segments recommended for improvement. Five subareas are proposed which reflect different traffic loading patterns on the road network, as shown in Figures S-5 and S-5(a).

Results of the allocation process are given in Table S-4, in terms of the cost per added trip (summer weekday peak hour) and equivalent cost per land use unit. The calculated cost allocations generally appear reasonable in comparison to fees charged elsewhere. The fee must be adjusted over time to keep pace with inflation.

North Coast Circulation Study

**Table S-3**  
Project Timetable

Year	Population		Recommended Projects Schedule		
	Cambria Urban	Planning Area	Roads	Signals	Other
1990	5,382	6,310		Hwy 1/Main/Ardath	
1995	6,030	7,070	Begin Hwy 1	Hwy 1/Cambria Main/Cambria	Parking Facility Jitney Service Park & Ride Dial-A-Ride
2000	6,670	7,920	Main St.	Windsor/Main/Moonstone	
2005	7,570	8,880			
2010	8,480	9,940	Piney Way		
2015	9,500	11,140			
2020	10,650	12,480	Complete Hwy 1		
2025	11,930	13,990		Hwy 1/Weymouth Main/Pine Knolls	
2030	13,370	15,670			
2035	14,970	17,560			
2040	16,780	19,670			
2045	18,800	22,040			

This is a tentative schedule based on the 2.3% growth limit established by the Growth Management Ordinance. See chapter 3 for more details on the population forecasts. The priorities among the projects are relative; they will be evaluated and updated with each annual update of this study.

The schedule does not include projects to be constructed by developers. The timing of these projects will be determined by the owners' desire to develop the subject properties.

Note that the only project shown which is currently programmed for construction is the traffic signal at Highway 1 at Main Street/Ardath Drive. As a result, it is shown in the schedule for "1990." All of the other first priority projects are shown in the very next group because they were not found to be "existing deficiencies." Also note that the project schedule shown implies the year by which the project is expected to be needed. None of the projects will be constructed before they meet or exceed standard warrants for their installation, nor before sufficient revenue has been generated to fund them.

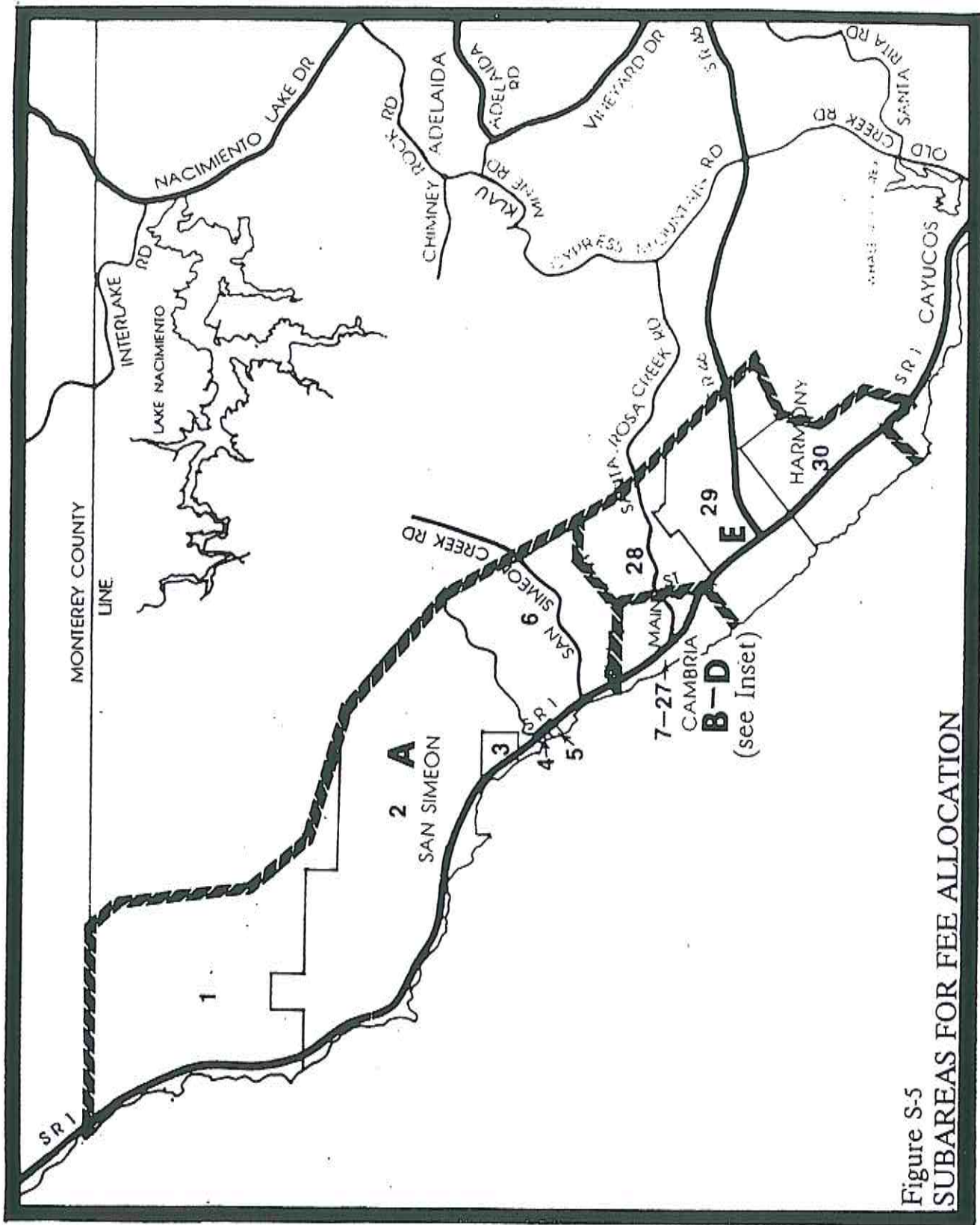


Figure S-5  
SUBAREAS FOR FEE ALLOCATION

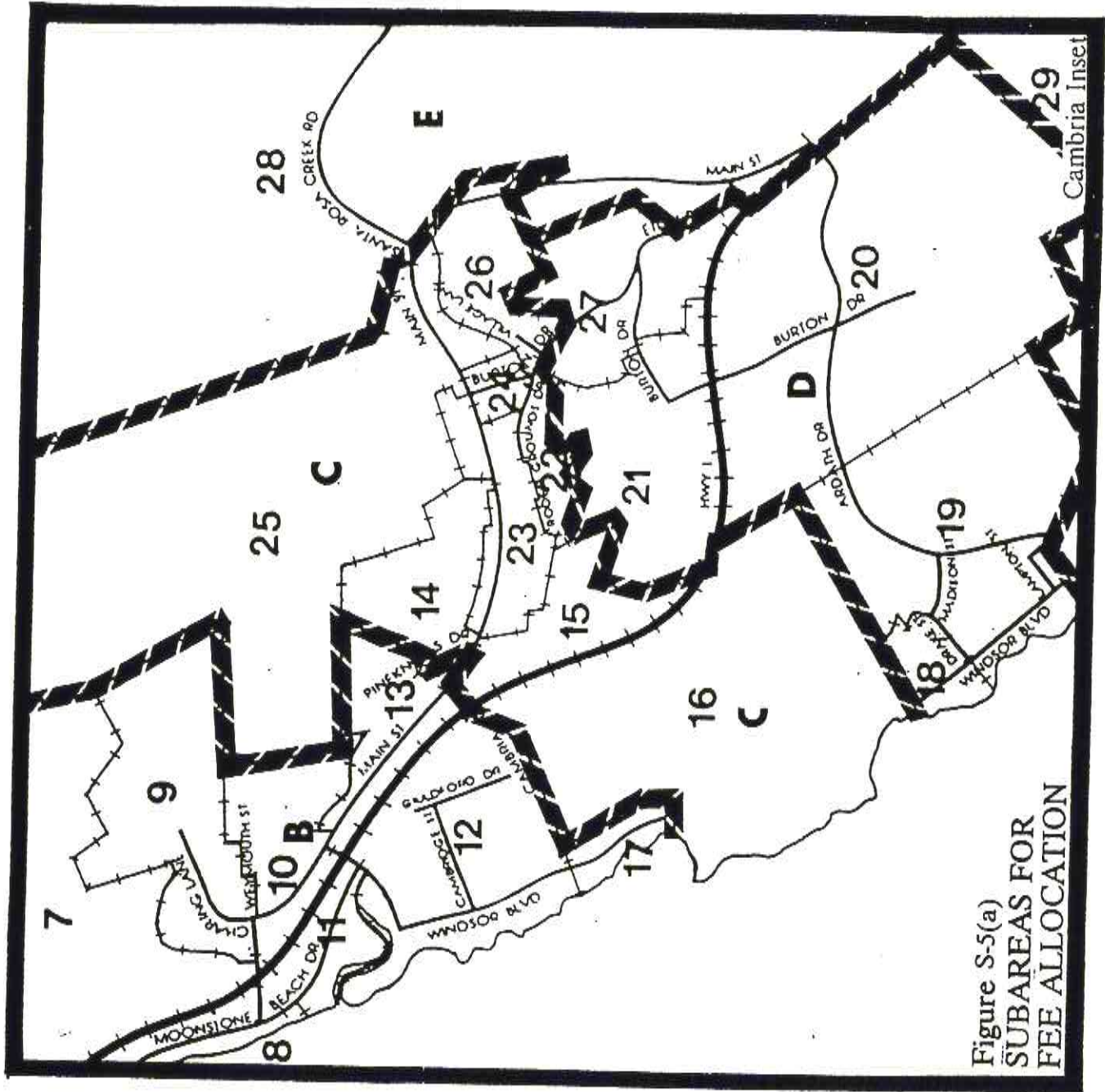


Figure S-5(a)  
 SUBAREAS FOR  
 FEE ALLOCATION



North Coast Circulation Study

**Table S-4**  
 Cost Allocations for Primary Land Uses in North Coast Area

Land Use Type	Units	--- Calculated Cost per Land Use Unit ---				
		Area A	Area B	Area C	Area D	Area E
Single Family Res.	DU	\$2,524	\$3,637	\$2,294	\$2,282	\$652
Multi-Family Res.	DU	1,741	2,508	1,582	1,574	450
Camping	site	2,162	n/a	n/a	n/a	n/a
Motel	room	1,577	2,272	1,434	1,426	n/a
Local Commercial	trip	550	550	550	550	n/a
Visitor Commercial	trip	550	550	550	550	n/a

n/a: Not Applicable -- Area does not include increase in this land use.

Fees which would be calculated for commercial uses are much higher than those imposed elsewhere and may not be appropriate for the North Coast area. Because of the variation of possible types of land uses allowed in commercial areas, and the effect of "pass-by trips," the potential traffic impact of these uses is generally greatly reduced in comparison to standard trip generation rates. Three options have been considered for commercial fees:

- A. Charge the fee as calculated on a per-trip basis and assess the trip generation potential for each use on a case-by-case basis. This would potentially make commercial development infeasible.
- B. Reduce the fee to reflect the pass-by nature of the land use, and make up the lost revenues through general revenue sources of the County. At a minimum, the fee should be reduced by 40 percent to reflect typical pass-by trips to retail centers. Reducing the fee to \$550 per peak hour trip would result in over \$9,600,000 in lost revenues to be made up from other County funds.
- C. Reduce the fee as above and increase residential traffic fees to make up the lost revenues. The rationale for this is that the need for local-serving commercial services is essentially due to existing and future residential uses in the area. Assuming a fee of \$550 per peak hour trip for commercial uses, a fee increase of \$300 to \$1000 per single family unit would be required.

Option "C" represents the method currently being implemented in the South County and Avila Beach. Table S-4 includes the required fee adjustments.

The fee allocations shown in the table would not fund the total cost of improvements in the North Coast area. The portion of the needed improvement which is attributable to through trips on Highway 1 cannot be assessed to new development. This amounts to \$3.5 million which will need to be funded by other sources.

### Conclusions Regarding Funding

There are several projects which are not eligible for funding under the provisions of County Ordinance No. 2379, and the sections of the State Government Code which enable it. The projects such as bike lane improvements on roads not otherwise requiring widening for traffic capacity, park and ride lots, and intersection channelization for traffic operations purposes cannot be shown to be attributable solely to new development. In fact, in most of these cases, they may be considered existing deficiencies, which are not eligible for impact fee funding. The transit recommendations may have a stronger relationship to new development, but the enabling legislation only allows for funding of capital projects, not operations. In all of these situations, we have studied other alternative funding sources, and identified what we feel is the most appropriate source in each case. Providing for the transportation needs of the North Coastal Area will need a combination of many funding sources, including: impact fees, Transportation

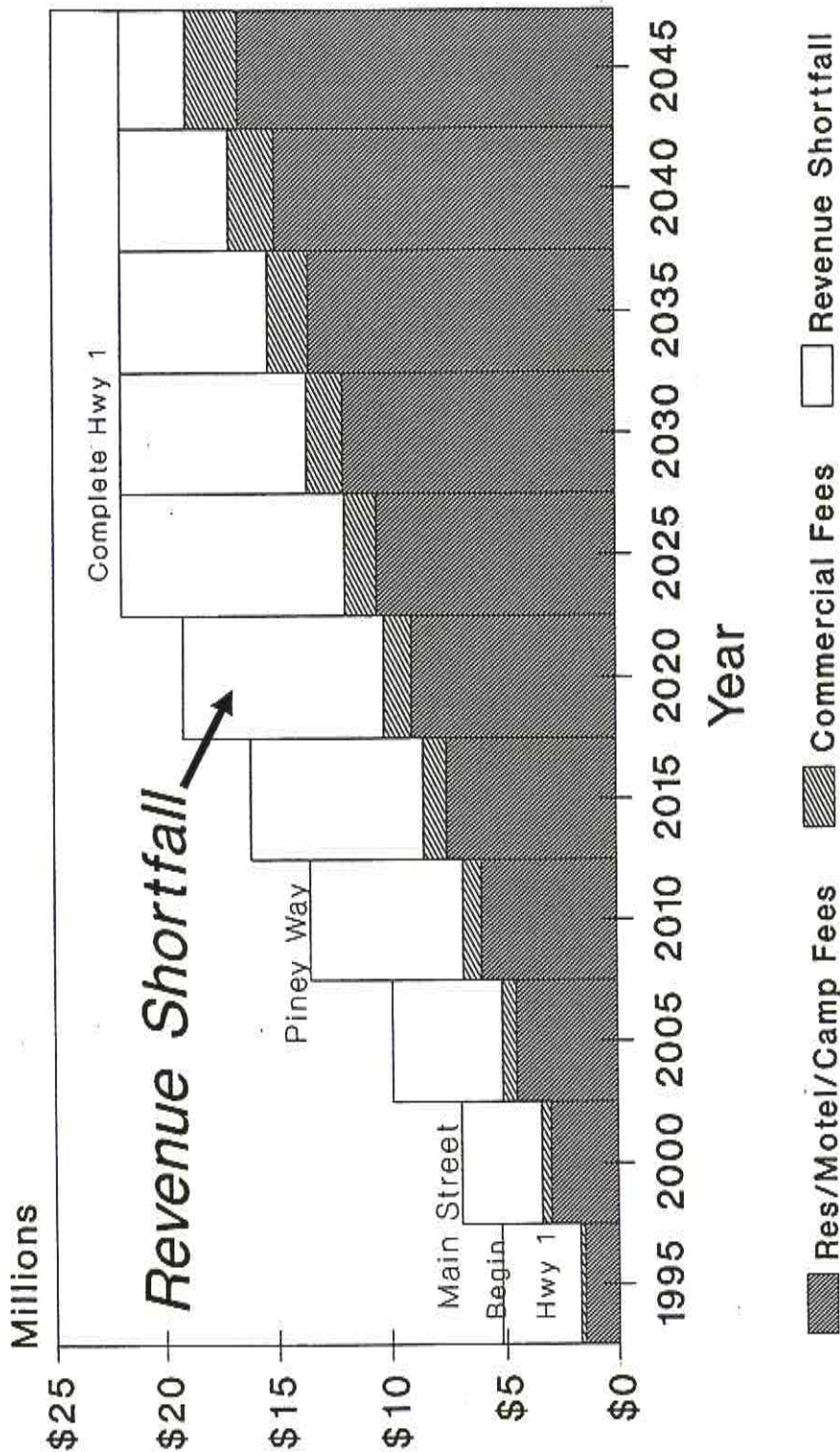
Development Act (TDA), State Bikeway Account, the proposed Transient Occupancy Tax (TOT, or "bed tax") increase, an air quality mitigation fee, or Proposition 116.

As a general rule, the recommended road improvement projects are "needed" well before sufficient traffic fee revenues would be generated to fund them. This is due to the fact that we are spreading the cost over all future users of the roads, rather than charging the entire bill to the first car which changes the Level of Service. We use that "change" of LOS to indicate the "need," but divide the cost by all new trips expected at buildout. Figure S-6 shows the projected cash flow for the recommended capital improvement projects and traffic impact fees. The "funds needed" line at the top of the chart represents the project timing discussed earlier in the recommendations. Across the bottom are the shares allocated for existing deficiency and through trips. The lines in between show the rate of receipt of traffic impact fees, assuming typical growth of the study area continuing at the current rate, charged at the rates shown in Table S-3. Above this is the gap which represents the "shortfall of revenue." Money may need to be "borrowed" from other sources and repaid with fee revenues, in order to implement projects in a timely manner.

It appears possible to fund most of the potential capital improvement costs through reasonably scaled traffic impact fees on new development. However, as noted above, there is a sizable portion of the needed revenues that must come from other sources. In addition to the County "share" of the recommended road improvement projects, the County would need to seek funding sources for the transit-related projects, which cannot be financed with developer fees. This would include the implementation of a dial-a-ride system as well as the proposed "jitney" service. Consequently, several alternatives should be explored for providing this nonallocatable funding shortfall, including imposition of parking fees, identification of other sources, or scaling back or postponement of lower priority improvements until those funding sources can be developed. The county will need to make a decision as to the specific course of action.

# North Coast Circulation Study

## Traffic Impact Fees - Cash Flow



Revenue Shortfall includes Through Trips

Figure S-6

# 1. INTRODUCTION

The purpose of the North Coast Circulation Study is to identify the long-range traffic circulation needs of the north coastal area of San Luis Obispo County, as shown in Figure 1. This study was conducted by the San Luis Obispo County Engineering Department.

The study area is centered around the unincorporated coastal community of Cambria, on Highway 1 north of the city of Morro Bay and south of the Monterey County line. Cambria is characterized by several large subdivisions originally created in the 1920s. Also included are the villages of Harmony and San Simeon Acres. This is a popular tourist/recreation area and serves as the southern entrance to the scenic Big Sur section of the central California coast. Hearst San Simeon State Historic Monument (Hearst Castle) is located within the study area. Within the Cambria portion of the study area, there has been limited residential and commercial growth in recent years because of limited water supply. Regional access to the area is from State Highway 1 from the north and south, and State Highway 46 from the southeast.

## Scope of Study

The study encompasses five tasks, as follows:

1. Inventory existing transportation conditions in the study area.
2. Develop traffic forecasts using a computerized traffic model for buildout of the area according to the County General Plan.
3. Evaluation of alternatives to accommodate the projected traffic growth.
4. Development of implementation strategies, including project proposals and funding.
5. Preparation of final report.

## Report Organization

The second chapter of this report describes existing transportation services and conditions in the study area. Chapter 3 documents the existing and potential future land uses considered in the study. Chapter 4 describes the traffic model and resulting forecasts. An assessment of future circulation needs is given in Chapter 5, which includes discussions of roadway capacity characteristics and potential future levels of service on the existing roadway system. Alternative transportation improvements are described and evaluated in Chapter 6. Chapter 7 examines alternate transportation modes. And the final chapter of this report presents recommended transportation improvements and an economic analysis of the recommended improvements for the Cambria area including a proposed cost allocation.

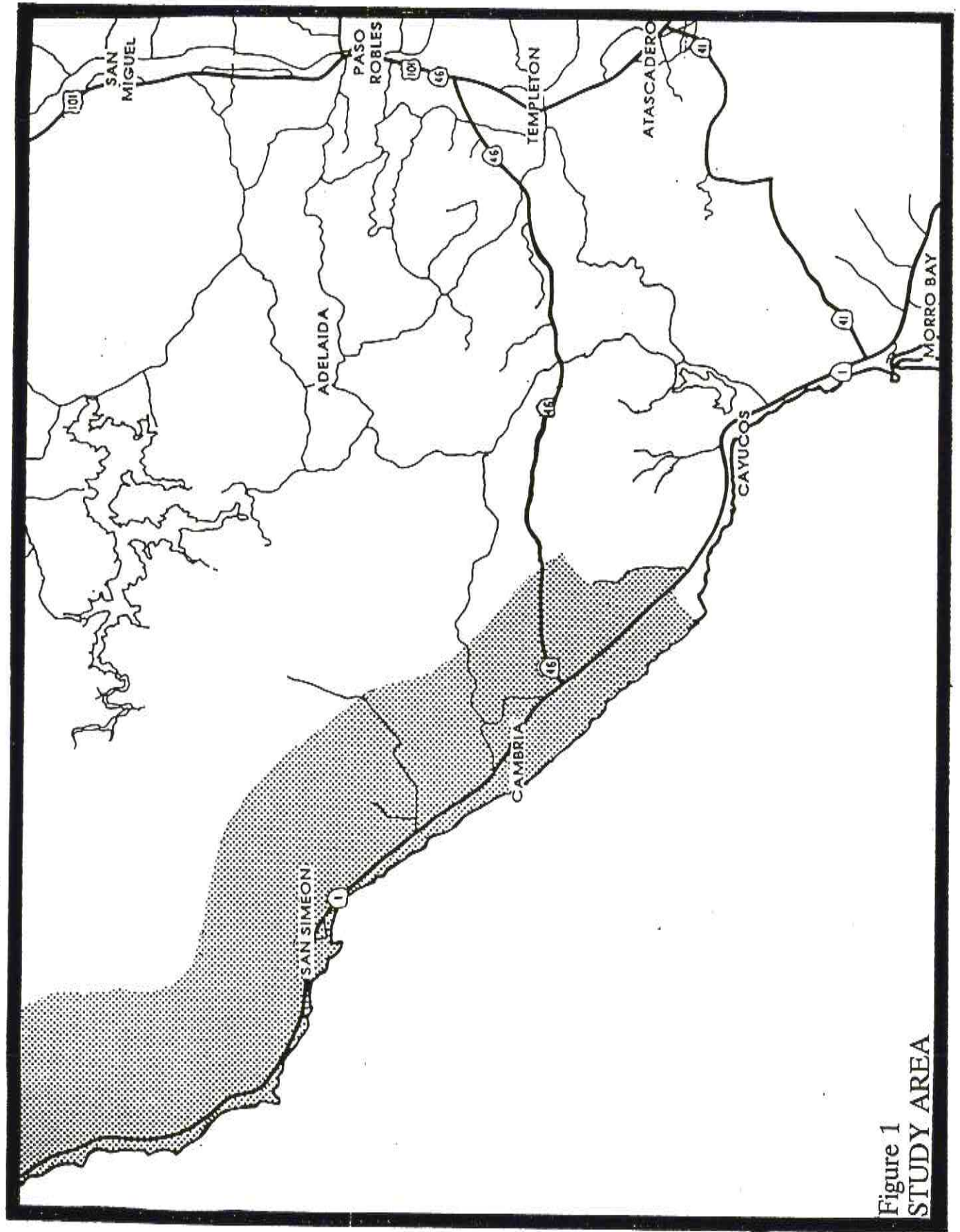


Figure 1  
STUDY AREA

This "Final Report" is the fourth edition of the North Coast Circulation Study. The first edition "Draft" was reviewed by County staff, the Board of Supervisors and members of the public. A summary of actions by the Board, as well as comments from the public and responses by Engineering Department staff, are included in the Appendix of this report.

At their June 25, 1991 meeting the Board of Supervisors reviewed the "Draft" and directed that certain changes be incorporated into the "Hearing Draft." They also directed that the "Hearing Draft" be taken before the North Coast Advisory Council for their approval.

The "Hearing Draft" was prepared and presented to the Advisory Council at its meeting of August 21, 1991. The minutes of that meeting are included in the Appendix. The Council prepared a list of points which they would like to see addressed in the study.

Subsequent to the original deadline for comments on this study, we received correspondence from the San Simeon Chamber of Commerce and the Air Pollution Control District (APCD). The "Final Draft" edition has incorporated changes and revised language in response to the input from the Advisory Council, the San Simeon Chamber and the APCD.

The "Final Draft" was reviewed by the North Coast Advisory Council at their meetings of November 20, 1991 and February 19, 1992. At the latter, the Council acted on several motions to send specific recommendations to the Board of Supervisors. They indicated support of the majority of projects in the study, with a few exceptions. They requested delay of the installation of traffic signals on Cambria Drive from 1995 to 2000, and they expressed opposition to a proposed jitney service and to bicycle lanes on Ardath Drive. The minutes of these meetings are also included in the Appendix.

On February 25, 1992 the Board of Supervisors reviewed and adopted the "Final Draft" of the North Coast Circulation Study, with minor changes. This "Final Report" incorporates those changes and summarizes that action. The Board also approved a Resolution implementing Road Improvement Fees for all new development in the North Coast Planning Area. The Resolution forms the conclusion of the Appendix of this report.

## 2. INVENTORY OF TRANSPORTATION CONDITIONS

### A. Circulation Network

The North Coast area is served by a very sparse network of roads in the rural areas, and many local and collector streets within the Cambria urban area. The principal arterial route is State Highway 1, running north and south through the length of the study area. State Highway 46 enters the area in the southeast corner and terminates at its intersection with Highway 1. To the east, Highway 46 crosses the Coastal Range and connects to U.S. 101 just south of the city of Paso Robles.

Highway 1 is specifically mentioned in the California Coastal Act of 1976. It is the State Legislature's intent to maintain Highway 1 as a scenic two-lane road in rural areas. This provision applies to all areas outside the Urban Services Line in the current General Plan and Local Coastal Plan. The Coastal Commission has permitted only limited operational improvements in rural areas. The Cambria Urban Services Line extends from the Ardath Drive/Main Street intersection at the south end of town, to the Moonstone Beach Drive/Exotic Gardens Drive intersection at the north end.

Main Street is the primary collector in the Cambria urban area. It runs from Highway 1 generally north and west, first through a rural area on the town's fringe, then through the two business activity centers, East Village and West Village. Burton Drive connects the Lodge Hill area west of Highway 1 with the East Village. Windsor Boulevard connects the Park Hill area west of Highway 1 with the West Village. Other collectors in the residential areas of town include Ardath Drive, Pine Knolls Drive, Charing Lane, Weymouth Street and Buckley Drive. Cambria Drive is a short roadway which links Highway 1 and Main Street. Collectors in the rural areas include Santa Rosa Creek Road and San Simeon Creek Road. The existing circulation network and neighborhood locations are shown in Figures 2 and 2a.

The North Coast area road network was inventoried in the Spring of 1989 to determine the roadway cross sections, traffic control devices, and posted and prevailing speeds. Traffic volumes were surveyed throughout the course of the year. Findings are provided below.

#### Traffic Control

Most intersections in the study area are presently stop sign controlled or uncontrolled. There are traffic signals at two locations on Highway 1: at Burton Drive and at Windsor Boulevard. Figure 3 shows traffic control locations in the area. Funding has recently been secured for traffic signals at Highway 1 at Ardath Drive, and at Main Street at Burton Drive.



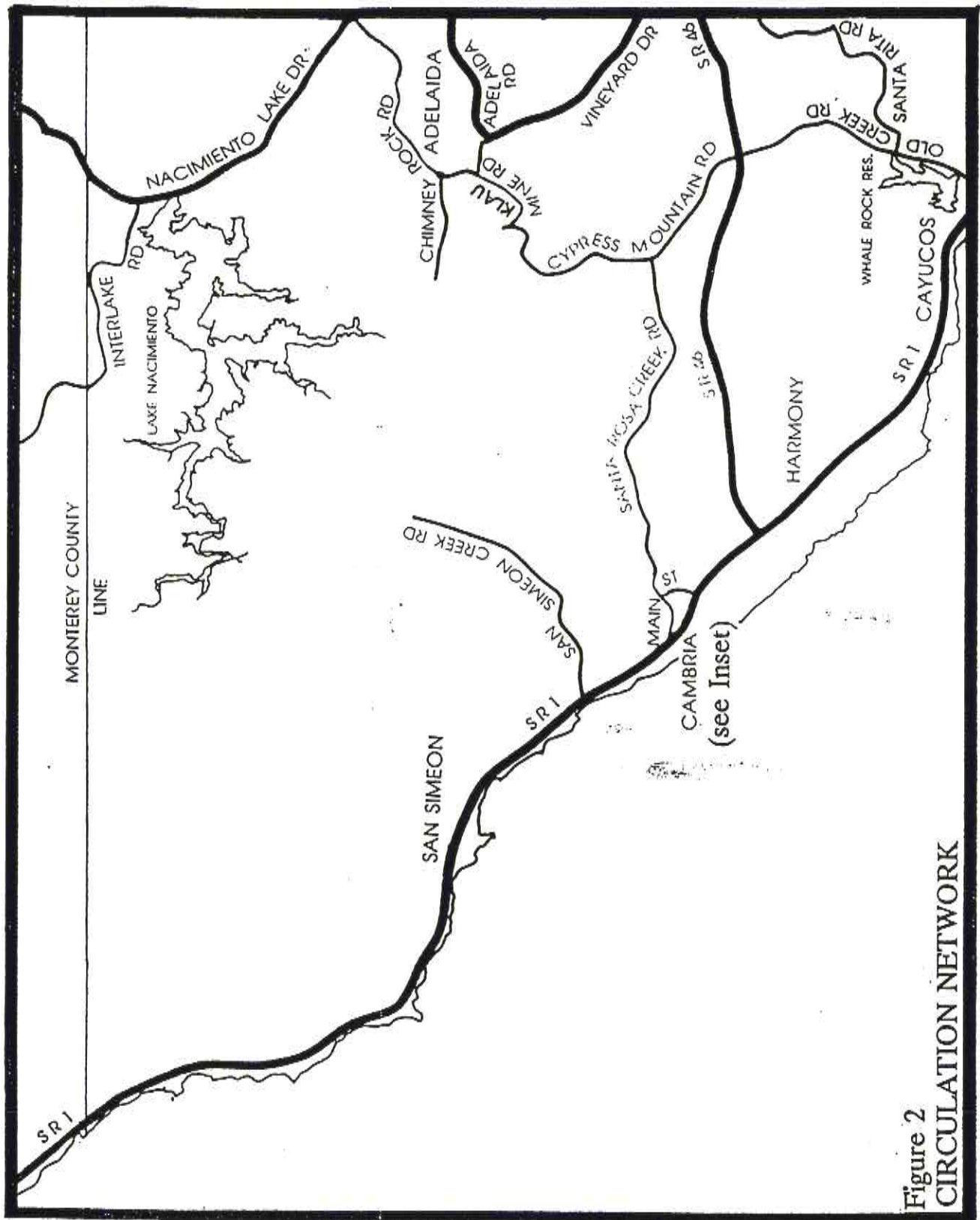
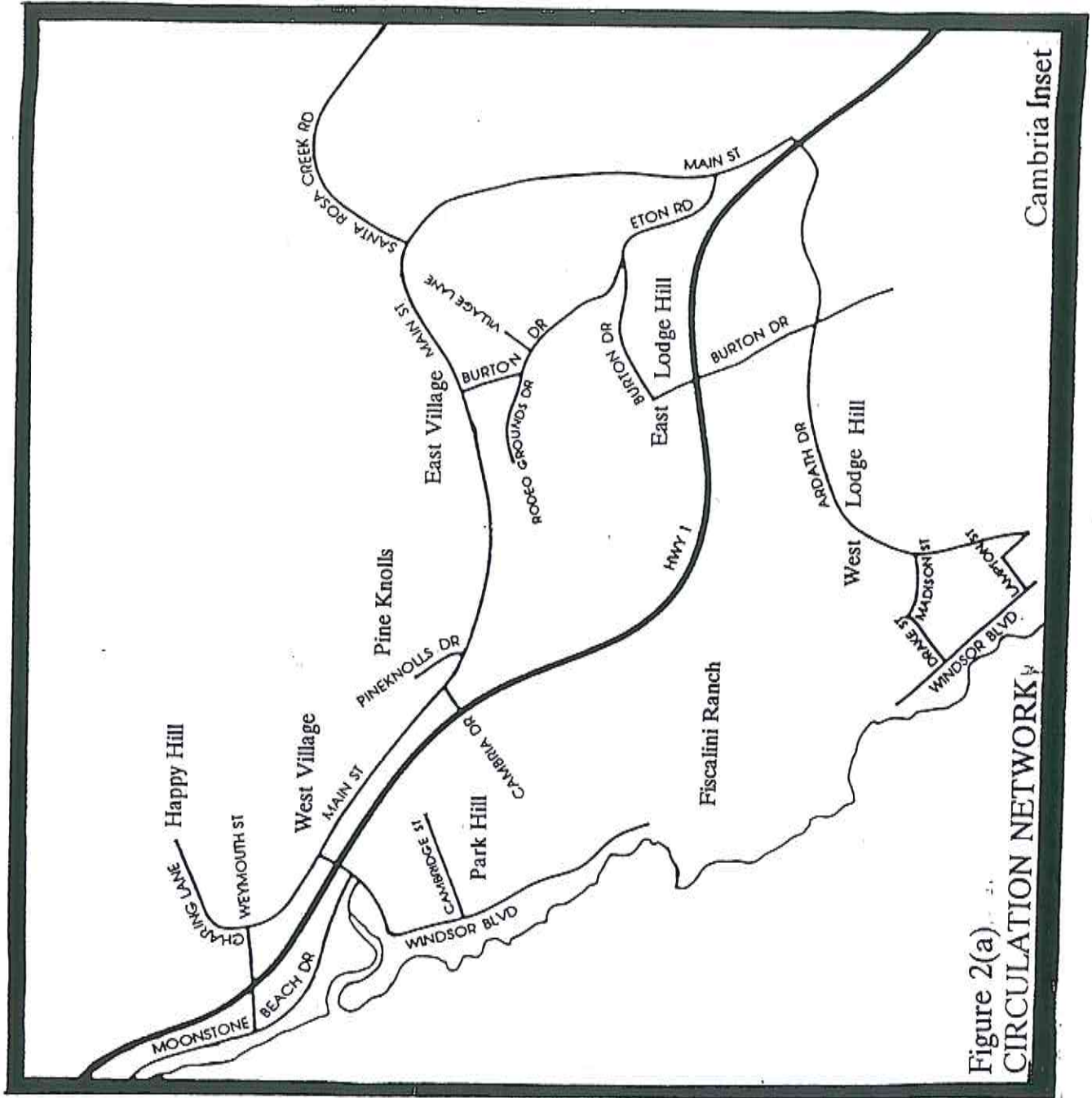


Figure 2  
CIRCULATION NETWORK



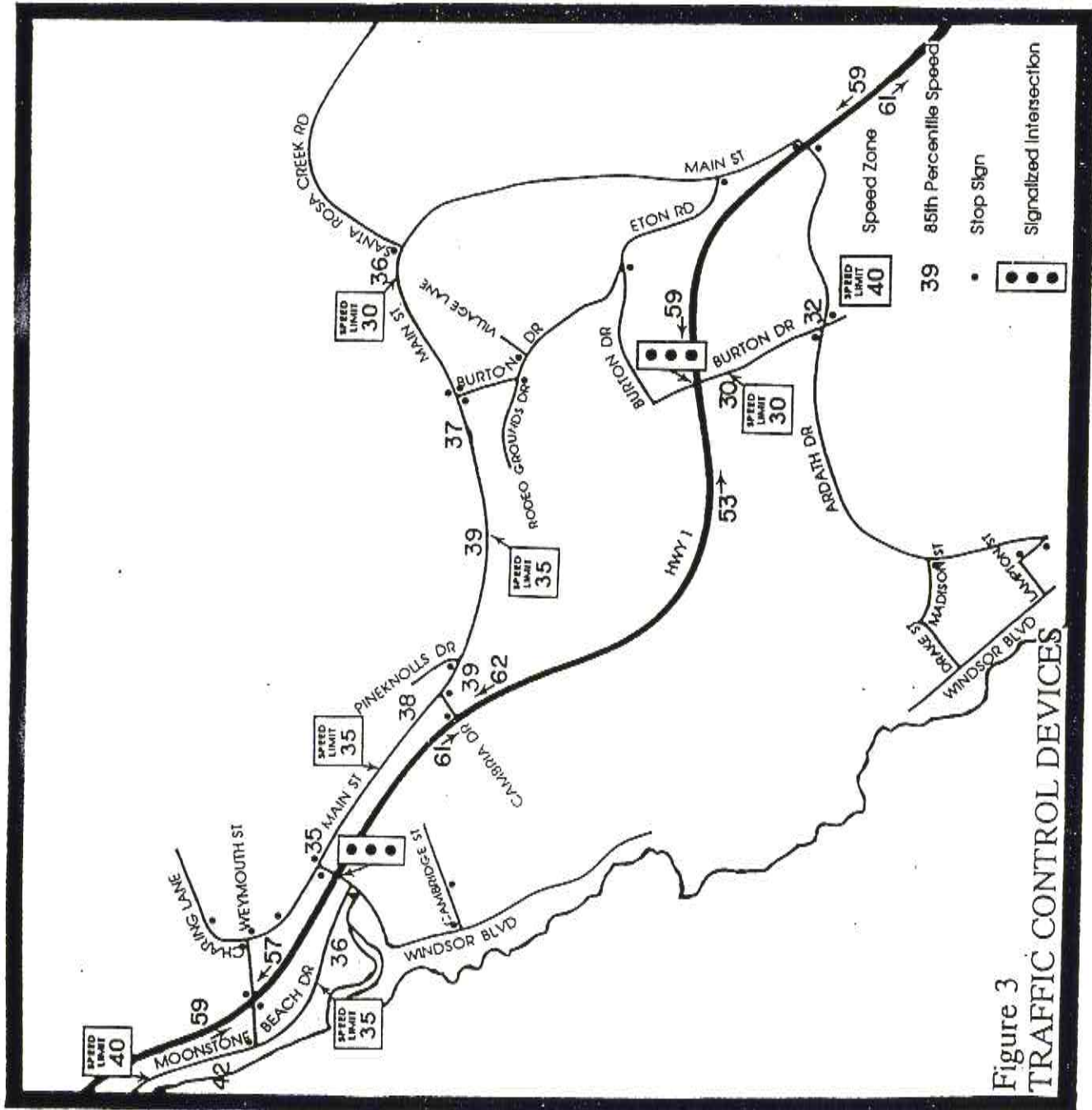


Figure 3  
TRAFFIC CONTROL DEVICES

## Travel Speeds

Travel speeds on area streets were measured by County and Caltrans staff using Caltrans procedures to determine the prevailing speed, or the "85th Percentile Speed." This is defined as the speed below which 85 percent of drivers travel. Experience has shown that at least 85 percent of drivers operate at or below speeds that are prudent for roadway conditions, when non-congested conditions occur.

Figure 3 compares prevailing speeds with posted speed limits on selected roadways. At most locations where speed observations are available, the prevailing speed exceeds posted limits, with differences being greatest on Main Street west of Santa Rosa Creek Road.

### **B. Existing Traffic Volume Characteristics**

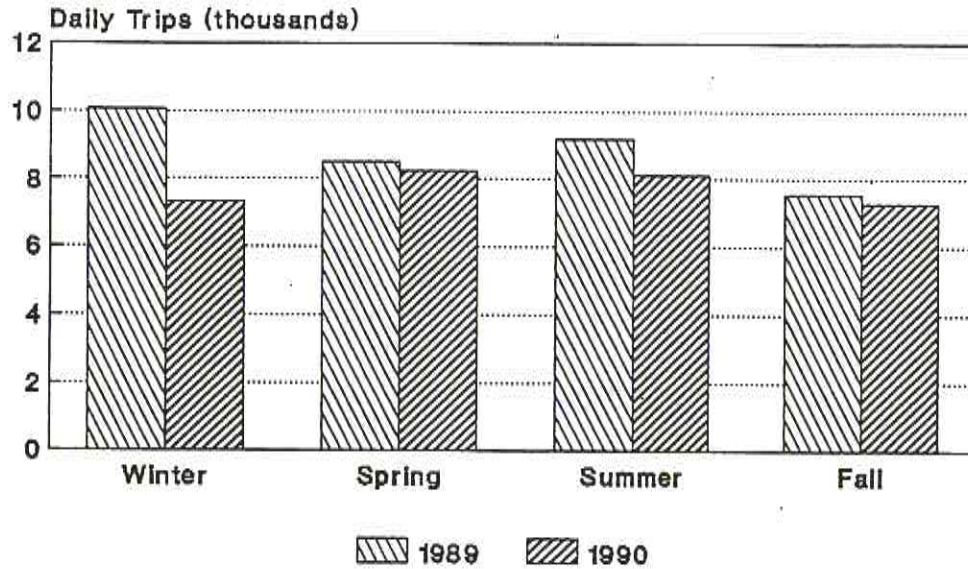
Traffic volume data were collected by County staff at many locations throughout the North Coast area. Several stations were counted at regular intervals in February, May, August and November. In addition, other stations were counted at various times throughout the year. These counts tallied the number of vehicles on a per hour, per day and per week basis. This information provides a sound basis for analyzing the effects of future automobile-trip generating development on the road network.

#### Daily and Seasonal Traffic Variation

Due to the tourist/recreational nature of the North Coast area, it is a very attractive destination to seasonal travelers. However, the attractions of the area are not as dependent on weather conditions as in other parts of the county. The beach and coastline, for example, are visited primarily as a scenic destination, rather than as one for active recreation such as Avila or Pismo Beach. This, combined with the shops and galleries in the urban area, leads to the result that many tourist trips occur not only during summer, but during holiday weekends throughout the year. Figure 4 shows the variation of traffic over the course of the year 1989 for Main Street east of Pine Knolls Drive. Note that the February count includes President's Day holiday weekend. Figure 5 shows the daily traffic volumes by day of week for Main Street west of Cambria Drive. It compares peak-season traffic volumes (May 27 - June 2, 1989) with non-peak traffic volumes (November 24 - November 30, 1988). Each seven-day count includes a holiday weekend - Memorial Day in the former and Thanksgiving in the latter.

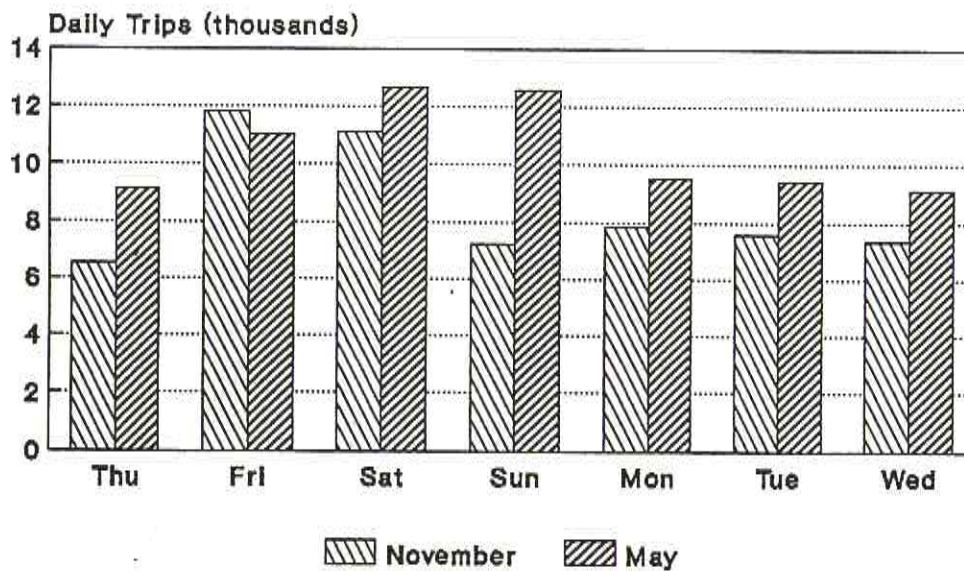
The numbers represented in the graphs are typical of many traffic counts taken throughout the North Coast area over the course of 1988 and 1989. It is necessary to use two different locations along Main Street to make the comparisons. The Pine Knolls station was counted during all four quarters of 1989, but the counts do not all have data for a full seven days. The Cambria Drive station has seven days' data complete for each of the two times it was counted.

## Main Street East of Pine Knolls Drive



**Figure 4** Traffic Variation by Time of Year

## Main Street East of Pine Knolls Drive



**Figure 5** Peak Season vs. Non-Peak Season Traffic Volume

Some general conclusions can be drawn from the data. Average summer traffic volumes are generally higher than other seasons, with volumes on holiday weekends being highest of all. This point about the holiday weekends is consistent throughout the year. This is a good indication of the nature of Cambria-area visitors and tourism. The area has a substantial attractiveness which is not weather-dependent (such as lying on the beach); and it is a reachable destination for trips as short as a three-day weekend. The weekend counts reveal another interesting trend: Saturday is usually the highest traffic day and Sunday the lowest. This can be explained by several possibilities. One is that local residents may stay at home more on Sunday. Another is that out-of-town visitors may arrive on Friday, (this influx added to regular weekday traffic typically makes Friday the peak weekday), and depart on Sunday. Thus the bulk of their local travel will be on Saturday. Their departure on Sunday will be a single trip on a day with less local traffic, hence the low total. This is borne out by observing the Memorial Day count. Note that both Saturday and Sunday are high, and Monday traffic volume is low. This bears out the "going home at the end of the weekend" scenario.

Because of the extreme variation in traffic volumes on weekends, Friday count data is used as being most representative of overall traffic patterns in the area. This day includes contributions by all types of travelers, including commuters, tourists and local shoppers. Additionally, the summer season was chosen as the peak time of year to be looked at. The objective is to plan for the 30th highest hour of the year as a "reasonable worst case" used for designing road facilities. Without the comprehensive data base (and considerable expense) to exactly determine this, some form of estimation must be used. By omitting holiday weekends from study data, the rest of the summer season can be considered typical of this level of traffic.

Existing "summer season peak weekday" traffic volumes are shown in Figure 6 and 6a. They are based on counts by the San Luis Obispo County Engineering Department in 1989.

The largest traffic volumes are seen on Highway 1 as it enters the study area from the south. Volumes generally decrease northward along the highway, with the greatest decrease occurring at Hearst Castle in San Simeon. In Cambria the largest traffic volume is on Main Street in each of the two retail centers.

#### Traffic Distribution by Time of Day

The distribution of traffic over a 24-hour period is a constraining factor on the transportation circulation system. The larger the peaking condition for any period of time, the greater the demand placed on resources to accommodate traffic flows.

Figures 7 - 11 depict 24-hour volumes at five locations in the North Coast area. They each show the variation of traffic over the course of a typical summer Friday. The graphs are useful in understanding the general peaking characteristics of area traffic. Due to the unique recreational nature of the area, there is no strong commuter peak

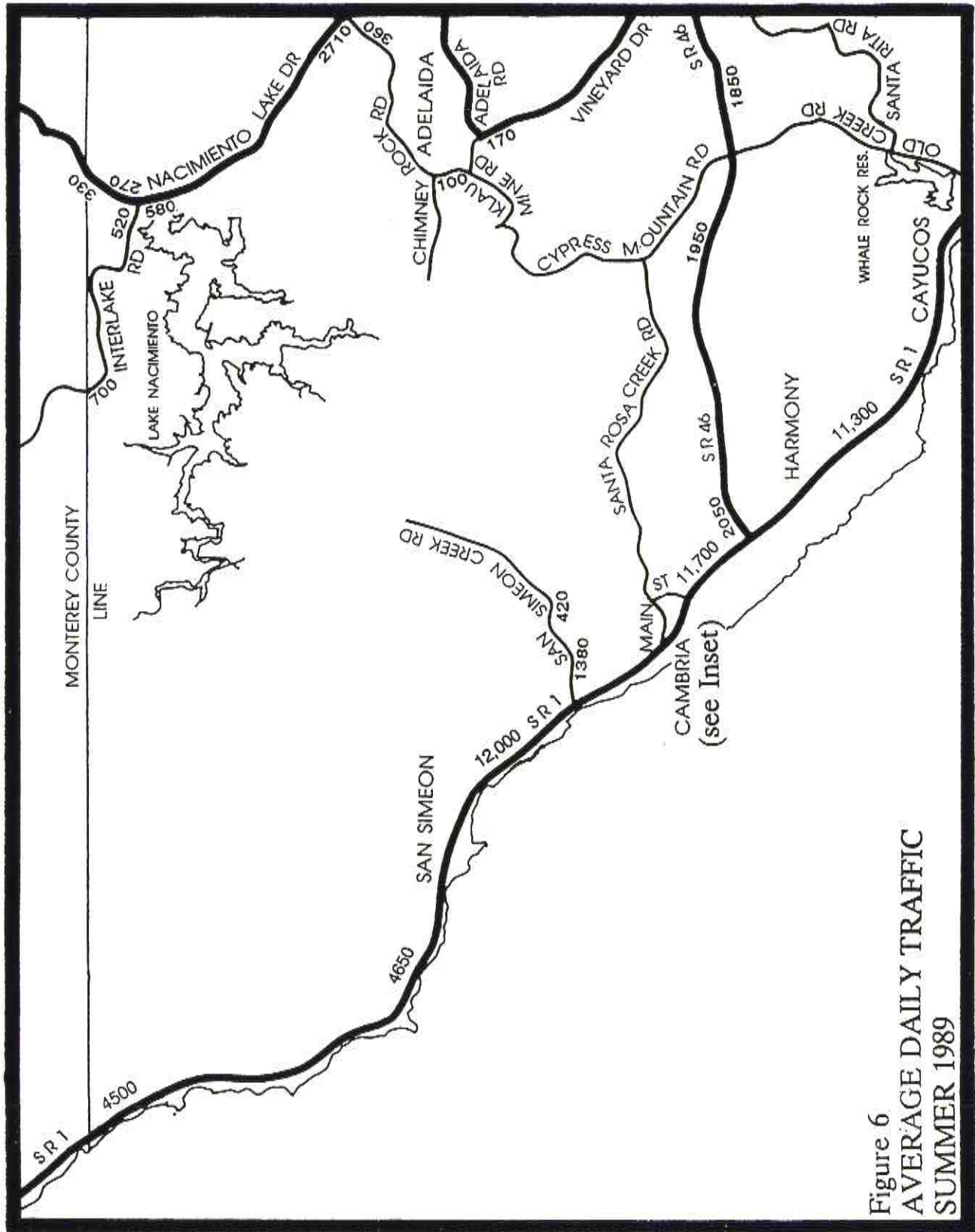
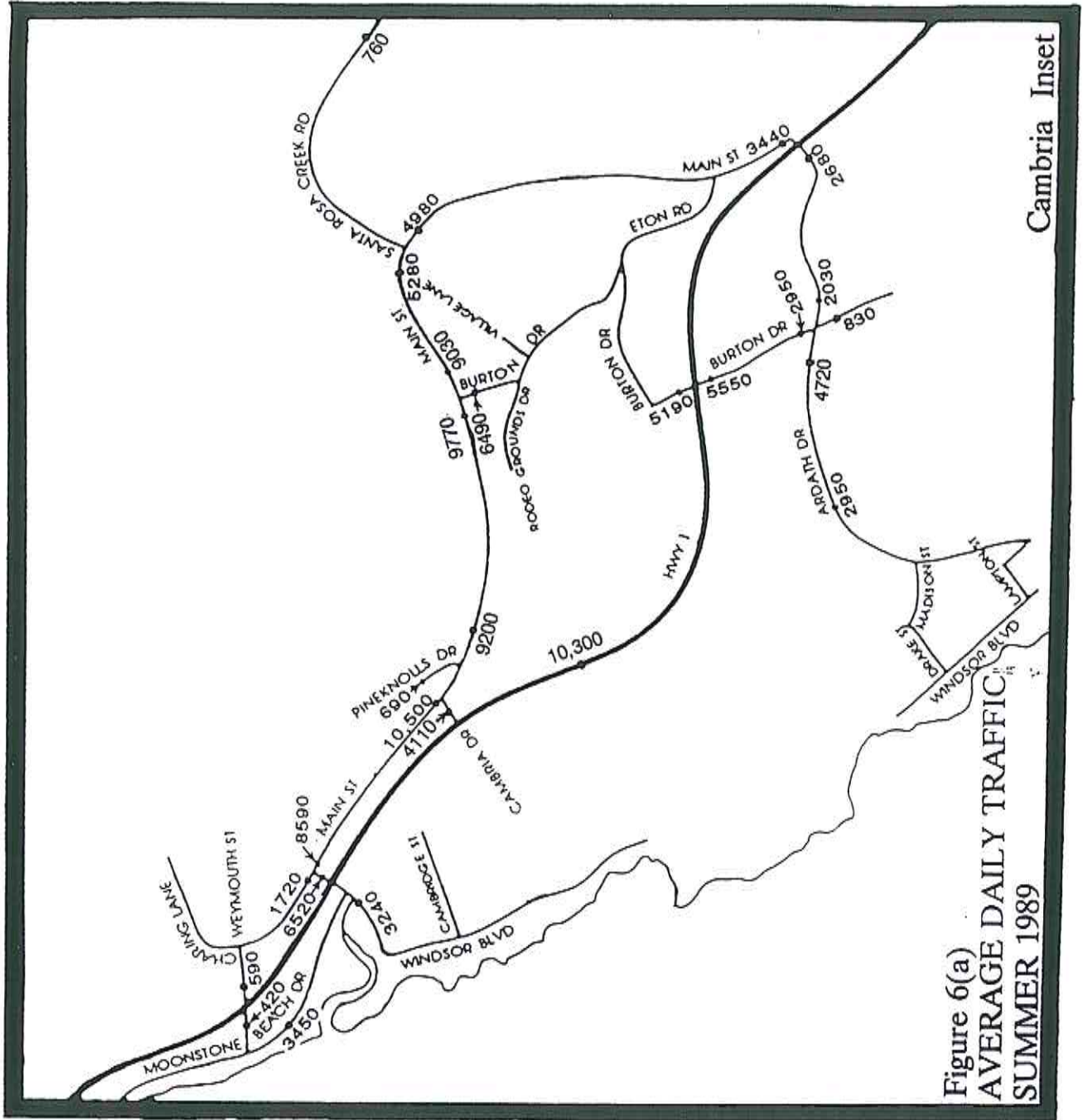


Figure 6  
 AVERAGE DAILY TRAFFIC  
 SUMMER 1989



Cambria Inset

Figure 6(a)  
 AVERAGE DAILY TRAFFIC  
 SUMMER 1989



# Main Street East of Pine Knolls Drive

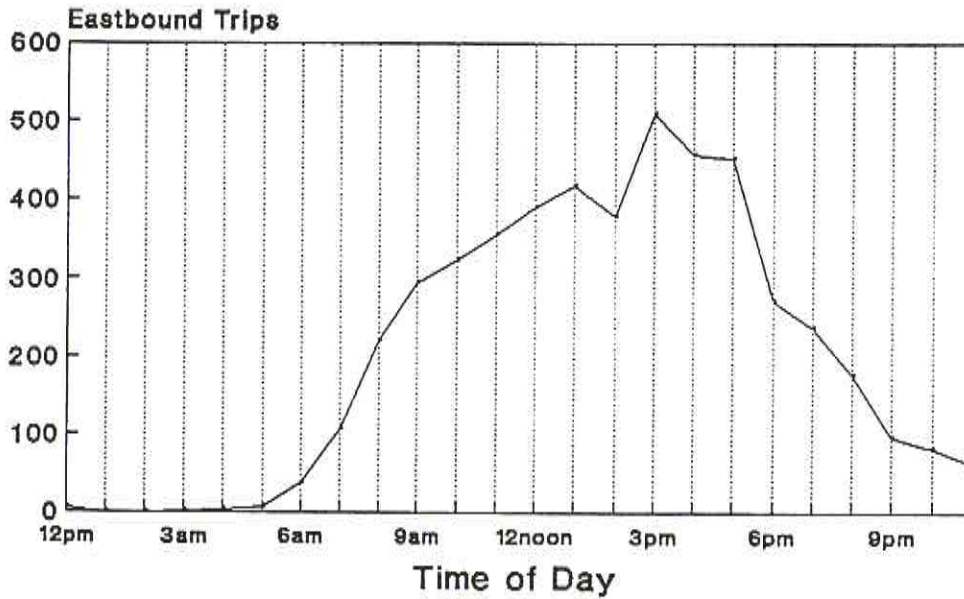


Figure 7(a)

# Main Street East of Pine Knolls Drive

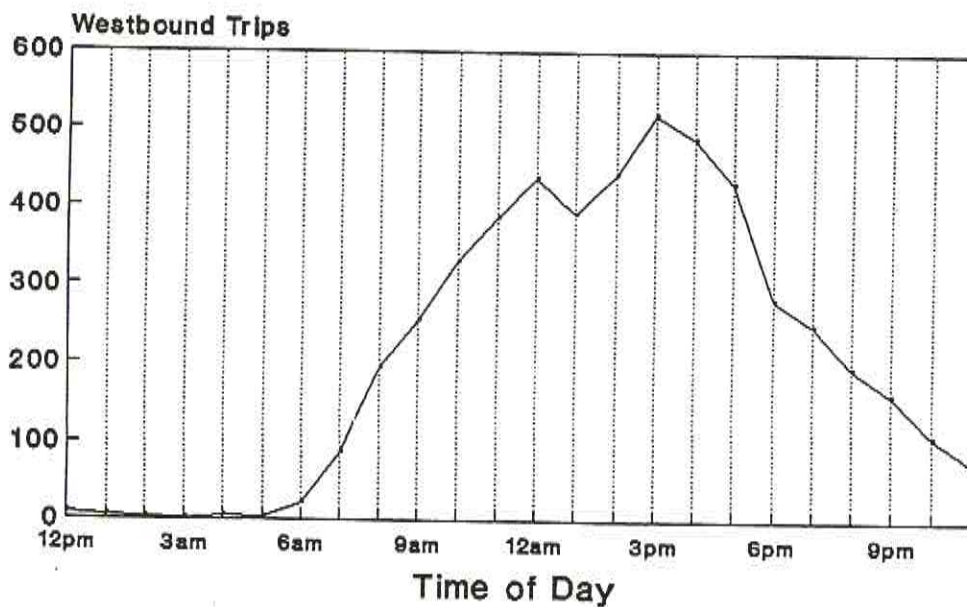


Figure 7(b)

## Moonstone Beach Drive West of Highway 1

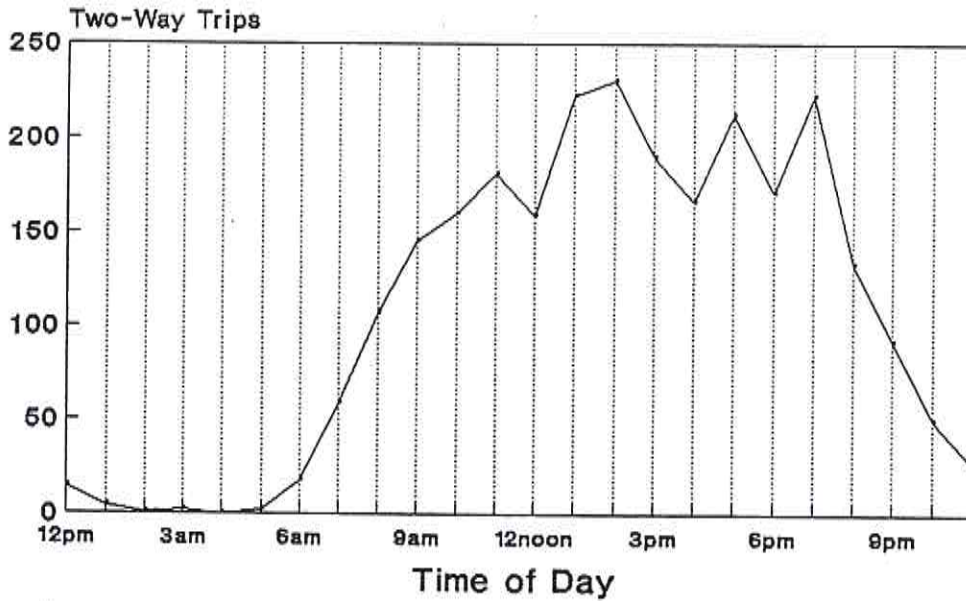


Figure 8

## Ardath Drive West of Burton Drive

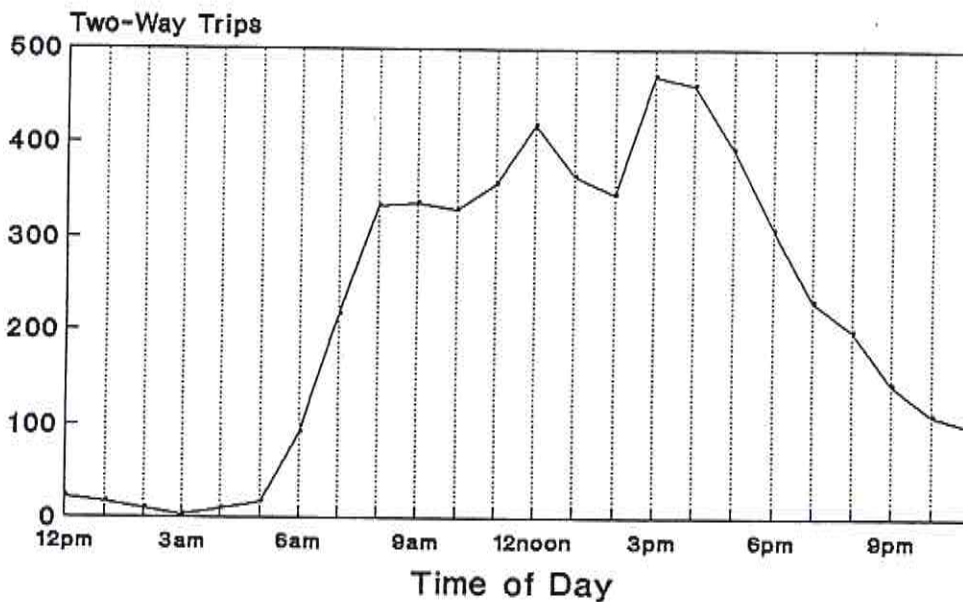


Figure 9

## Main Street West of Cambria Drive

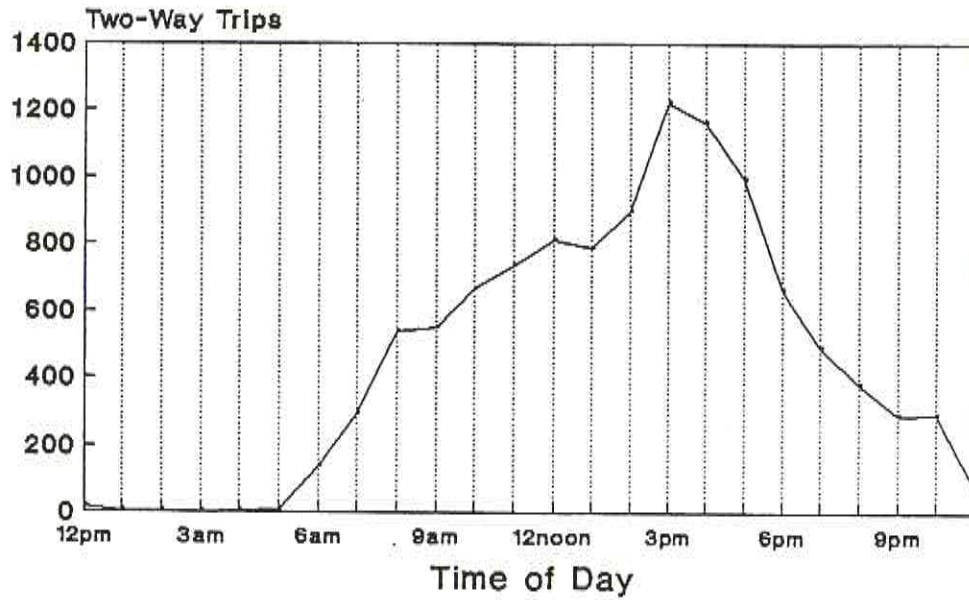


Figure 10

## Santa Rosa Creek Road East of Cambria High School

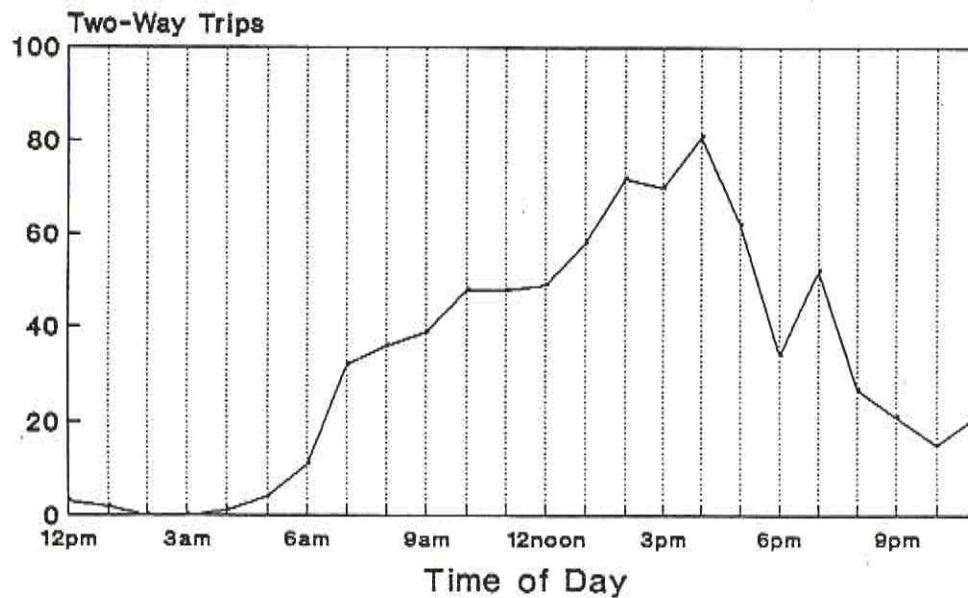


Figure 11

time in the morning or evening. Instead, traffic gradually increases throughout the morning and into mid-afternoon, then decreases again to the early-morning hours. Overall in the North Coast area, the afternoon peak is between 3:00 and 5:00 p.m., with approximately 10 - 11% of total 24-hour traffic per hour.

### Visitor ("Tourist") Traffic

It is not possible or necessary to quantify what proportion of existing or forecast traffic is due to non-residents, or "tourists," without time-consuming and expensive surveys. This study is interested in the travel patterns of all drivers within the study area during the Friday afternoon peak hour of a non-holiday summer weekend. It is possible, with traffic count data, to determine which trips are through trips (neither begin nor end within the study area), external trips (have one end outside the study area), or internal trips (both begin and end within the study area). In forecasting, all of these trips are distributed on the roadway network, including not only those due to new development but also those due to increased use of existing facilities. Tourists and local residents are both included in external and internal trips. For example, a trip from San Luis Obispo to Moonstone Beach might be made by a resident or a tourist. In assessing the impact of the trip, what's needed is to know if it is a new trip, which in this study is determined by whether the destination on Moonstone Beach (either a house or a motel) is new since the study was done. Thus the land use chapter (chapter 3) seems to concentrate on summaries of potential new development.

### Historical Traffic Growth

Historical traffic counts conducted by Caltrans and the San Luis Obispo County Engineering Department reveal yearly increases in traffic volumes on roadways in the North Coast area. Figure 12a shows traffic growth on Highway 1 north of Ardath Drive. The County road location with the greatest amount of data is the station on Main Street east of Pine Knolls Drive. Figure 12b shows the growth of annual average daily traffic volumes at this location. These counts are 7-day averages, and include weekdays and weekends. Nevertheless, it can be seen from the figure that traffic levels have steadily increased between 1970 and 1991, with the exception of a couple of years when drops were recorded (possibly a result of economic conditions or other factors). The drop shown in 1977 indicates the year the new alignment of Highway 46 was opened. Previously, this State route had used Santa Rosa Creek Road and Main Street. Overall, daily traffic volumes on Main Street appear to have increased by an average of 343 vehicles annually during the 1971 - 1991 period. The 1991 count is approximately 860% higher than that measured in 1971, representing an 11.4% average annual growth rate. Daily traffic volumes on Highway 1 have increased from 3,000 to 6,400 during the 1970 - 1990 period. This is a total increase of 215%, and an annual rate of 3.86%. Over the same period of time, the study area population has grown from 2,100 to 6,300, which represents a 5.6% average annual growth rate.

## Highway 1 North of Ardath Drive

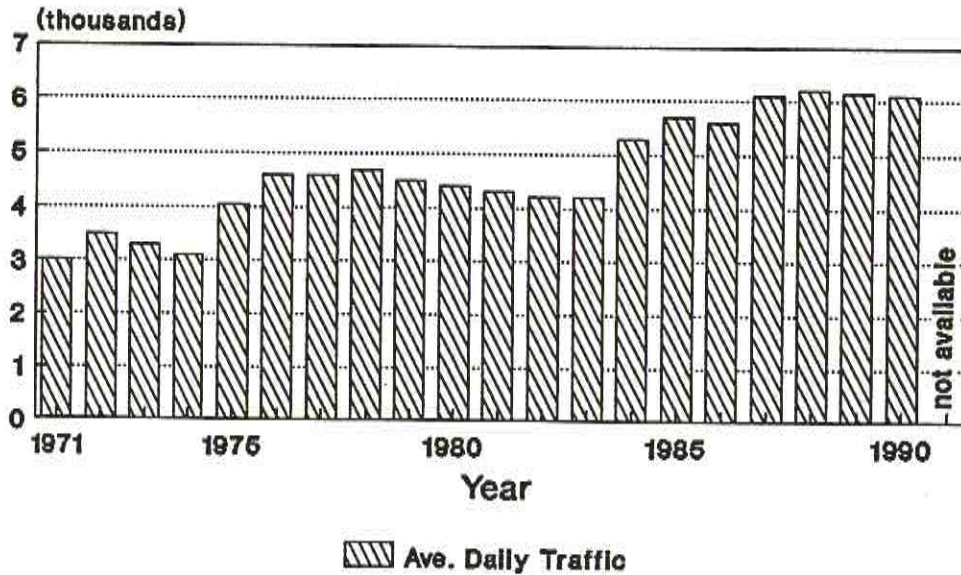


Figure 12(a)

## Main Street Cambria East of Pine Knolls Drive

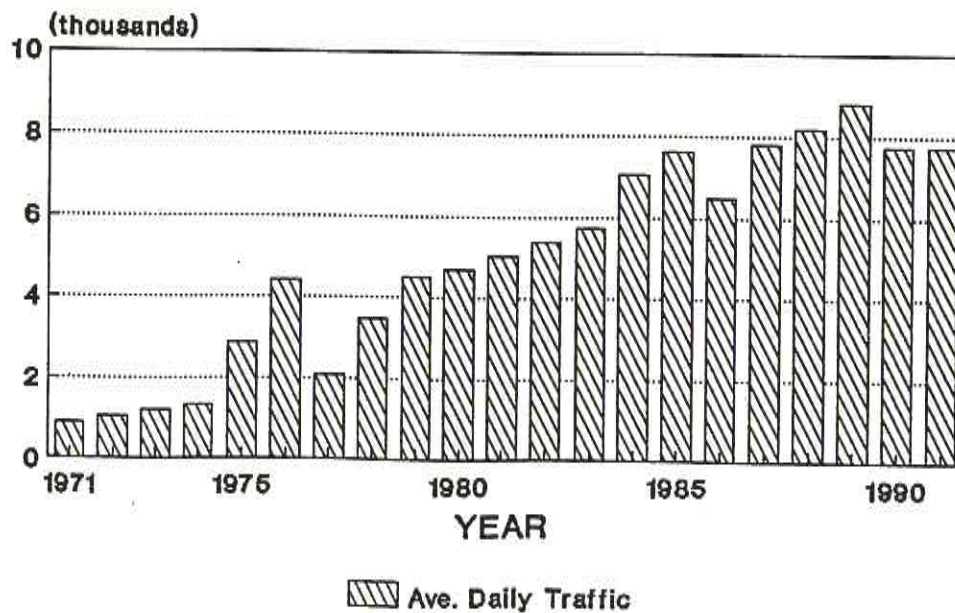


Figure 12(b)

### C. Traffic Service Levels

The establishment of an acceptable level of service (LOS) for North Coast area streets is important for balancing future development with the reasonable level and scale of roadway improvements in the community. For evaluating levels of service, directional peak hour traffic volumes are compared to the estimated roadway capacities on the circulation network.

#### Roadway Segment Level of Service

Summer weekday peak hour LOS was calculated for several roadway segments using the methods of the Highway Capacity Manual for two-lane highways and urban arterials, as appropriate. The analyses were based on existing traffic volumes and roadway conditions including terrain, lane- and shoulder-widths, vehicle mix, direction of flow and other factors.

The highest quality of traffic service occurs on two-lane roadways when motorists are able to drive at their desired speed without strict enforcement and are not delayed more than 30 percent of the time by slow-moving vehicles. This condition is representative of LOS "A." LOS "B" and LOS "C" are characterized when average drivers are delayed up to 45 and 60 percent of the time, respectively, by slow-moving vehicles. Levels of Service "A," "B" and "C" are generally considered satisfactory.

Unstable traffic flow is approached as traffic flows enter LOS "D." Average vehicle platoon sizes of 5 to 10 vehicles are common, and turning vehicles (where exclusive turn lanes don't exist) cause waves in the traffic stream. The percentage of motorist delay approaches 75 percent. LOS "D" conditions are increasingly being accepted for peak hours due to the often prohibitive cost of improving roadways to LOS "C" or better.

Vehicle platooning can become intense and vehicles may be traveling very slowly under LOS "E" conditions. Percent time delays greater than 75 percent would probably be encountered. LOS "E" is considered unacceptable due to the slow speeds and substantial delays to vehicles.

Table 1 summarizes the estimated peak hour LOS at several locations. These are based on the two-way peak hour volumes shown in the table, as well as other factors such as the directional split of traffic, type of terrain, vehicle mix, lane- and shoulder-widths and proportion of no-passing areas.

The current County policy is for LOS "D" or better service on roadways in urban areas, and LOS "C" on rural roads. All the County-maintained roads in the study area meet these criteria, though portions of Main Street are at LOS "D" and therefore are close to the limit. Additionally, the portion of Highway 1 in the urban area is at LOS "D," and the rural portion from Cambria exiting the study area to the south is at LOS "D." These portions approach or exceed the County's criteria for acceptable level of service. It

## North Coast Circulation Study

**Table 1**  
Existing Roadway Conditions

Road	Location	Summer Weekday (*1) 2-Way Volumes (*2)		Peak Hour LOS (*3)
		Daily	Peak Hour	
Ardath Drive	W of Highway 1	2957	281	C
Burton Drive	S of Highway 1	5920	586	C
	N of Santa Rosa Ck.	6276	587	C
Cambria Drive	S of Main Street	4230	428	C
Highway 1	- S of Highway 46	10200	940	D
	- S of Santa Rosa Ck.	9228	951	D
	- N of Little Pico Ck.	7490	720	C
	- N of San Simeon	4840	480	C
Main Street	E of Windsor Blvd.	7687	695	C
	W of Cambria Drive	11041	1224	D
	E of Highway 1	4160	458	C
Moonstone Beach	W of Highway 1	2572	255	B
Pine Knolls Drive	N of Main Street	882	103	B

(\*1) Non-holiday period; peak weekday count.

(\*2) 1989 counts by San Luis Obispo County Engineering Department.

(\*3) Peak hour Level of Service determined using "Highway Capacity Manual" for rural highways and urban arterials.

should be emphasized that these conditions are for just one peak hour of a peak summer weekday; better service levels are experienced at other times. It is possible that localized congestion may occur during brief periods (say 15 minutes or less) at other locations.

#### Intersection Level of Service

Within the Cambria urban area, the overall quality of service of the road network is primarily controlled by the intersections of the major roadways. Analyzing intersections by the methods of the Highway Capacity Manual is a very detailed and time-consuming process, especially in gathering the necessary data. As a result, the above analysis of the roadway segments is used first to narrow down the field, that is, to identify the intersections of primary concern.

The analysis of intersection levels of service is based on the delay experienced by drivers, and is calculated separately for each approach leg of an intersection. In the computer traffic modeling process, the delay is measured by checking the "total operating speed" on each intersection approach. This figure is determined by dividing the length of the roadway segment by the total travel time, which includes the stopped delay at the intersection. Table 2 summarizes the peak hour LOS at locations currently of concern.

The intersections at either end of Cambria Drive are both constrained by the inability of turning vehicles to enter the fairly high-speed traffic streams on the major roads.

The two approaches to Highway 1 at Windsor Boulevard are constrained by the close spacing of the adjacent intersections at Moonstone Beach Drive and at Main Street/Charing Lane. The three intersections functionally operate as one large intersection. Vehicles receiving a green traffic signal are often limited by the adjacent stop sign approaches.

As traffic volumes on area roadways increase, more intersections will be analyzed in terms of stopped delay to motorists. These locations will be determined by the computer traffic modeling process as described above. Current traffic volumes and field observations indicate that other intersections in the area are operating satisfactorily at present.



North Coast Circulation Study

**Table 2**  
Existing Intersection Conditions

Approach Road	Approach Direction	Intersecting Road	Summer Weekday (*1) Peak Hour LOS (*2)
Cambria Drive	Southbound	Highway 1	E
Cambria Drive	Northbound	Main Street	E
Windsor Boulevard	Southbound	Highway 1	E
Windsor Boulevard	Northbound	Highway 1	E

(\*1) Non-holiday period; peak weekday count.

(\*2) Peak hour Level of Service determined using "Highway Capacity Manual" for urban arterials.

### 3. EXISTING AND FUTURE LAND USES

In addition to the town of Cambria, the study area for this traffic analysis also includes the entire North Coast Planning Area of San Luis Obispo County, which is bounded by Monterey County on the north, the Coastal Zone boundary on the east, Villa Creek Road on the south, and the Pacific Ocean on the west. Figure 1 on page 1-2 showed the boundary of the study area. The smaller villages of Harmony and San Simeon Acres are within the study area.

From 1980 to 1990, the population of the study area increased from approximately 5,100 to 6,300. If similar growth patterns continue in the future, the population is expected to reach approximately 7,500 by the year 2000. Still further growth is permitted by the County's General Plan and Local Coastal Plan.

"Buildout" refers to the maximum reasonably expected growth of residential and non-residential land uses, as defined by the General Plan. At buildout, the population of the study area is expected to reach 24,000.

#### A. Existing Land Uses

The North Coast area has a unique combination of tourist/ recreational destinations and residential (primarily retirement) land uses.

Hearst San Simeon State Historical Monument (Hearst Castle) is located on a coastal ridge in the northern part of the study area. This is one of the most popular units of the State Park system, averaging over 1,000,000 annual attendance since 1985. A survey conducted by County Engineering Department staff in August 1990 reveals some details about that attendance. Of the total number of vehicle trips at the Monument entrance the day of the survey, only 36% of the vehicles stayed long enough that they could have completed a tour of the Castle. Another 42% stayed less than 45 minutes. Of these, it was observed that some of these short-stay visitors returned later in the day for their tour. The first trip in such a case may very likely have been to purchase tickets for a later tour. Highway 1 is the only access for the Monument. On the day of the survey, 69% of trips entering or leaving the Monument used Highway 1 to the south, and 23% used Highway 1 to the north. The remaining 8% of trips were directed to Old San Simeon, directly across the highway. Beginning in Fall 1990, the park now offers night time tours. These tours run intermittently through fall, winter and spring, beginning about 5:30 p.m. on the evenings they are offered. This is outside the peak time on the area's roadways and thus will not affect this study. In general, traffic generated at Hearst Castle during the study scenario (Friday afternoon peak hour of a non-holiday summer weekend) is already near its maximum, as the tours in the peak summer season are scheduled to the maximum capacity of the facility. Recent trends show that an increase in annual visitation will not increase peak hour traffic as much as it will spread the peak over more hours and more months of the year.

Other major land uses in the rural portions of the study area are visitor-serving facilities (motels, shops, restaurants and service stations) at Ragged Point, Piedras Blancas and Harmony; state park day-use and camping facilities at Old San Simeon and San Simeon Creek; agriculture and open space.

The village of San Simeon Acres is dominated by tourist/ recreational facilities: motels, restaurants and shops. The motels contain approximately 600 rooms. Residences in the village are apartments, condominiums and one mobile home park.

The town of Cambria also features a great deal of visitor- serving facilities: motels and bed & breakfast inns totalling 350 rooms, along with many restaurants and shops. Most of the lodging facilities are along Moonstone Beach Drive. Cambria's central business district extends along Main Street from Santa Rosa Creek Road to Windsor Boulevard. Here the tourist facilities dominate in the "West Village" section, and local resident-serving facilities dominate in the "East Village." However, there is some intermixing of the two, with a grocery store located between the villages and many galleries and offices in either end.

Other land uses in the town of Cambria include day-use beach recreation at Moonstone Beach and Shamel County Park; two large-group camps (Huron-Coalinga School District and YMCA); lawn bowling at the senior recreation center; a small live-action theater; and an elementary school, junior high and high school. Other public facilities include a post office, fire department and ambulance station. The Village Lane area is primarily service-commercial, with a lumber yard, auto supply and services, and mini-storage units.

The majority of the residential development in the town of Cambria is in several large subdivisions originally created in the 1920s. The Cambria Pines and Cambria Pines Manor units are characterized by lots 25 feet by 70 feet.

The town of Cambria has experienced limited growth due to water supply limitations. The population of the Cambria urban area increased from 4,500 to 5,400 between 1980 and 1990.

In the entire study area there are 3,337 dwelling units. This includes 2,958 single-family homes, 262 multi-family homes, and 108 mobile homes. Table 3 summarizes the totals of existing land uses by category, gives a brief description of each category, and the corresponding numbers and units used for calculating the vehicle trip generation for each land use. The data represents existing land uses as of summer 1989.

The study area has been divided into 28 traffic analysis zones (TAZs), as shown in Figures 13 and 13a, to represent sources of vehicle trip generation. Land use data, collected by County Engineering Department staff, are aggregated into these zones.

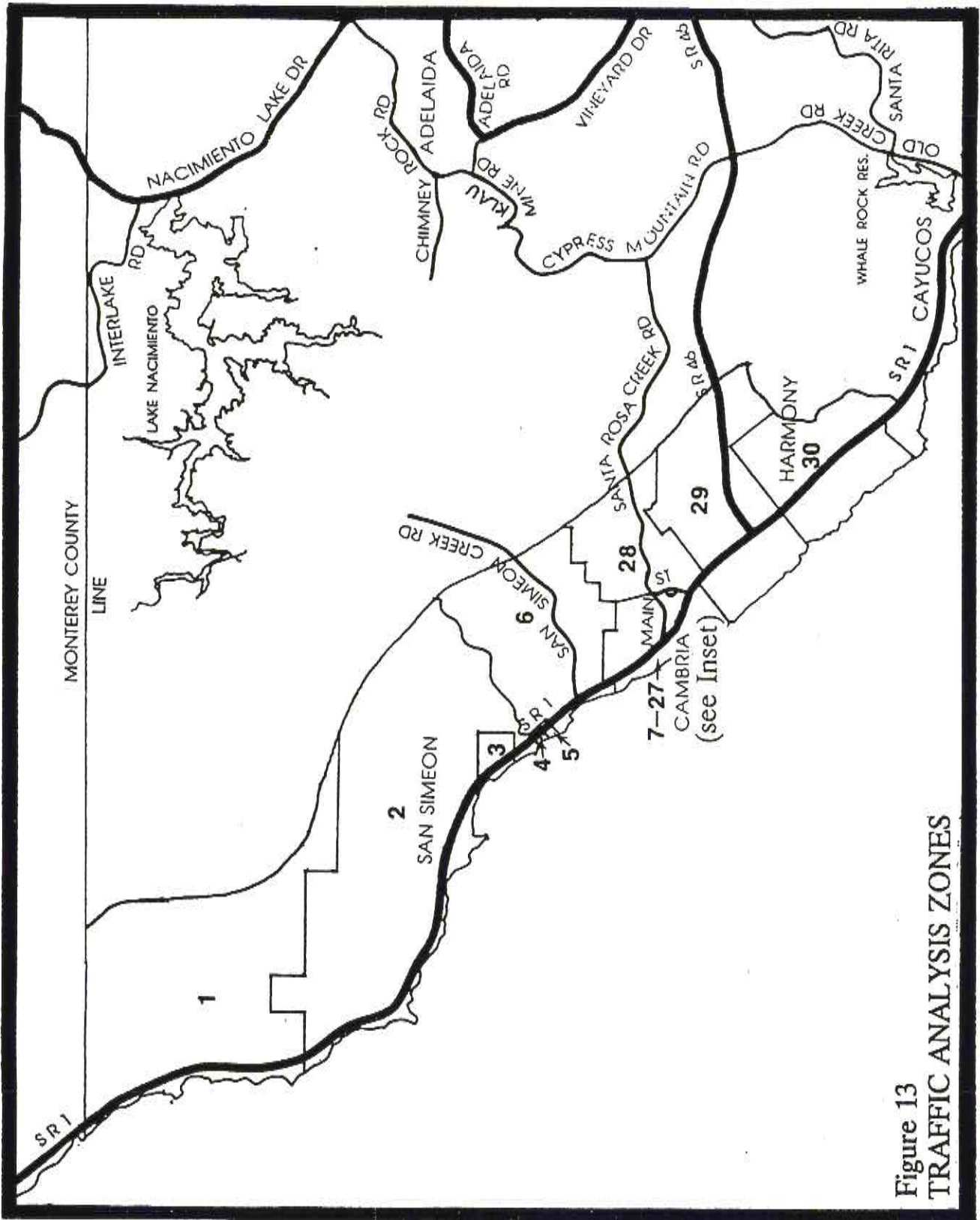
## North Coast Circulation Study

**Table 3**  
North Coast Area Existing Land Uses

Land Use	Quantity (*1)	Units
1. SFR -- single family residences	2958	dwelling units
2. MFR -- multi-family residences (apartments, condominiums, mobile homes)	370	dwelling units
3. RV -- campsites	304	sites
4. MOTEL -- motels, resorts, inns	999	rooms
5. LC -- local commercial (grocery, post office, library, bank)	72	gross ksf (*2)
6. VC -- visitor commercial (gift shop, gallery, restaurant)	177	gross ksf
7. IND -- general light industrial (service commercial, storage)	94	gross ksf
8. NR -- non-retail: office	50	gross ksf
non-retail: utility	35	employees
9. SCHOOL -- elementary school, junior high, high school	851	students
10. SG -- special generator (beach, recreational facility, lighthouse, theater, church, Hearst Castle)	#	Trips

(\*1) Number of units existing as of June 1989.

(\*2) ksf = thousand square feet



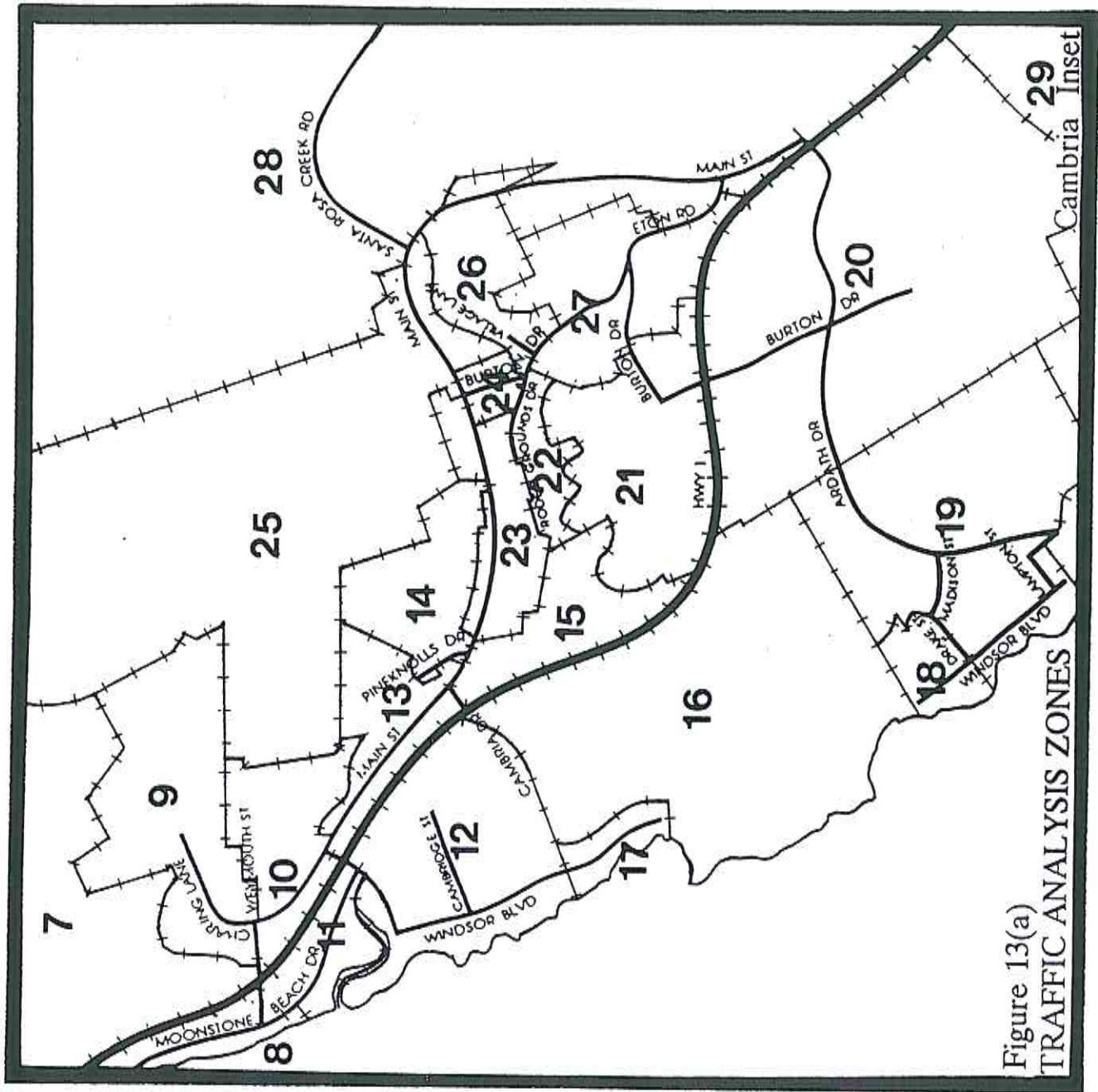


Figure 13(a)  
**TRAFFIC ANALYSIS ZONES**  
 Cambria Inset

**B. Future Land Uses**

The need for future transportation improvements in the North Coast area will depend upon the extent and locations for future growth. As a step in assessing future needs, a computer traffic forecast model was developed for the area using the TMODEL2 software package. This model translates land uses into projections of roadway traffic volumes on each roadway segment. This forms the basis for identifying potential roadway deficiencies and/or possible land use modifications.

The future land use scenario studied is referred to as "buildout" in this report. As mentioned earlier, it can be thought of as the maximum reasonably expected growth of residential and non-residential land uses, as defined by the County's General Plan. This study's use of the "buildout" condition is consistent with the County Planning Department's definition of the term. It is 25% less development than the absolute maximum allowed, (known as "absorption capacity.") This is to account for: land used by potential roads and streets in unsubdivided areas, incomplete development of all vacant parcels, incomplete redevelopment of existing uses to higher density, land price inflation as absorption capacity is approached and topographic and site limitations of some parcels.

The community has expressed interest in determining the approximate time frame for reaching buildout. This will be governed primarily by water supply resources, as determined by the Cambria Community Services District. In recent years, water permit allocations have ranged from over 60 to 125 per year. Another controlling factor is the recent Growth Management Ordinance, passed by the Board of Supervisors in October, 1990. It establishes a maximum growth rate of 2.3% in the County unincorporated areas. The ordinance applies to residential growth only, and exempts affordable housing, planned developments and farm labor housing. For purposes of this study, we have assumed 2.3% annual growth as a reasonable worst case. The population forecasts are shown below:

<u>Year</u>	<u>Cambria Urban Reserve Line</u>	<u>North Coast Planning Area</u>
1990	5,382	6,310
1995	6,030	7,070
2000	6,760	7,920
2005	7,570	8,880
2010	8,480	9,940
2015	9,500	11,140
2020	10,650	12,480
2025	11,930	13,990
2030	13,370	15,670
2035	14,970	17,560
2040	16,780	19,670
2045	18,800	22,040

These estimates place buildout approximately 55 years in the future.

This study includes only that development which is allowed by the current General Plan and Local Coastal Plan for the North Coast Planning Area. Any proposed land use which would require amendment of the General Plan is not included. Following are some significant land use proposals which are included as part of this study. Figures 14 and 14a show the locations of these projects, and Table 4 is a summary of each project by traffic analysis zone.

Hearst Ranch. The Hearst Ranch property occupies most of the study area north of the village of San Simeon Acres. Most of the property is zoned Agriculture or Rural Lands, but some small areas are proposed for fairly intense visitor-serving recreational uses. These areas are centered about two locations: San Simeon Point, including Old San Simeon and the Hearst Castle staging area; and Pine Forest, just north and east of San Simeon Acres. At San Simeon Point, facilities would include a resort lodge of 250 rooms, a golf course and dining accommodations. In Old San Simeon, the primary features would be 15,000 square feet of retail and dining uses, along with day-use recreation. Finally, at the Hearst Castle staging area, additional development would include a 150-room motel, 50-site campground, and 15,000 square feet of retail and dining, along with day-use recreation. In Pine Forest, the forecast land uses include a 250-room hotel, 100-site campground, a golf course and dining accommodations. All access to these sites will be from Highway 1.

Fiscalini Ranch. Fiscalini Ranch is the large open property in the center of the Cambria urban area. It is bounded by the Park Hill neighborhood on the north and West Lodge Hill on the south, and extends from the Pacific Ocean eastward across Highway 1 and along Santa Rosa Creek. The portion of the site on the ocean side of the highway will be a planned residential community with 266 homes, a golf course, and open space. The inland side of the highway will have a portion of the golf course, a 200-unit senior housing project, and a senior center. Access to the west side is from a proposed new connection to Highway 1 at Cambria Drive. The road will run westward and tie to a connection of the northern and southern sections of Windsor Boulevard. Access to the east side will be by a new road crossing Santa Rosa Creek and connecting to Main Street near East Village.

Mid-State Bank. A portion of the original Fiscalini Ranch property is now owned by Mid-State Bank and is known as the Cambria Village project. This site is bounded by Highway 1, Cambria Drive, Main Street and Santa Rosa Creek. Primary access will be by an extension of Pine Knolls Drive across Main Street into the property. Secondary access will be on Cambria Drive midway between Highway 1 and Main Street. The site is currently occupied by a "temporary" bank facility, which would be replaced at the time the rest of the project is built. The first phase of the development will be 26,000 square feet of retail use, including the bank replacement. The second phase proposes a 144-unit motel and 10,000 square feet of dining accommodations. The development plan for the first phase has recently been approved by the Planning Commission and the Board of Supervisors.



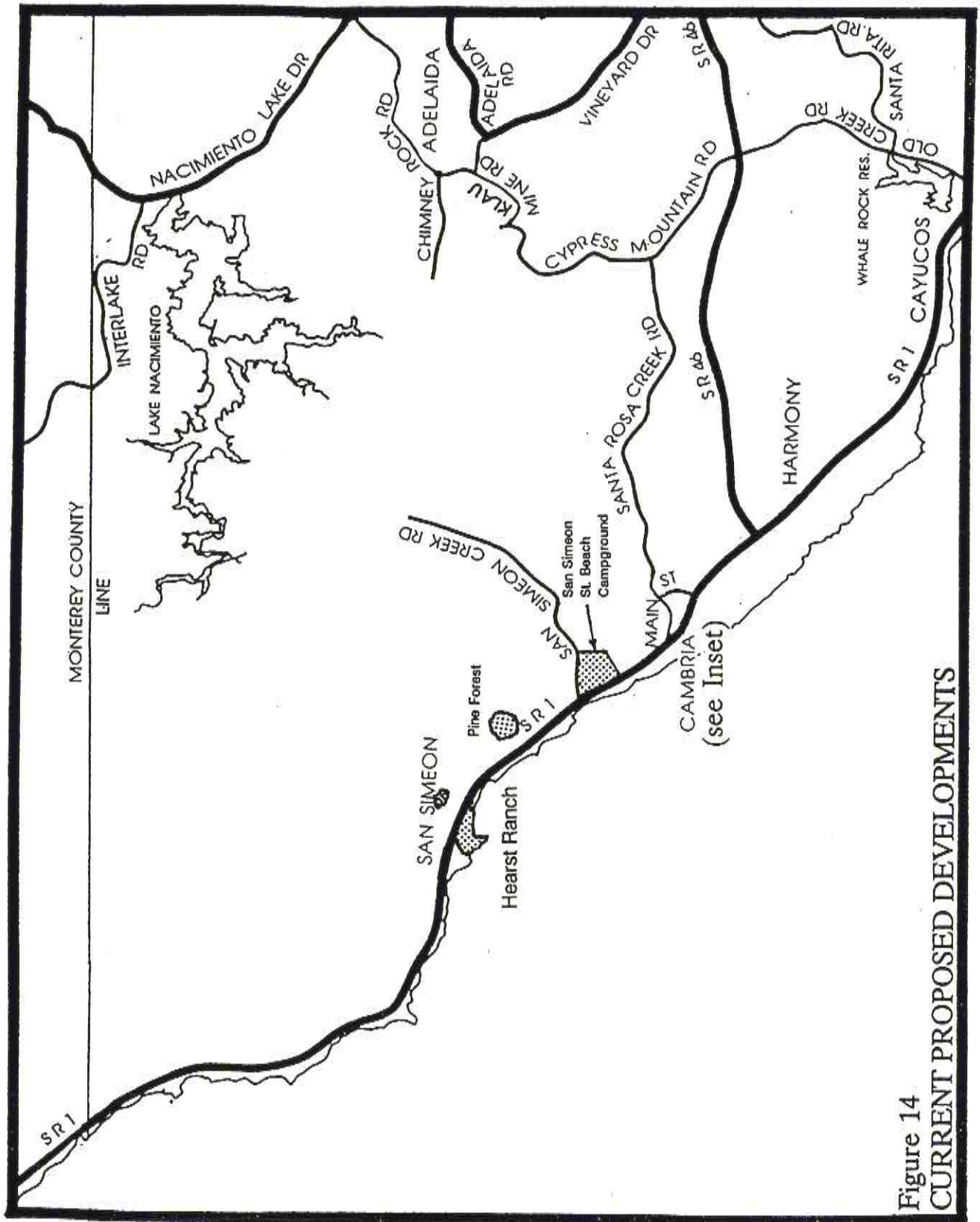


Figure 14  
CURRENT PROPOSED DEVELOPMENTS

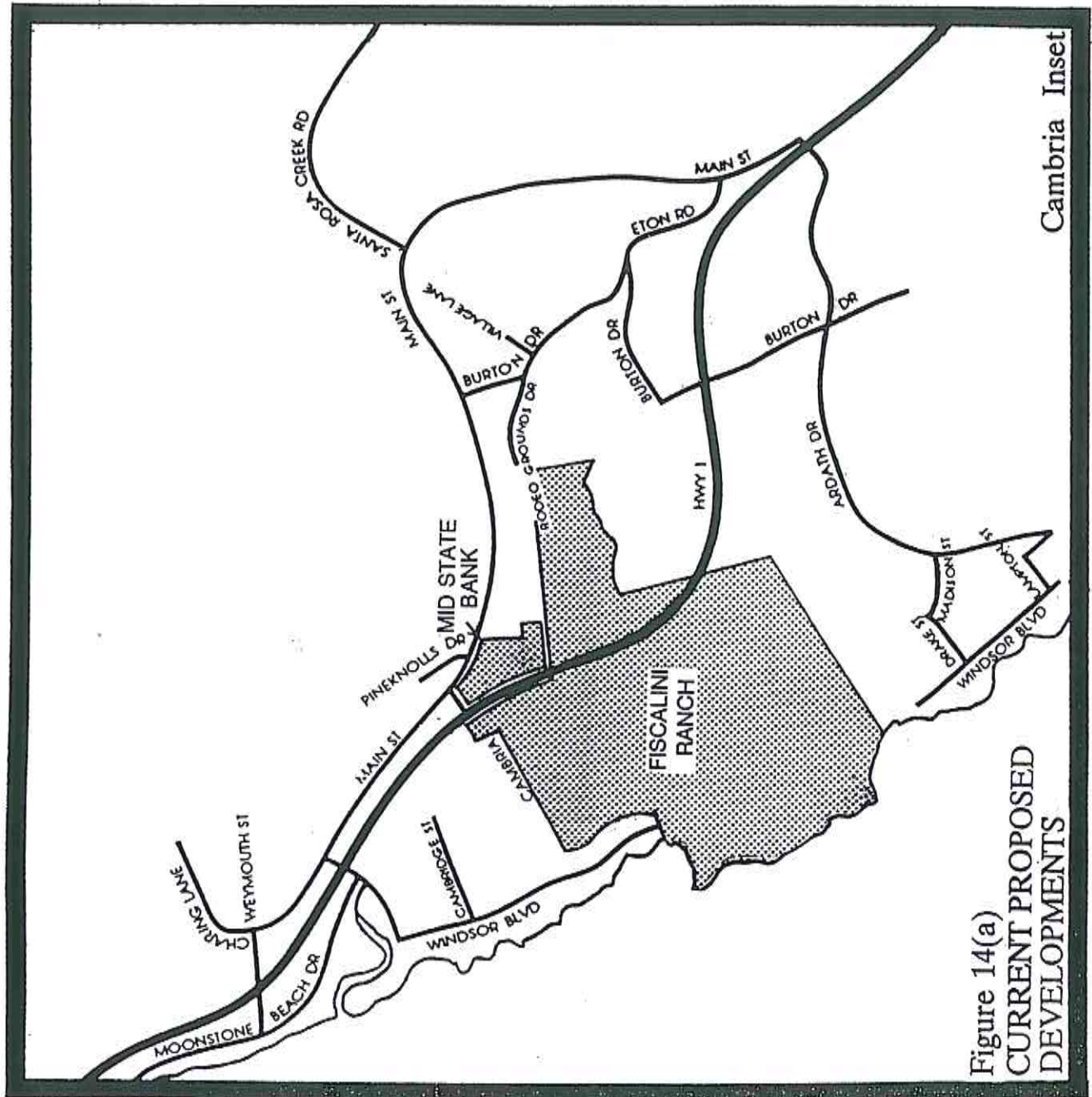


Figure 14(a)  
CURRENT PROPOSED  
DEVELOPMENTS

Cambria Inset

North Coast Circulation Study

**Table 4**  
**Significant Land Use Proposals**  
**For North Coast Area Buildout**

TAZ*	Proposed Development	Description	Size	Peak Hour Trip Ends
2	Hearst Ranch San Simeon	resort, motel	400 rooms	220
		golf course		
	San Simeon State Park	retail & dining	30,000 sf	412
		camping	50 sites	44
		camping	100 sites	87
3	Hearst Ranch Pine Forest	hotel	250 rooms	126
		camping	100 sites	86
		golf course		
6	San Simeon State Park	camping	50 sites	44
15	Mid State Bank	retail & dining	36,000 sf	329
		motel	144 rooms	89
16	Fiscalini Ranch	residential	466 units	466
		golf course		

\* Traffic Analysis Zone

San Simeon State Park. This unit of the state park system is located on San Simeon Creek Road just off Highway 1. It currently has 204 developed sites and 100 undeveloped sites used for overflow. The General Development Plan for this park includes addition of 50 new sites in this location, and a total of 100 recreational vehicle overnight sites at two enroute camping facilities north of San Simeon and south of Piedras Blancas.

Big Sur/Highway 1 Growth Projections. For the scenic north coastal area of this study, as well as the Big Sur area of Monterey County north of the county line along Highway 1, no projections of future usage levels are available. Standard "trip generation" rates do not apply to such a unique scenic destination of statewide reputation as this one. Accordingly, it was necessary for traffic forecasting purposes to independently estimate the potential increase in unconstrained demand during the period of the buildout of the study area.

The San Luis Obispo Area Coordinating Council has prepared a Route 1 Corridor Study which estimates projected traffic volumes through the year 2010. It is based primarily on historic traffic growth rates.

The residential analysis for this North Coast Circulation Study places the time of buildout at approximately the year 2035, based on existing growth rates in the study area. Thus it was necessary to extend the projections of the Route 1 Corridor Study an additional 25 years into the future.

Table 5 summarizes the forecasts of future land uses, including these special projects discussed here and normal "buildout" growth projections as defined earlier.

## North Coast Circulation Study

**Table 5**  
North Coast Area Buildout Land Uses

Land Use	Quantity (*1)	Units
1. SFR -- single family residences	9659	dwelling units
2. MFR -- multi-family residences (apartments, condominiums, mobile homes)	1231	dwelling units
3. RV -- campsites	604	sites
4. MOTEL -- motels, resorts, inns	3024	rooms
5. LC -- local commercial (grocery, post office, library, bank)	206	gross ksf (*2)
6. VC -- visitor commercial (gift shop, gallery, restaurant)	478	gross ksf
7. IND -- general light industrial (service commercial, storage)	100	gross ksf
8. NR -- non-retail: office	94	gross ksf
non-retail: utility	72	employees
9. SCHOOL -- elementary school, junior high, high school	1523	students
10. SG -- special generator (beach, recreational facility, lighthouse, theater, church, Hearst Castle)	#	Trips

(\*1) Number of units forecast for buildout under existing General Plan.

(\*2) ksf = thousand square feet

## 4. TRAFFIC FORECASTS

The need for future transportation improvements within the North Coast area will depend upon future growth in land use activity. As a first step in assessing future needs, a traffic forecast model was developed for the area which translates land uses into roadway traffic volume projections. This is then the basis for identifying potential roadway deficiencies and for evaluating traffic benefits of alternative circulation improvements. This section describes the process for accomplishing this, and the key assumptions in the analysis. The next chapter documents the results of the analysis and the alternatives considered.

### A. Description of the Model

The North Coast area traffic model utilizes the TMODEL2 software package. This software has been in use for several years by County Engineering Department staff in its studies of other County communities. The program creates a network-based model designed to simulate zone-to-zone traffic patterns as a function of land uses, distances and travel times.

The North Coast area traffic model includes 30 traffic analysis zones and three external gateways. The zones are shown in Figures 13 and 13a, on pages 3-4 and 3-5. They cover an area bounded by the Monterey County line on the north, the Coastal Zone boundary on the east, Villa Creek Road on the south, and the Pacific Ocean on the west. This model area covers approximately 32 miles north to south along the coast and approximately 5 miles east to west.

The traffic model utilizes land use estimates for each traffic analysis zone and a computerized representation of the major roadway network to produce estimates of summer weekday peak hour traffic loads on each roadway segment within the North Coast area. Traffic volumes are determined for the highways, arterial streets and collector streets. Figures 2 and 2a on pages 2-2 and 2-3 show the streets which were included in the analysis. Local streets are not explicitly included in the model.

### Modeling Process

The traffic modeling process involves following these general steps:

Trip Generation. The trip generation step translates land use quantities into vehicle trip ends using trip generation rates established during the model calibration process. The trip generation rates used in this model are based on Institute of Transportation Engineers (ITE) data where available. Trip generation rates for Hearst San Simeon State Historic Monument (Hearst Castle), as well as for Cambria's two group camps, Camp Yeager and Camp Ocean Pines, were based on information from interviews with the operators of those facilities. The various trip generation rates were calibrated to

observed traffic counts in the North Coast area as part of the overall model validation process (see below). For improved estimation, the trips were separated into four trip purpose categories: Home-based Work, Home-based Other, Non-home-based Local, and "Tourist."

Trip Distribution. This step uses a standard transportation engineering formula to estimate how many trips travel from one zone to any other zone. This formula is called the "gravity model" because of its similarity to the formulas for the Earth's gravity found in the study of physics. The distribution is based on the number of trip ends generated in each pair of zones, and the distance and travel time between them.

Traffic Assignment. In this step, trips from one zone to another are assigned to specific travel routes on the road network, and resulting traffic volumes are accumulated for each roadway link in the network until all trips are assigned.

Peak hour traffic volumes are assigned to the network using an "all-or-nothing" assignment, wherein all trips between any pair of zones are assigned to the route connecting them with the minimum travel time. This assignment type gives a good indication of where travel demands for transportation facilities will be in the future, and where traffic would be if all roads could be built big enough to serve the demand.

In the trip distribution step, it is necessary to estimate the types of travel which take place at the boundaries (or "gateways") of the study area. Specifically, the traffic at the gateways must be split into traffic which passes all the way through the study area versus traffic which has an origin or destination in the study area.

The starting point for the external travel analysis was an estimate of daily traffic volumes at each of the gateways. Any vehicle at these gateways must be either a trip passing through the study area (external - external), produced outside the study area and attracted to a point within the study area (external - internal) or produced within the study area and attracted to a point outside the study area (internal - external). The basis for splitting up the existing gateway trips is the Route 1 Corridor Report. The external - external trips are set aside, and are added back into the process after the study area trips have been distributed between zones. The external - internal and internal - external trips are used as inputs to the trip distribution step. The total productions and attractions must be equal for each trip purpose before the trips can be distributed between zones. In the North Coast area traffic model, the gateway productions and attractions are adjusted from the initial estimates until the total trip balance is achieved. For subsequent estimation of future external traffic at North Coast area gateways, traffic growth projections from the Route 1 Corridor Study were used as described earlier in Chapter 3.

Transportation models sometimes include an additional mode choice step to separate person trips which are transit passengers and auto passengers as opposed to vehicle drivers. The North Coast area traffic model combines the trip generation and mode choice steps, so that all trip generation rates represent vehicle trips. Consequently, the traffic projections do not explicitly account for increased proportions of transit use in Cambria in the future. This is not anticipated to significantly affect the number of vehicle trips projected by the model.

## **B. Model Validation**

The North Coast area traffic model was validated by running the TMODEL2 process with 1989 land use data as input, and comparing model-generated estimates of traffic to observed 1989 traffic counts. This process involved refinement of trip generation rates and other model parameters at several stages of the model sequence until the model as a whole closely reproduced observed 1989 summer weekday travel patterns. The traffic counts used for model validation purposes are summer weekday (typically Friday) counts at each location.

Traffic volume comparisons were made at 13 locations throughout the study area (see Table 6). Totals for summer weekday peak hour traffic volumes are within 15 percent of the 1989 counts at all but one location. For all locations shown, the total model estimate is within two percent of the total of the counts. These are reasonable correlations given that traffic levels often vary by 10 - 15% from day to day. The model overestimates the traffic volume on Cambria Drive. This is due to certain features of the traffic modeling process. All trips in the model are assumed to begin or end at the zone centers of the Traffic Analysis Zones (TAZs). For Cambria Drive, the zone centers of two TAZs are located close to this short roadway. Thus, some trips which are attracted to these zone centers are assigned to Cambria Drive which really represent trips to other parts of the TAZ. Considering the level of accuracy achieved on other roadways in the area, particularly the key roadway segments, the model appears to be well-calibrated for existing conditions. This having been achieved, it appears that the model can be used for predicting future travel.

## **C. Baseline Traffic Projections**

The North Coast area traffic model, once calibrated, was used to forecast traffic volumes for the buildout land use scenario assuming no changes to the existing roadway network. As stated previously, the model forecasts average (nonholiday) summer weekday traffic volumes. These forecasts provide a reasonable basis for evaluating potential future traffic conditions and needs. They also form a baseline against which to compare impacts of circulation improvement alternatives. These evaluations are reported in Chapters 5 and 6.

To develop the forecasts for each scenario, the land use inputs were revised to include the projected growth by zone. The calibrated trip generation rates were applied for each land use type. Traffic increases at study area gateways were derived from the Route 1 Corridor Study, as described in Chapter 3. These forecasted trips were then distributed among study



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**Table 6**  
**Model Validation Results**  
**1989 Conditions**

Roadway	Count Location	West (North) bound Model Estimate	West (North) bound count	East (South) bound Model Estimate	East (South) bound count	2-Way Model Estimate	2-Way count	Ratio: Model Estimate/count
Ardath Drive	W of Highway 1					227	230	0.99
Burton Drive	S of Highway 1					422	424	1.00
	N of Santa Rosa Ck.					365	422	0.86
Cambria Drive	S of Main Street	258	184	269	244	527	428	1.23
Highway 1	S of Highway 46	382	367	440	435	822	802	1.02
	S of Santa Rosa Ck.	422	398	559	598	981	996	0.98
	N of Little Pico Ck.	237	258	319	315	556	573	0.97
	N of San Simeon	168	167	238	204	406	371	1.09
Main Street	E of Windsor Blvd.	308	332	167	246	575	578	0.99
	W of Cambria Dr.					732	698	1.05
	E of Highway 1	143	118	184	176	327	294	1.11
Moonstone Beach	W of Highway 1	31	35	26	29	57	64	0.89
Pine Knolls Dr.	N of Main Street					55	64	0.86
<b>TOTAL</b>						<b>6052</b>	<b>5944</b>	<b>1.02</b>

area zones and assigned to the existing roadway network to produce baseline traffic volume projections.

Hearst San Simeon State Historic Monument (Hearst Castle) is assumed to be near capacity of the tour schedule currently being offered during the summer months. For this study, existing traffic generation of the Castle was included in the forecasts; no employment or visitor increases were assumed for the facility. There are some other major land uses proposed for the site as a whole; these are described in Chapter 3.

As noted previously, the calibrated model generally predicts existing traffic volumes within fifteen percent of traffic counts when existing land uses are input. At some locations, however, the model over-predicts existing traffic levels, assuming the counts are representative. In such cases, it is desirable to adjust the projected future year forecasts before using them for evaluation. This adjustment involves determining the traffic volume change between the 1989 and buildout runs of the model. The model-predicted change is then added to the 1989 traffic count to give an adjusted buildout traffic volume. This, in effect, removes any inherent model calibration error, and provides a more reasonable comparison between existing and forecast year traffic volumes at each location. This adjustment was only done where the 1989 model run was shown to over-predict the existing traffic volumes by more than 15 percent.

### Buildout

Projected traffic volumes for buildout (approximately year 2035) are shown in Figures 15 and 15a. They are substantially higher than existing traffic volumes, roughly in proportion to the increased population that is forecast for the study area. The highest projected traffic volumes in the area are along Highway 1, with over 2,400 vehicles per hour through the Cambria urban area.

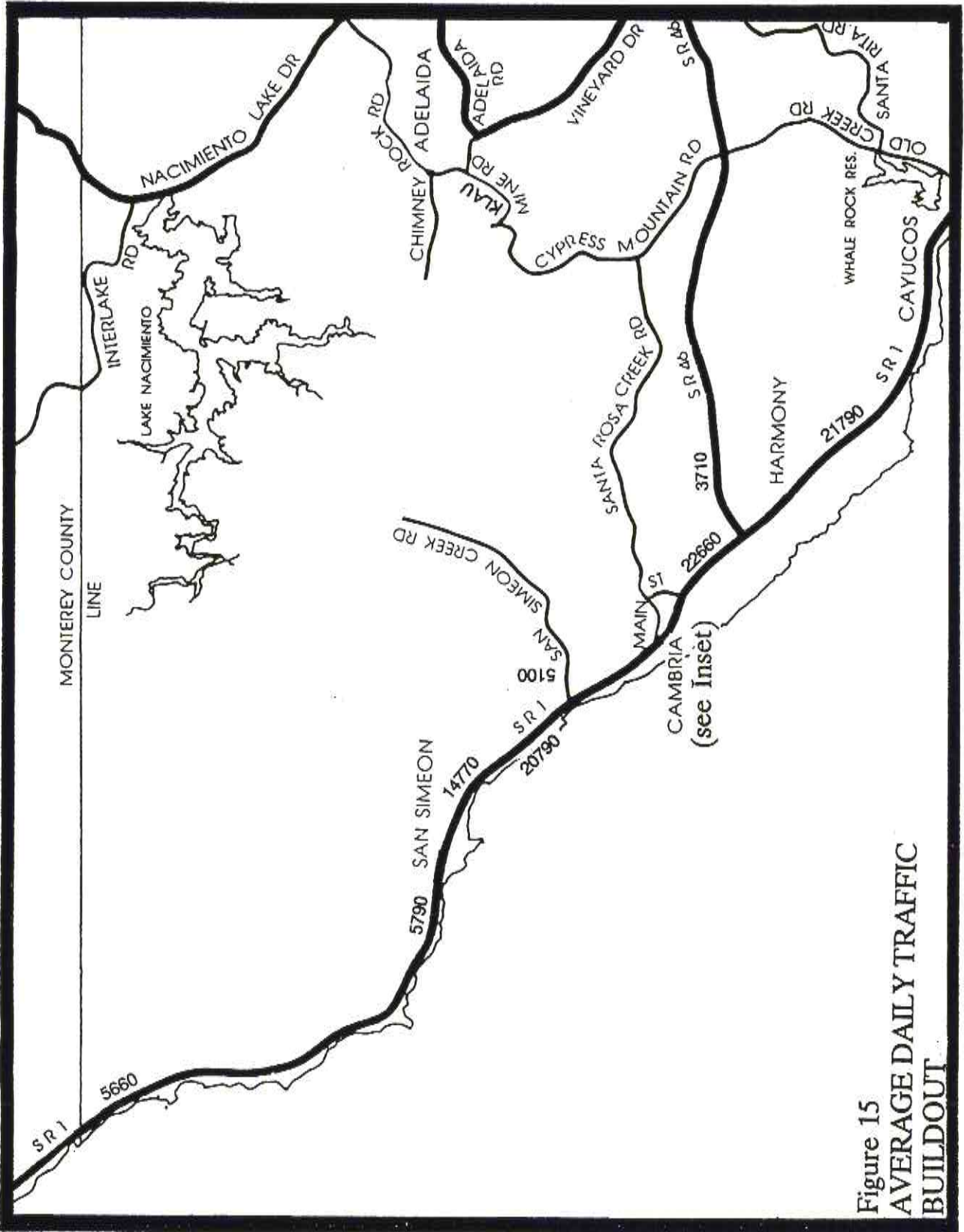
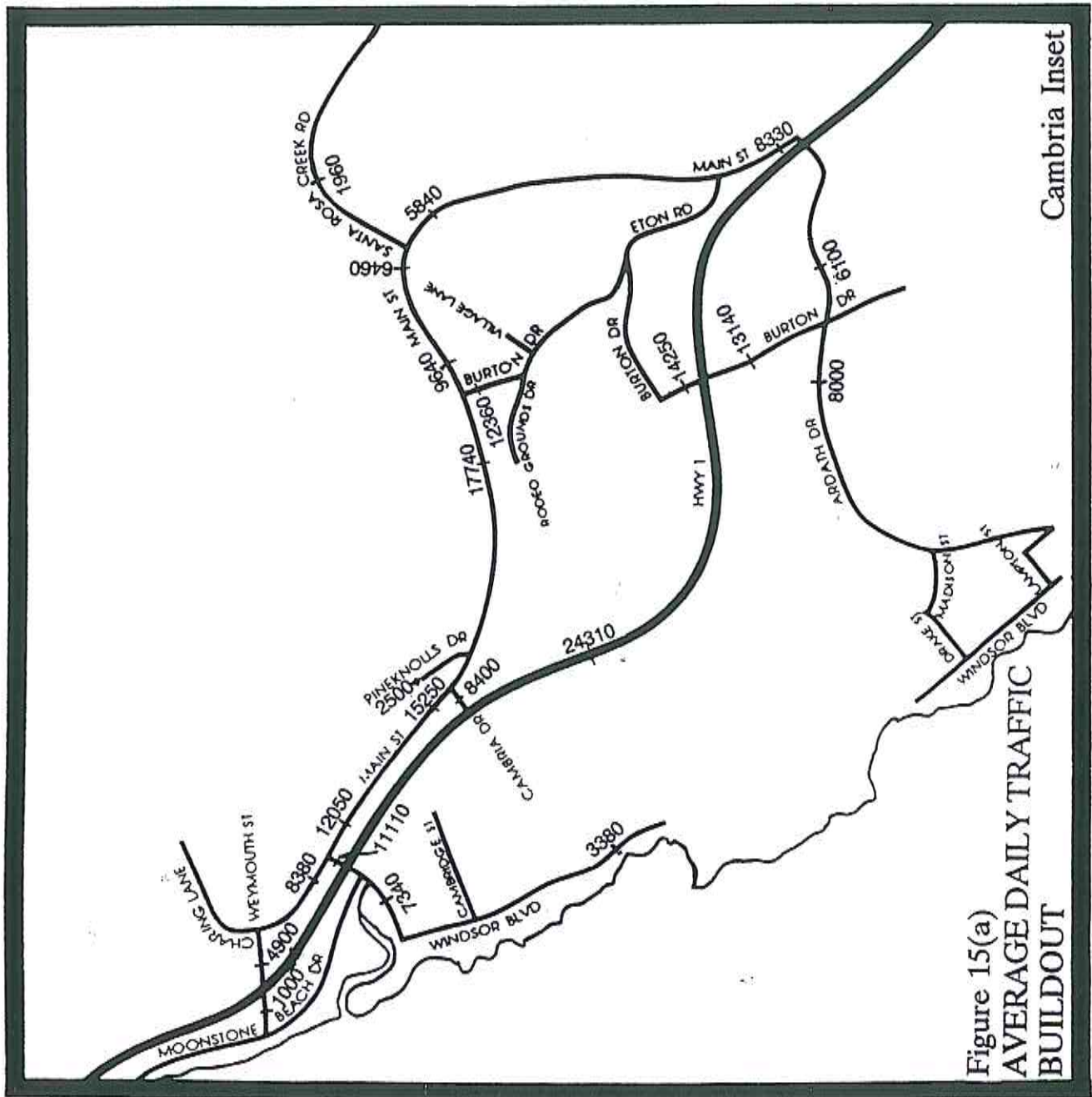


Figure 15  
**AVERAGE DAILY TRAFFIC  
 BUILDOUT**





## 5. ASSESSMENT OF FUTURE CONDITIONS

This section of the report addresses the future roadway needs for the North Coast area considering the buildout growth scenario previously described. The future needs will be dictated by the ability of the roadway network to accommodate additional traffic growth associated with future development and area-wide population increases. The capacity of the roadways must therefore be adequate to serve future traffic volumes at an acceptable level of service.

This chapter is divided into three sections. The first section describes the capacity of the existing roadways and capacities that could be anticipated with wider roadways or alternative routes. The next section evaluates future levels of service on the existing roadway network considering the buildout growth scenario. Finally, roadway improvements and scheduling are addressed in the last section.

### A. Capacity Characteristics

This section describes measures of level of service (LOS) based upon capacity characteristics of roadways in the North Coast area. Levels of service are measured differently for two-lane highways (i.e., one lane each way,) multilane highways and intersections. In Chapter 2, existing levels of service are given for existing roads in Cambria, all of which are two-lane highways. Since multilane highways and intersection improvements are considered in the next chapter among the study alternatives, procedures for measuring LOS of these types of facility are also described below.

#### Two-Lane Highways

Chapter 2 described the concepts and factors involved in the determination of capacity for existing two-lane highways in the North Coast area. In summary, capacity on two-lane highways is influenced by many factors, including terrain type, roadway lane and shoulder width, vehicle mix, direction of flow and percent of no-passing zones. These factors contribute to the percent time delay that should be expected on the roadway segment for a particular level of service. Percent time delay reflects both mobility and access functions, and is defined as the average percent of time that all vehicles are delayed while traveling in platoons due to the inability to pass. This determines the LOS of the roadway.

For most two-lane rural roadways in this study area, maximum two-way traffic volumes of 2,200 - 2,400 vehicles per hour appear possible before reaching full capacity, depending upon the terrain and other traffic characteristics of the area. However, for LOS "D," the maximum two-way hourly volume is generally in the range of 1,100 - 1,400 vehicles, and the limit for LOS "C" is in the range of 500 - 700 vehicles per hour two-way.

During the peak hour on summer weekdays, the percentage of delay, and therefore the LOS on segments of Highway 1 currently creates unstable traffic flow (LOS "D"). Traffic operations are severely deficient on Highway 1 from Ardath Drive to Windsor Boulevard through the town of Cambria, as vehicle platooning becomes intense when slower vehicles or interruptions are encountered. This condition currently results in LOS "E" on this roadway segment. It must be realized that the above ratings are for just one peak hour of an average summer weekday; better service levels typically are experienced at other times.

### Multilane Highways

In order to determine future roadway needs for the North Coast area, typical capacities of multilane facilities need to be determined.

The two roadways that are prime candidates for widening are Highway 1 and Main Street. They have similar alignments (gently rolling terrain with mild curves), although they differ in other regards. Highway 1 has few points of direct access, has a design speed of about 60 miles per hour, and has little bicycle and pedestrian traffic. Main Street in town is characterized by many points of direct driveway access, roadside parking, and much pedestrian and bicycle activity. Its design speed is closer to 40 miles per hour.

Procedures for determination of capacities and levels of service for multilane highways are different than for two-lane highways, since ability to pass is not an issue for multilane roads.

Multilane arterials in urban areas generally experience maximum one-way hourly traffic volumes on the order of 900 to 1,200 vehicles per hour per lane. The potential multilane capacity for the study area roads was calculated for each road where this type of road improvement was considered. The exact values vary based on terrain, mixture of heavy vehicles in the traffic stream, and other factors.

### Intersections

The capacity of an urban roadway network is generally limited by the capacity of signalized or all-way stopped intersections, with road segment characteristics rarely playing a major role in the determination of capacity. The intersections will determine the capacity of most of the roads in the Cambria urban area, while the roadway segments will be the main determining factor for Highway 1 outside of the urban area.

The primary criteria used to describe the operating conditions at signalized intersections are the volume to capacity (v/c) ratio and the average delay for motorists. Intersection Level of Service (LOS) ranging from LOS "A" to LOS "F" denotes the relationship between an intersection's peak hour volume and its capacity. LOS "A," "B" or "C" indicate conditions where traffic can move relatively freely. LOS "D" or "E" represent

progressively worse conditions similar to traffic conditions in a busy downtown area. LOS "F" indicates a situation where the projected traffic demand exceeds the capacity of the intersection, resulting in increasing queues and delays for drivers. Table 7 defines the level of service categories for signalized intersections, as well as the corresponding ratios of volumes to capacity.

Level of service calculations were examined for all major intersections in the Cambria urban area.

## **B. Future Levels of Service**

The potential future levels of traffic service on the existing roadway network are evaluated in this section for the buildout condition, as described in Chapter 3 of this report.

Table 8 summarizes the projected summer weekday peak hour traffic volumes for the buildout land use scenario and the existing road network. These are compared with existing levels of traffic congestion which were analyzed in Chapter 2.

For the buildout scenario on existing roads, traffic on Highway 1 is projected to reach LOS "F" from the southern boundary of the study area to Windsor Boulevard in Cambria. LOS "E" will be the case from there north to Hearst Castle. Other roadways in the study area projected to reach LOS "E" traffic volumes include Burton Drive and Main Street.

Traffic volumes at several intersections in the Cambria urban area will reach levels high enough to be Level of Service (LOS) "E" or "F." These locations are listed in Table 9. The analysis looks at the reduction of operating speed on the road segment approaching the intersection as a measure of intersection delay.



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**Table 7**  
**Level of Service Definitions**  
**Signalized Intersections**

Level of Service	Vehicle Delay (sec.)	Volume to Capacity Ratio	Description
A	<5.00	0.00-0.59	Free Flow / Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	5.1-15.0	0.60-0.69	Stable Operation / Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	15.1-25.0	0.70-0.79	Stable Operation / Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	25.1-40.0	0.80-0.89	Approaching Unstable / Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1-60.0	0.90-0.99	Unstable Operation / Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	>60.0	N/A	Forced Flow / Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: Highway Capacity Manual, Transportation Research Board Special Report No. 209, Washington, DC 1985.

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**Table 8**  
Traffic Volume Forecasts and Levels of Service  
Buildout Traffic on Existing Roadways

Roadway	Count Location	Existing Traffic (*1)		Buildout Traffic (*1)	
		Peak Hour 2-Way Volume (*2)	LOS (*2)	Peak Hour 2-Way Volume (*2)	LOS (*2)
Ardath Drive	W of Highway 1	230	C	610	D
Burton Drive	S of Highway 1	424	C	1314	E
	N of Santa Rosa Ck.	422	C	1061	D
Cambria Drive	S of Main Street	428	C	840	D
Highway 1	S of Highway 46	802	D	2215	F
	S of Santa Rosa Ck.	996	E	2431	F
	N of Little Pico Ck.	573	C	1477	E
	N of San Simeon	371	C	579	C
Main Street	E of Windsor Boulevard	578	C	1205	D
	W of Cambria Drive	698	D	1525	E
	E of Highway 1	294	B	833	D
Moonstone Beach	W of Highway 1	64	B	462	C
Pine Knolls Dr.	N of Main Street	64	B	400	D

(\*1) Non-holiday period; peak summer weekday count.

(\*2) Peak hour Level of Service determined using "Highway Capacity Manual" for Two Lane Highways

**Table 9**  
Forecast Intersection Levels of Service  
Buildout Traffic on Existing Roadways

Approach Road	Approach Direction	Intersecting Road	Existing Traffic (*1) Peak Hour LOS (*2)	Buildout Traffic (*1) Peak Hour LOS (*2)
Burton Drive	Northbound	Main Street	C	F
Cambria Drive	Southbound	Highway 1	E	E
Cambria Drive	Northbound	Main Street	E	E
Highway 1	Eastbound	Windsor Boulevard	A	E
Highway 1	Westbound	Windsor Boulevard	A	E
Highway 1	Eastbound	Burton Drive	A	F
Main Street	Eastbound	Burton Drive	B	F
Weymouth Street	Eastbound	Highway 1	B	E
Windsor Boulevard	Southbound	Highway 1	E	E
Windsor Boulevard	Northbound	Highway 1	E	E
Windsor Boulevard	Northbound	Main Street	B	F

(\*1) Non-holiday period; peak summer weekday count.

(\*2) Peak hour Level of Service determined using "Highway Capacity Manual" for Urban Arterials

Note: Level of Service calculations are made using the buildout traffic model.

## 6. EVALUATION OF ROADWAY ALTERNATIVES

As indicated in the preceding chapter, future growth in the North Coast area is projected to result in poor levels of service on existing roadways during summer weekday peak periods. A variety of options to improve levels of service are described and assessed in this chapter. These include:

- A. Upgrading of existing roadways
- B. New roadways
- C. Intersection improvements

### A. Upgrading of Existing Roadways

Existing arterial streets in the North Coast area are all two-lane roadways, often with narrow or no shoulders, no turn pockets and only minimal traffic control. To serve the projected levels of traffic upon buildout, the following alternatives for improving existing roadways have been assessed.

- \* Widening Highway 1 to four lanes, Cayucos to Hearst Castle
- \* Widening Highway 1 to four lanes, Highway 46 to Moonstone
- \* Widening Main Street to five lanes, Burton to Cambria
- \* Widening Main Street to three lanes, Burton to Cambria
- \* Upgrading Burton Drive, East Lodge Hill

Below are descriptions of the alternatives, their traffic service characteristics and, where applicable, their costs.

#### Widening of Highway 1 to Four Lanes -- Cayucos to Hearst Castle

This roadway is about 20 miles long, running through rolling terrain. Along its length it is nearly equally divided between fronting directly on the coast, and running through valleys inland from the coast.

**Traffic Service.** Widening of Highway 1 to four travel lanes, along with left turn pockets at key intersections, would more than double the capacity of the existing roadway. This would improve the projected peak hour level of service on summer weekdays from LOS "F" to LOS "C" at buildout. This would also be an improvement over the existing LOS "E" which prevails along some sections. The critical roadway segment in the area is Highway 1 within the town of Cambria. This segment currently carries over 1,000 vehicles per hour during the summer weekday peak hour. In the buildout scenario, peak hour traffic on the roadway is projected to increase ultimately to 2,400 vehicles per hour. This amount of traffic, over double the current amount, definitely requires at least four lanes. There would be little reserve capacity in such a situation.

As mentioned in Chapter 2, Highway 1 is specifically mentioned in the California Coastal Act of 1976. It is the State Legislature's intent to maintain Highway 1 as a scenic two-lane road in rural areas. This provision applies to all areas outside the Urban Services Line in the current General Plan and Local Coastal Plan. The Coastal Commission has permitted only limited operational improvements in rural areas. The Cambria Urban Services Line extends from the Ardath Drive/Main Street intersection at the south end of town, to the Moonstone Beach/Exotic Gardens Drive intersection at the north end. The portion of Highway 1 south of the urban area as far as the intersection with Highway 46 is of special concern in this regard. It is possible that this limited stretch of rural road could be exempted from the two-lane restriction, as it connects the urban area with another major state highway, and the full length of this segment is within an inland valley and not directly fronting on the coast.

Description of Alignment. As a four-lane roadway, the assumed cross-section consists of four 12-foot travel lanes and two 8-foot shoulders (usable by bicyclists), for a total pavement width of 64 feet. The roadway consists of three segments, as follows:

Cayucos to Highway 46. This segment is about 9 miles long. North of the town of Cayucos, Highway 1 transitions from a four-lane divided highway to a two-lane undivided highway. It follows the coast for only a short distance before turning inland and following an inland valley. Surrounding land uses are very rural in nature, primarily cattle grazing. There are few visitor-serving amenities or scenic view turnouts. There are bridges over Villa Creek and Perry Creek.

Highway 46 to Moonstone Beach Drive. This segment of about 6 miles is the maximum the definition of "urban area" can be applied to. As mentioned above, the section from Highway 46 to Ardath Drive is currently outside the Urban Services Line, but it is thought that an exception could be made to widening this part, because it connects the urban area with another state highway. The terrain in this stretch is rolling, with some of the steeper slopes in the North Coast area. The alignment remains inland, although there are ocean views from Windsor Boulevard to Moonstone Beach Drive. This portion of the route is already the most intensely developed, with a great deal of residential development in the Lodge Hill area, a major commercial center in the West Village area, and a tourist-oriented strip along Moonstone Beach with a concentration of motels and restaurants. There are traffic signals at the intersections with Burton Drive, and with Windsor Boulevard. The latter is known to some as a "spaghetti bowl" with closely-spaced intersections at Main Street and at Moonstone Beach Drive. There is a bridge over Santa Rosa Creek near the center of town.

Moonstone Beach Drive to Hearst Castle. In this 5-mile segment of the roadway, the alignment returns to coastal frontage. There are many scenic view turnouts. The surrounding land uses are primarily rural, as in the first segment. However, this stretch also includes the village of San Simeon Acres, which is primarily tourist-oriented like the Moonstone Beach area. It is characterized by motels along

both sides of the highway, served by frontage roads on both sides. Anchoring the northern end of this road segment is the Hearst San Simeon State Historical Monument (Hearst Castle) and the old village of San Simeon. The former is a major statewide tourist destination, which was discussed in Chapter 3. The latter is characterized primarily by day-use recreation. There are bridges over San Simeon Creek, Pico Creek and Little Pico Creek.

Capital Costs. Capital costs of widening Highway 1 to four lanes from Cayucos to Hearst Castle are projected to be on the order of \$60 million in current dollars. This includes approximately \$27 million for the section from Cayucos to Highway 46, \$18 million for the section from Highway 46 to Moonstone Beach Drive, and \$15 million from Moonstone Beach Drive to Hearst Castle.

These are "planning level" cost estimates that were developed by applying typical unit costs for key construction items, with allowances for design, inspection and contingencies. An allowance has also been included in the cost estimate for right-of-way acquisition based on typical land values in the area. The cost estimates are believed to be valid for planning of the improvements, but detailed engineering studies are recommended in order to refine them for project budgeting purposes.

#### Widening of Highway 1 to Four Lanes -- Highway 46 to Moonstone Beach Drive

Environmental impacts and capital costs could be reduced by limiting the widening to only this reduced segment of the roadway. As mentioned above, this is the only segment which stands a good chance of receiving approval for improvement under the Coastal Act anyway.

Traffic Service. As noted above, the critical segment for traffic along Highway 1 is that portion through the town of Cambria. The same benefits would be received for that traffic with this project as for the "full-length" project. However, the northern segment is forecast to carry 1,500 vehicles per hour, and the southern segment is forecast to carry 2,200 vehicles per hour. The former would remain at LOS "E" with no improvements, and the latter would be at LOS "F" if no improvements are constructed. In addition, "bottlenecks" would form at each end of the urban area at the transition from four lanes to two lanes.

Description of Alignment. The alignment of the four-lane section from Highway 46 to Moonstone Beach Drive would be the same as described above. The road section would consist of four 12-foot lanes and two 8-foot shoulders.

Capital Costs. The estimated cost for widening Highway 1 to four lanes from Highway 46 to Moonstone Beach Drive is \$18 million, in current dollars. This is a planning level cost estimate based on the same unit costs and allowances described above for the "full-length" project. The reduced length of the project represents a 70 percent reduction in cost over that of the "full-length" version.

### Widening Main Street to Five Lanes -- Burton Drive to Cambria Drive

This street extends 0.9 miles through the center of the town of Cambria, connecting the two main commercial centers, West Village and East Village. Future commercial development along this corridor will result in nearly continuous commercial uses throughout its length.

Traffic Service. Widening of Main Street to five lanes, including a continuous two-way left turn lane for access to the driveways along the route, would more than double the capacity of the existing roadway. This would improve the projected peak-hour level of service on summer weekdays from LOS "E" to LOS "C" at buildout. This would also be an improvement over the current LOS "D" under existing traffic volumes.

This segment of Main Street currently carries between 1,000 and 1,200 vehicles per hour during the weekday peak hour. Under the buildout scenario, traffic volumes are forecast to reach over 1,700 vehicles per hour. This traffic volume can readily be accommodated with a five-lane section. Indeed, up to an additional 700 vehicles per hour could be accommodated before further improvements would be warranted. This is referred to as "reserve capacity."

Description of Alignment. As a five-lane roadway, the assumed cross-section consists of four 12-foot travel lanes, two 8-foot shoulders (where possible,) and a 12- to 16-foot center median turning lane, for a total pavement width of 64 to 80 feet. In some portions of the existing route, current development precludes widening to the full 80-foot width. In these areas, the parking may need to be eliminated and the center turn lane narrowed, resulting in the 64-foot cross section.

Capital Costs. Capital costs of widening Main Street to five lanes from Burton Drive to Cambria Drive are projected to be on the order of \$1.5 million in current dollars. This includes costs for road construction and grading, right-of-way acquisition, environmental impact studies and mitigation, as well as costs for design, inspection and contingencies. These preliminary cost estimates are believed to be valid for planning of the improvements, but detailed engineering studies are recommended in order to refine them for project budgeting purposes.

### Widening of Main Street to Three Lanes -- Burton Drive to Cambria Drive

Environmental impacts and capital costs of widening Main Street could be reduced by widening to three rather than five total lanes. The proposed configuration would be two 12-foot through lanes, a 12- to 16-foot center turn lane, and 3-foot shoulders. An additional five feet would be graded to allow for street parking. The total cross-section width could be reduced to as little as 42 feet. A preliminary design has been completed by the County Engineering Department for future construction. It has been reviewed by the Environmental Coordinator's Office, and received a negative declaration for its environmental impact. The preliminary design for the widening of Main Street has been

careful to address concerns about pedestrian activity, parking, tree removal, etc. which all contribute to the community character. Completion of the improvement will allow for continuous pedestrian activity along the full length of Main Street. Parallel parking will continue to be available for all businesses fronting Main Street. In a few cases, vehicles have been parking perpendicular to the street, and this will not be possible with the widening, but the reduction in number of parking spaces should be minimal. Only one fairly large cypress tree will need to be removed, and will be replaced with at least two new trees in the same area.

Traffic Service. An estimated 45% of the traffic using Main Street in this segment is generated by the land uses fronting the improvement proposed. The rest may be considered "through" traffic. The primary constraint to through traffic, when there is only one lane available, is the presence of vehicles turning left, waiting to cross the opposing traffic stream. In general, right-turning vehicles do not present an obstacle to roadway capacity. A continuous two-way left turn lane does not improve roadway capacity for through traffic, but rather may be considered as reducing the demand by removing the left-turning vehicles from the traffic stream. If the center turn lane can remove 45 percent of the total traffic from the through stream, it would be sufficient to return the level of service from the forecast of LOS "E" to LOS "D." This would be equivalent to maintaining the current level of service, but not improving it.

Description of Alignment. The roadway alignment would generally follow the existing roadway, with some widening on both sides, adjusted as needed to minimize impacts on adjacent properties. In one section of East Village, there is a section of sidewalk that was built too close to the center of the road many years ago. Later, an adjacent section was built at an angle to transition to the correct location. This would need to be corrected as part of the widening of Main Street. A portion of the alignment, from Cambria Drive to Tamson Way, is already three lanes. This would require only minor widening to accommodate shoulders for bicycle travel.

Capital Costs. Capital costs of widening Main Street to three lanes from Burton Drive to Cambria Drive are projected to be on the order of \$550,000 in current dollars. This includes costs for road construction and grading, minimal right-of-way acquisition, environmental impact studies and mitigation, as well as costs for design, inspection and contingencies. These preliminary cost estimates have been developed as part of a detailed design process for this alignment.

#### Upgrading of Burton Drive -- Lodge Hill

This is the main connection between the residential areas of Lodge Hill, on both sides of Highway 1, with the commercial areas of downtown Cambria. It is characterized by narrow width, steep grades, and steep side slopes. However, the demand for travel between these two sections of the community is great now, and is forecast to become the major "weak link" in the roadway network as the area builds out. The alternatives considered include improvements to the existing alignment of Burton Drive, and

construction of a new "parallel" facility. The former is discussed here, and the latter will be discussed below.

Traffic Service. Upgrading of Burton Drive between Lodge Hill and downtown would greatly improve the capacity of the existing connection. Currently at level of service "C," this roadway is projected to reach LOS "E" at buildout.

One critical roadway segment in the area is Burton Drive between Eton Road and the bridge at Santa Rosa Creek. This segment currently carries between 460 and 530 vehicles per hour during the weekday afternoon peak hour. In the buildout scenario, peak hour traffic on the roadway is projected to increase ultimately to 1,000 to 1,400 vehicles per hour. This volume could possibly be accommodated by an improved two-lane section. There would not be any reserve capacity.

Another critical location on Burton Drive is its intersection with Main Street. In this area, the surrounding land uses on both streets are fairly intense commercial retail. As mentioned earlier, traffic on Main Street is forecast to reach Level of Service "E" at buildout. The Burton Drive intersection has the effect of concentrating most of the traffic from the Lodge Hill area at one location. Improvements to Burton Drive alone without a new parallel roadway will only exacerbate this situation. This critical intersection would be expected to reach LOS "F" in this case.

Description of Alignment. Burton Drive serves the Lodge Hill area from south of Ardath Drive, north to Highway 1, then continuing north and east past the Cambria Pines Lodge before winding down the hill to Santa Rosa Creek and downtown Cambria. Improvements considered begin with the segment from Ardath Drive to Highway 1. The roadway alignment is gently rolling, and there are many trees close to the road. Additionally, there are many homes that are constructed either well above the road (on its east side) or well below the road (on the west).

North of Highway 1, the terrain becomes more level along Burton Drive. The road turns east at Burton Circle and continues on fairly level ground past the Cambria Pines Lodge to Eton Road. There has been some widening constructed by the Lodge as part of its recent improvements and expansion.

From Eton Road, Burton Drive turns northwest and descends a steep hill into downtown Cambria. As it descends the hill, there is a very steep side hill above the road on the southwest side, and a very steep gully below the road on the northeast side. Widening in this critical segment would require construction of major crib walls and heavy grading.

At the bottom of the hill, Burton Drive levels out again as it crosses Santa Rosa Creek. From this point northward, the surrounding land uses are nearly completely built out, and there is curb, gutter and sidewalk along the commercial portion of the roadway.



At both ends of the hill, Burton Drive has intersections with side streets at very acute angles. At Eton Road, Burton Drive is controlled by a stop sign while Eton has the right-of-way. At Rodeo Grounds Road (near Santa Rosa Creek), the side street faces Burton Drive in the head-on position while Burton makes a right-angle turn. Both of these would need to be carefully designed in a project to widen Burton Drive.

Capital Costs. Capital costs of widening Burton Drive from Ardath Drive to Santa Rosa Creek would be about \$1,268,000. The segments described above would break down as follows: Ardath to Highway 1, \$312,000; Highway 1 to Eton, \$356,000; Eton to Rodeo Grounds, \$400,000; and the Santa Rosa Creek bridge, \$200,000. This includes costs for road construction and grading, right-of-way acquisition, environmental impact studies and mitigation, as well as costs for design, inspection and contingencies. These preliminary cost estimates are believed to be valid for planning of the improvements, but detailed engineering studies are recommended in order to refine them for project budgeting purposes.

## **B. Construction of New Roadways**

As an alternative to widening Burton Drive as discussed above, three "parallel" alignments were considered for construction of a new connection between the Lodge Hill area and downtown Cambria. The three are the following:

- \* Extension of Piney Way
- \* Extension of Schoolhouse Lane
- \* Extension of Tipton Street

In addition, some other new roadway alignments are also evaluated in this section:

- \* New roadways within Fiscalini Ranch
- \* Connection of the southern and northern Windsor Boulevard
- \* New roadways within the Mid State Bank property
- \* Extension of Cambria Pines Road, Buckley to Moonstone

Below are descriptions of these alternatives, their traffic service characteristics and, where, applicable, their costs. Figure 16 shows the locations of these projects.

### Extension of Piney Way

This road would provide a connection between Lodge Hill in the vicinity of the Cambria Pines Lodge, and downtown Cambria in the central portion of Main Street.

Traffic Service. The main objective of this alignment is to provide a parallel route to Burton Drive between Lodge Hill and Main Street. A secondary objective, mentioned earlier, is specifically to relieve the intersection of Burton Drive and Main Street. As mentioned earlier, improvements to Burton Drive without the construction of a parallel

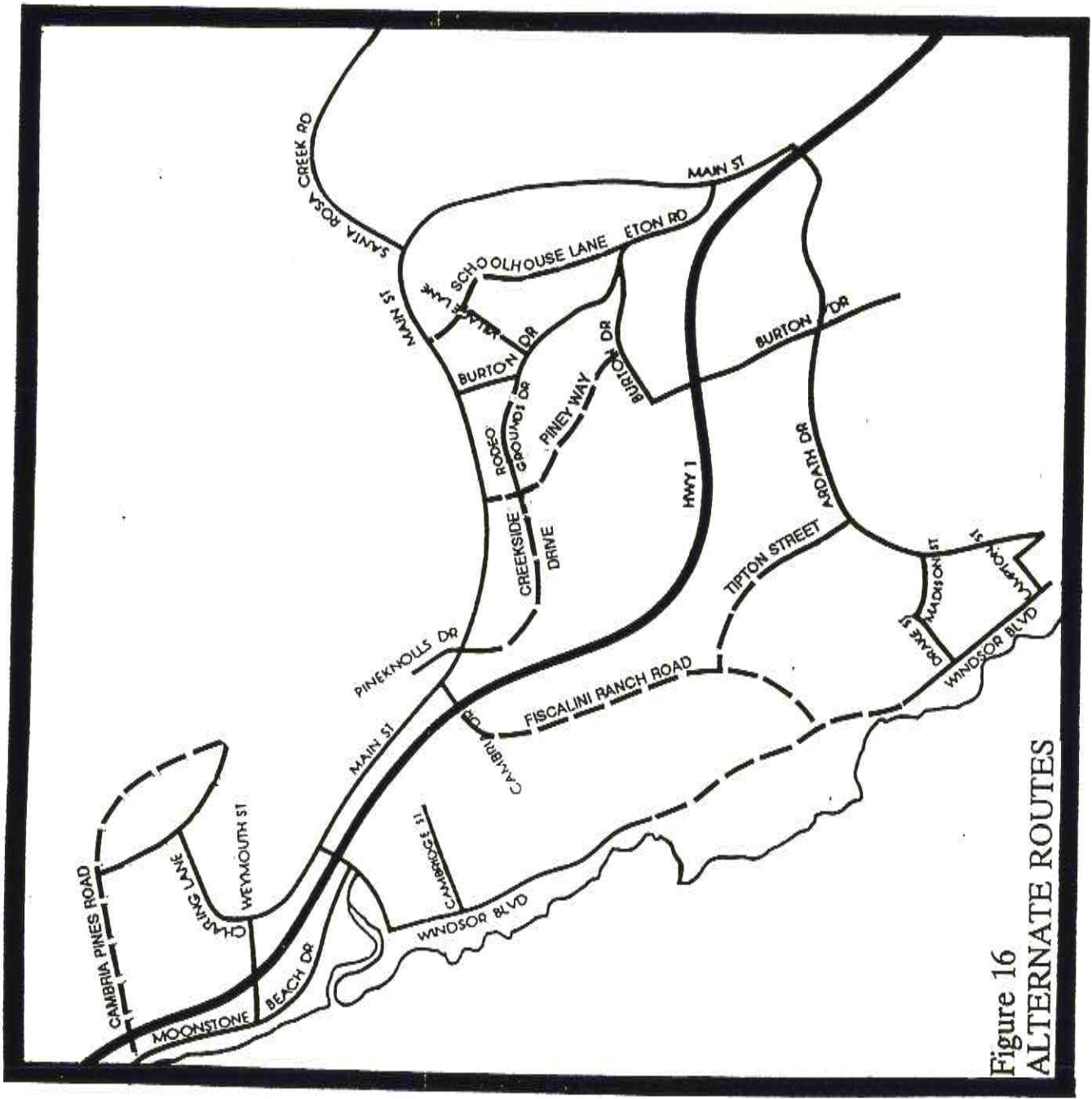


Figure 16  
ALTERNATE ROUTES

route will only worsen the condition of the intersection of Burton Drive and Main Street. The extension of Piney Way will relieve this intersection by diverting approximately half of the traffic to a new intersection about midway between Burton Drive and Cambria Drive. In the buildout scenario, Piney Way can be expected to carry about 900 peak hour trips, while Burton Drive at Main Street is estimated by the computer traffic model to carry about 1100 peak hour trips.

Description of Alignment. Piney Way currently begins at Martindale Road on the west side of Cambria Pines Lodge. One part of this project would be to extend the top portion of the road southeast to Patterson Place, which extends to Burton Drive near the main entrance to the Lodge. From Martindale Road, Piney Way proceeds northward down a fairly steep ravine, then levels out as it reaches the Santa Rosa Creek valley. Construction of the steep portion of this road will be difficult, but still possible. It has been noted that garbage trucks are not currently able to go down Piney Way. That is because they cannot get sufficient traction on the unpaved road. The construction and paving of the road will alleviate this problem. The new road connection should connect with Rodeo Grounds Road, (which currently only serves the Cambria Community Services District water treatment plant). As mentioned above, the intersection of Rodeo Grounds Road with Burton Drive is a poor design. It would be possible with the construction of Piney Way to close the Burton Drive end of Rodeo Grounds Road and have its access be only from Piney Way, thus maintaining access to the Community Services District's facilities. From this location, the Piney Way extension continues to Creekside Drive, (which is a new internal street being constructed as part of the Mid State Bank project,) before it connects with Main Street near the Blue Bird Motel and the Stratos restaurant. This location is well centered within the area of highest travel demand in the downtown business district.

Capital Costs. Capital costs for constructing Piney Way as a forty-foot wide section from Burton Drive to Main Street are estimated to be over \$1.5 million in current dollars. About \$0.5 million of this is expected to be toward a new crossing of Santa Rosa Creek. The costs include necessary right-of-way acquisition, environmental studies, road construction and grading, as well as costs for design, inspection and contingencies. This is a preliminary estimate used for planning of the improvements, requiring further detailed engineering studies for budgeting purposes.

#### Extension of Schoolhouse Lane

This road would provide a connection between Lodge Hill in the vicinity of the junior high school, and downtown Cambria in the eastern portion of Main Street.

Traffic Service. The main objective of this alignment is also to provide a parallel route to Burton Drive between Lodge Hill and Main Street, and to relieve the intersection of Burton Drive and Main Street. As mentioned earlier, improvements to Burton Drive without the construction of a parallel route will only worsen the condition of the intersection of Burton Drive and Main Street. The extension of Schoolhouse Lane will

not relieve this situation as effectively as Piney Way because of its connection location on Main Street. The computer traffic model shows that very little traffic would divert from Burton Drive to this new road connection. The primary reasoning is that it is too far removed from the travel demand along Main Street. If the new roadway is connected to Village Lane, the traffic model shows that slightly more traffic might use the segment between there and Main Street, up to about 200 vehicles during the peak hour.

Description of Alignment. Schoolhouse Lane begins at Eton Road, near the intersection of Eton and Burton Drive. It proceeds northward as far as the junior high school. From this point, it could be extended northward and down a steep slope to the Santa Rosa Creek valley. It would come down in the vicinity of the east end of Village Lane. From there it would continue across the creek and connect with Main Street about midway between Burton Drive and Santa Rosa Creek Road, near the Olallieberry Inn. This is near the eastern end of the commercial district, and thus is not well-suited for serving trips to that area.

Capital Costs. This road is about the same length as the Piney Way extension, and its cost is also estimated at over \$1.5 million. Again, this cost includes right-of-way acquisition, environmental studies, road construction and grading, as well as costs for design, inspection and contingencies. This is a preliminary estimate used for planning of the improvements, requiring further detailed engineering studies for budgeting purposes.

#### Extension of Tipton Street

This road would provide an alternate access to and from the western Lodge Hill area, through the Fiscalini Ranch area when it develops.

Traffic Service. The primary objective of this connection is to provide alternate access to a densely-populated area, especially for emergency vehicles. The area of Lodge Hill west of Highway 1 is currently accessed by only two roads: Ardath Drive and Burton Drive. The distribution of trips forecast by the computer traffic model indicates that these roads will continue to operate satisfactorily at buildout. However, the Tipton Street extension is being considered as an operational improvement. The model shows that little or no traffic from the Fiscalini Ranch development would use Tipton Street toward Lodge Hill, but rather that the primary area benefitting from the extension would be the Lodge Hill area itself. Total traffic on the new connection would be about 60 peak hour trips. Residents of this area, particularly the marine terrace on the western side, would have an alternate choice for getting out to Highway 1 for trips going to West Village or north on Highway 1.

Description of Alignment. The alignment of this new road is largely undetermined, as it will be within the property of the Fiscalini Ranch development. Tipton Street begins at Ardath Drive in the western part of Lodge Hill. It heads northwest for a couple blocks before ending at the Fiscalini Ranch boundary. These blocks are among the few which have larger lots than the 25-foot standard which characterizes much of Cambria. Within

Fiscalini Ranch, it would proceed a short distance until it connects with that development's main road, which will be discussed later. Alternatives to Tipton Street for this connection include Madison Street and Trenton Avenue. However, each of these is fairly close to one of the other major links. Madison is one block away from the Windsor Boulevard connection, and Trenton is near Burton Drive.

Capital Costs. The construction of Tipton Street extension should be part of the development of the Fiscalini Ranch. The cost would be borne by the developer, and thus is not calculated as part of this study.

#### Fiscalini Ranch Road / Windsor Boulevard Connection

These roads are expected to be included in the proposal for the development of the Fiscalini Ranch. Fiscalini Ranch Road is the planning name for a main road from Highway 1 at Cambria Drive, extending south and west to the coast. It would terminate at a connection built between the northern and southern segments of Windsor Boulevard.

Traffic Service. These roads are intended to serve primarily as the major collector roads of the development of the Fiscalini Ranch property. The computer traffic model estimates that Fiscalini Ranch Road would carry approximately 280 vehicle trips in the peak hour, while Windsor Boulevard through the development would carry about the same. The connections to Lodge Hill in the south and Park Hill in the north are expected to serve mainly residents of those areas, while residents of the new development are expected to travel primarily to Highway 1 to begin their trips.

Description of Alignment. Fiscalini Ranch Road is expected to be connected to Highway 1 opposite its existing "T" intersection with Cambria Drive. Connecting to the highway at an existing intersection is compatible with Caltrans' policy of not permitting any new connections to the freeway in the urban area. From Highway 1, it would cross Santa Rosa Creek before climbing the slope in the center of the property, then descend the marine terrace on the western side of the property. The Windsor Boulevard connector would travel a fairly level route along the coastal bluff between the existing northern end which terminates at Sea Cliff Estates and the existing southern end which ends at Wedgewood Street in West Lodge Hill. Fiscalini Ranch Road would terminate at Windsor Boulevard approximately midway in the property. Both of these roads may also have intersections with internal local streets serving the development of the Fiscalini Ranch.

Capital Costs. The construction of Fiscalini Ranch Road and the Windsor Boulevard connection should be part of the development of the Fiscalini Ranch. These roads would not be built any earlier than this development. The cost would be borne by the developer, and thus is not calculated as part of this study.

### Creekside Drive

This road is expected to be included in the proposal for the development of the Mid State Bank property. Creekside Drive is the planning name for a collector street from Main Street opposite Pine Knolls Drive, extending south and east along Santa Rosa Creek. It would terminate at the proposed extension of Piney Way.

Traffic Service. This road is intended to serve primarily the development of the Mid State Bank property. As this is one of the major land uses along Main Street, this new roadway will also serve as a relief for Main Street by diverting some trips away from that corridor. The computer traffic model estimates that Creekside Drive would carry approximately 490 vehicle trips in the peak hour. The connection to the extension of Piney Way is important to the useful functioning of this road.

Description of Alignment. Creekside Drive is designed to be connected to Main Street opposite its existing "T" intersection with Pine Knolls Drive. From Main Street, it would proceed south and east through the Mid State Bank property development, then along Santa Rosa Creek to its connection with Piney Way. This road travels a fairly level route in the Santa Rosa Creek valley.

Capital Costs. The construction of Creekside Drive should be part of the development of the Mid State Bank property. The cost would be borne by the developer, and thus is not calculated as part of this study.

### Cambria Pines Road

The extension of Cambria Pines Road to connect with the east side of Highway 1 was required as a condition of approval of Tract 543 in 1976. This project consists of 52 one-acre home sites clustered at the southern end of a 300-acre parcel, on the north side of Cambria. At that time, the Board of Supervisors passed a resolution requesting a modification to the Freeway Agreement for Highway 1 to allow a new connection to one side of the highway. A series of time extensions and a moratorium delayed the project until 1984, when the final tract map was received. In 1986, the Board of Supervisors passed a new resolution requesting a modification to the Freeway Agreement for Highway 1, to allow a new connection to both sides of the highway at Cambria Pines Road. This was requested because Caltrans had indicated that in order to connect the new road to Highway 1, they would require that another intersection be closed, in this case, Weymouth Street. An extension of Cambria Pines Road through to Moonstone Beach Drive would maintain access to the central portion of that area in the event that Weymouth Street would be closed. Since that time, however, Caltrans has approved the connection of Cambria Pines Road to one side of Highway 1 without requiring the closure of Weymouth Street. Instead, they will require the construction of left-turn pockets at Weymouth Street if warranted by accident experience at that location. If accidents at Weymouth Street continued to be a problem, Caltrans might eventually

require its closure anyway. Cambria Pines Road will be constructed by the developer of Tract 543, and bonds for the improvements have been posted with the County.

Traffic Service. Cambria Pines Road will serve traffic generated by the new homes within Tract 543, as well as from other nearby areas. It will relieve some of the congestion anticipated by the intersection of Windsor Boulevard and Highway 1, and reduce traffic on Charing Lane. The computer traffic model for the North Coast area shows that Cambria Pines Road, when built, can be expected to carry nearly 120 peak hour trips, which is offset by reductions in the forecast traffic on both Weymouth Street at Highway 1 and Charing Lane at Windsor Boulevard. This is not a significant amount of traffic, and the nearby roads will not reach an unacceptable level of service if Cambria Pines Road is not constructed, except for the Windsor Boulevard/ Charing Lane/ Main Street intersection, which will be at unacceptable LOS whether or not the new road is built.

Description of Alignment. A portion of Cambria Pines Road has been constructed within the project boundary of Tract 543 during the construction of the internal streets and other on-site improvements. The extension of Cambria Pines Road to Highway 1 has been designed by the engineer for Tract 543. It would begin near the west end of Buckley Drive, and proceed down a gentle slope north of the existing developed areas off Charing Lane and Weymouth Street. As designed, it would connect with Highway 1 about 1,650 feet north of Weymouth Street, opposite a currently vacant property on Moonstone Beach Drive, just north of the Beach House Bed & Breakfast Inn. The improvements will include construction of a left turn lane on Highway 1 to serve this new road.

Capital Costs. The construction of Cambria Pines Road is a condition of the development of Tract 543. The cost will be borne by the developer, and thus is not calculated as part of this study.

### **C. Intersection Improvements**

As mentioned earlier, the overall quality of traffic service in the Cambria urban area is controlled by the traffic service of the intersections. As traffic volumes continue to increase, the quality of operation, or Level of Service, (LOS), of these intersections will decrease. Intersections which are currently stop-sign controlled will begin to experience unacceptable levels of delay for the motorists. When only one approach to a "T" intersection is stop-controlled, or when two approaches are stop-controlled at a four-way intersection, drivers at these approaches may wait quite long times for their opportunity to enter the intersection. Similarly, at all-way stop intersections, all drivers are delayed as everyone has to take turns to enter the intersection. Traffic volumes have been established above which these delays can be expected to be improved by the installation of a traffic signal. These volumes are known as "signal warrants." As a part of the analysis of the forecast traffic volumes for North Coast area streets, we have checked the

intersections for the signal warrants. The following intersections are forecast to reach the minimum warrants for traffic signal installation:

- Highway 1 at Ardath Drive/ Main Street
- Highway 1 at Cambria Drive
- Highway 1 at Weymouth Street
- Main Street at Burton Drive
- Main Street at Cambria Drive
- Main Street at Pine Knolls Drive
- Main Street at Windsor Boulevard \*
- Moonstone Beach Drive at Windsor Boulevard \*

\* Because of the close spacing of the Windsor Boulevard intersections at Main Street, Highway 1 and Moonstone Beach Drive, our recommendation would be to signalize the entire complex as a single operation.

There has recently been developed a new method for evaluating the Level of Service (LOS) of all-way stop-controlled intersections. The intersections listed above were subsequently checked to see if, although they meet signal warrants, they would still operate satisfactorily under this type of control. The only intersection for which this was the case was **Main Street at Burton Drive**. For this reason, we are deleting the recommendation for a traffic signal at this intersection, as a result of this new analysis method.

As these intersections are signalized, they will be reviewed to see if any additional turning pockets or approach lanes are needed. As a general rule, this is the case, and we are including this in the estimated costs for intersection improvements.

According to the June 1991 Draft Clean Air Plan, prepared by the San Luis Obispo Air Pollution Control District, engineering methods to improve traffic flow will improve air quality by reducing traffic congestion. These methods include installation and synchronization of traffic signals and intersection channelization, as recommended here.

#### **D. System Improvements**

Improvements have been identified for several locations which are not required based solely on roadway or intersection capacity. Primarily, they are intended to benefit traffic operations. Many of these have been identified in the Route 1 Corridor Study, prepared by the San Luis Obispo Area Coordinating Council. The following intersection improvements are recommended within the study area:



### Intersection Channelization

Highway 1 at Villa Creek Road  
Highway 1 at Harmony Valley Road  
Highway 1 at Vista del Mar  
Highway 1 at Pico Avenue

These intersections will be monitored by Caltrans and County staff, and the improvements constructed as they are warranted.

### **E. Findings and Conclusions**

It is clear from the foregoing evaluation of existing and future needs that the existing transportation system in the North Coast area will not provide a high level of service during peak periods in the long range future. Previous sections of this chapter have assessed various possible measures to improve conditions in the future. This final section summarizes the technical findings and draws conclusions based on the analyses. The next chapter of this report presents the recommended transportation improvement program for the North Coast area.

### Capital Improvements

Various capital improvement options were identified to address potential transportation needs in the area. These ranged from upgrading of existing roads to major widening projects and new roadways.

Widening and/or upgrading of existing roadways are generally preferred over alternatives involving entirely new routes, for several reasons. First, there are limited opportunities, given the topography and existing development patterns in the area, to develop new routes. Many of those that were considered appear to be less attractive to potential users than existing routes, and do not appear to have any significant advantages in terms of environmental consequences or capital costs.

One potential exception is the extension of Piney Way from Burton Drive to Main Street. This road could avoid the need for costly widening of Burton Drive in the segment between Lodge Hill and downtown Cambria.

Highway 1. The primary need for roadway upgrading is Highway 1, and its critical segment is that within the Cambria urban area. Upgrading is needed to serve projected traffic levels on summer weekdays as the area continues to grow.

Based on the analysis and growth assumptions of this study, widening of Highway 1 to four lanes from Cayucos to Hearst Castle appears to be the best technical solution to improving and maintaining a high level of service for traffic in and through the area. No other option considered would fully meet the objective of providing LOS "D" or better

service at buildout. There are a number of factors in opposition to this level of improvement, however:

- \* Widening to four lanes would be environmentally disruptive. Although no specific environmental analyses have been done as part of this study, it is clear that widening would have potentially major environmental impacts due to the topography of the area, including intrusion into the Santa Rosa Creek floodplain.
- \* Widening to four lanes would be exceptionally high in construction cost due to the length of roadway involved. Resulting traffic fees to fund the improvements would likely be higher than what can be economically supported by new development in the area.
- \* Four lane widening would build into the system a considerable amount of reserve capacity that, given finite limits on development in the area, is not likely to be ever used. Moreover, to the extent that there is unused capacity, this could encourage more recreational and other travellers to drive into the area than is currently being planned for. This could place a greater burden on other facilities such as parking.
- \* As mentioned earlier, the California Coastal Commission has specifically directed that Highway 1 is to remain a scenic two-lane highway in rural areas of the Coastal Zone.

For the above reasons, a four-lane roadway is recommended for the reduced limits of Highway 46 to Moonstone Beach Drive. This project may still have significant environmental impacts and fairly high capital costs, but they would be reduced from those of the full-length roadway project.

The construction of improvements to Highway 1 would probably be phased over time, as the total project is quite large. The greatest initial benefit would be realized from the construction of passing lanes in the uphill direction in the steeper portions of the route. For example, passing lanes could be added to southbound Highway 1 between Cambria Drive and Burton Drive, and to northbound Highway 1 south of Ardath Drive / Main Street.

Measured traffic volumes on Highway 1 during the summer of 1991 were lower than those in 1989 which were used in the original preparation of this study. The drop, about 100 vehicles per hour in the summer Friday afternoon peak, represents a 10% decrease. This is just enough to return the road segment from Level of Service (LOS) 'E' to LOS 'D.' As a result, it cannot be considered an existing deficiency.

A substantial portion of traffic on Highway 1 is considered "through" traffic. These are trips which pass through but do not begin or end within the study area. Currently, through traffic represents almost 30% of the total peak hour volume. In the forecast for the buildout scenario, through traffic represents just under 20% of the total peak hour

volume. As noted above, Highway 1 cannot be considered an existing deficiency. However, the increase of through trips will contribute to the need for the recommended improvements. This is discussed further in chapter 8.

The Coastal Commission has permitted limited operational improvements to Highway 1 in rural areas. Environmental impacts and capital costs of widening Highway 1 south of Highway 46 and north of Moonstone Beach Drive could be reduced by widening to three rather than four travel lanes.

Terrain is one of the key factors in evaluating roadway capacity. There are hilly segments of Highway 1 whose operation could be improved by construction of passing lanes. There would be an additional uphill lane for passing slow-moving vehicles for approximately one to two miles in each travel direction. The increase of length of road available for passing is most beneficial to capacity in the segments where the terrain is the most adverse. In these segments of Highway 1, an increase of about ten percent in length of passing in rolling terrain will result in approximately three percent increase in traffic capacity.

In lieu of constructing a four-lane roadway in the segments of Highway 1 south of Highway 46 and north of Moonstone Beach Drive, we are recommending construction of passing lanes. This may be the most improvement allowable as an "operational" improvement.

South of Harmony, Caltrans recommends construction of a two-mile passing lane, northbound. The northbound grade is over three times longer than the southbound at this location.

Between Moonstone Beach and San Simeon, the problem is not terrain, but rather the mix of heavy vehicles in the traffic stream. In this location, it would be beneficial to have two passing lanes, of length one mile each, one in each direction.

North of Hearst Castle, the existing two-lane roadway is projected to provide satisfactory levels of service for buildout conditions. However, intersection improvements and shoulder widening for bicycle travel should be constructed as necessary to provide access to new and expanded developments in the area.

Main Street. The other major need for roadway upgrading is Main Street, and its critical segment is between Burton Drive and Cambria Drive. Upgrading is needed to serve projected traffic levels on summer weekdays as the area continues to grow.

Based on the analysis and growth assumptions of this study, widening of Main Street to five lanes from Burton Drive to Cambria Drive appears to be the best technical solution to improving and maintaining a high level of service for traffic in and through the area. No other option considered would fully meet the objective of providing LOS "D" or

better service at buildout. There are a number of factors in opposition to this level of improvement, however:

- \* Widening to five lanes would be environmentally disruptive. Although no specific environmental analyses have been done as part of this study, it is clear that widening would have potentially major environmental impacts due to the topography of the area and the proximity of local businesses fronting the street.
- \* Widening to five lanes would be exceptionally high in construction cost due to the length of roadway involved. Resulting traffic fees to fund the improvements would likely be higher than what can be economically supported by new development in the area.
- \* Five-lane widening would build into the system a considerable amount of reserve capacity that, given finite limits on development in the area, is not likely to be ever used. Moreover, to the extent that there is unused capacity, this would encourage more recreational and other travellers to drive into the area than is currently being planned for. This would place a greater burden on other facilities such as parking.
- \* Concern has been expressed that a major five-lane facility would detract from Cambria's unique character as a "small town" community.

For the above reasons, a three-lane roadway is recommended for Main Street between Burton Drive and Cambria Drive. This project may still have significant environmental impacts and fairly high capital costs, but they would be reduced from those of the full-length roadway project.

East of Burton Drive and west of Cambria Drive, the existing two-lane roadway is projected to provide satisfactory levels of service for buildout conditions. However, intersection improvements and shoulder widening for bicycle travel should be added as described above to provide access to new and expanded developments in the area.

Piney Way. The other major roadway need is for improved access between Lodge Hill and downtown Cambria. The preferred method for meeting this need is the construction of Piney Way from Burton Drive to Main Street. This roadway has the best combination of traffic service and feasibility of the alternatives examined. In addition, the roads within the Fiscalini Ranch development, (Fiscalini Ranch Road, Windsor Boulevard and the extension of Tipton Street), should be carefully designed as part of that project to tie in with the Lodge Hill area.

Creekside Drive / Cambria Pines Road. Similarly to the Fiscalini Ranch development, these roads will be built by developers as part of their development projects. If land use categories change in the area between Weymouth Street and Cambria Pines Road, an extension of Brighton Lane could be constructed to provide access to the area and tie in to Cambria Pines Road.

## 7. ALTERNATE TRANSPORTATION MODES

As a complement to private automobile traffic, the North Coast area is served by public transportation. This includes both fixed route and dial-a-ride service. Additionally, there is some bicycle traffic in the area, both through trips on Highway 1 and local trips within the study area. Other alternative transportation modes which can be considered include walking and ridesharing.

### A. Public Transportation

The North Coast area is currently served by two types of public transportation. The regional fixed route service is provided by San Luis Obispo County Area Transit, (SLOCAT). There is also a local service for seniors, the Cambria Community Bus, provided by a private group, the Cambria Community Council. The potential exists for upgrades or additions to this level of service.

SLOCAT. SLOCAT runs four round trips each weekday between Morro Bay and San Simeon Acres, with intermediate stops in Cambria and Cayucos. Connections are available in Morro Bay to San Luis Obispo via Central Coast Area Transit (CCAT). On Saturdays, the CCAT route does not operate, and the SLOCAT bus makes the complete trip from San Simeon Acres to San Luis Obispo on three round trips. Ridership on SLOCAT peaked in 1986-87, the year the Saturday service was introduced. Average annual ridership over the last seven years is 55 passengers per day. Figure 17 shows total annual ridership on SLOCAT over the last seven years.

Cambria Community Bus. The town of Cambria is also served by the Cambria Community Bus, a senior van service. About half of its trips are within the community, and the rest are generally trips to San Luis Obispo, often for medical or shopping purposes. It operates five days a week, and averages 190 passengers per month, or less than nine passengers per day. Figure 18 shows total monthly ridership on the Cambria Community Bus over the last year.

Dial-A-Ride Service. There are currently dial-a-ride services operating in Atascadero, Morro Bay, Paso Robles and the Los Osos area. All are considered successful even though they are only receiving an estimated 10-15% of their operating expenses from the fare box. The rest of the operating expense is considered a subsidy. The source of the subsidy is California's Transportation Development Act. These funds became available in 1972 when the Legislature enacted Senate Bill 325, which extended the general sales tax to gasoline. One quarter of one percent then became available to local agencies to fund their transit needs. After the first priority of transit, remaining funds could be spent on bicycle facilities, pedestrian ways and highways.

Dial-a-rides need at least 2.5 persons per acre to begin to be viable. The Cambria urban area has 4.4 persons per acre which indicates that it could support a dial-a-ride service.

## San Luis Obispo County Area Transit SLO - CAT

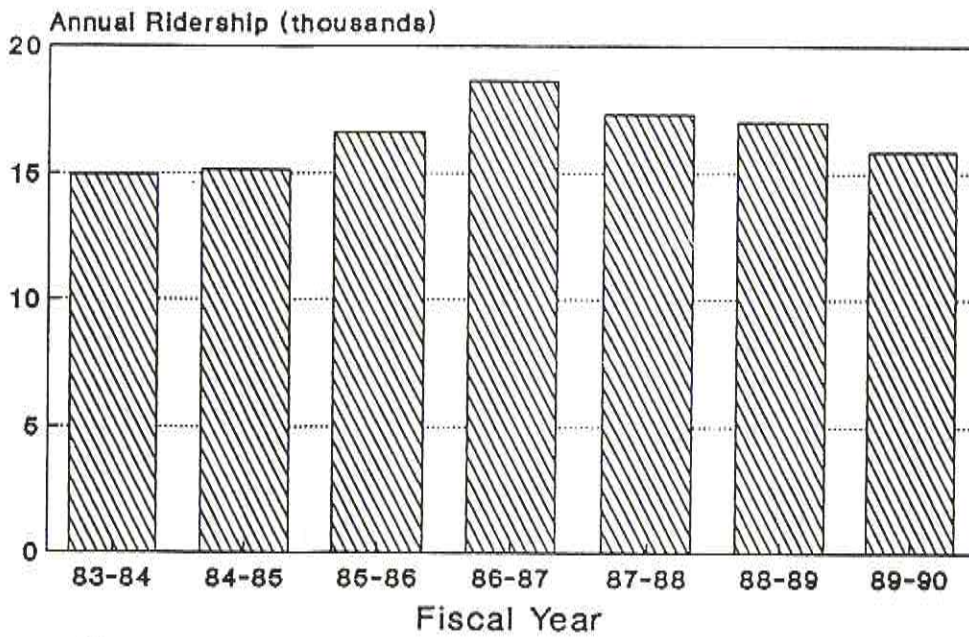


Figure 17

## Cambria Community Bus 1989 -1990

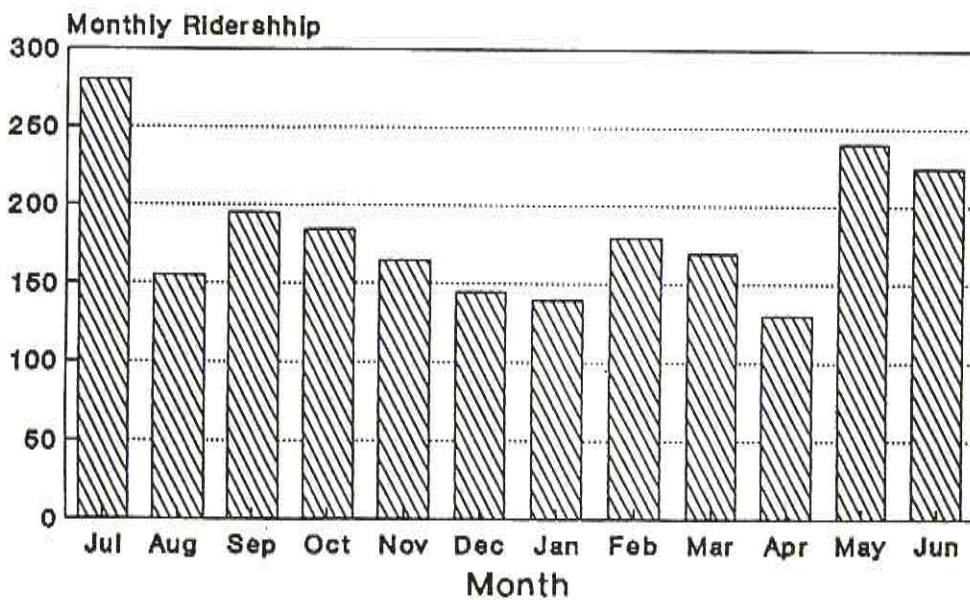


Figure 18

Other factors such as income level, number of autos per household and age distribution of the population will also determine ridership levels.

It is our recommendation that a dial-a-ride system be established, initially with one bus. At first, the hours of operation should be from 9:00 a.m. to 3:00 p.m., Monday through Friday. As ridership increases the hours could be expanded. The expanded hours would make service available to elementary and junior high school students. It is recommended that service not be provided to the high school due to its distance from the majority of the service area. The high school is currently served by regional transit twice daily. The problem we are experiencing in the Los Osos area is that student ridership overtaxes the system during certain periods of the school day. This generally impacts the non-student riders. Service levels should be set to guarantee that a rider can be picked up within 30 minutes from the time the trip is requested.

We are proposing that the dispatching be done out of the Los Osos Dial-A-Ride office. A toll-free phone number would be provided for the Cambria area. It would be necessary to place a radio repeater in the Lodge Hill area to provide adequate coverage for dispatching in the service area.

A one-way fare of 75 cents is recommended, with a discount to 50 cents when strips of tickets are purchased. Transfers between the regional system and the dial-a-ride would be available for an additional 50 cents. It is estimated that service for the first year would cost \$85,000. To guarantee continuation of service, there would need to be an annual ridership of 12,000 passengers, or about 60 per day. It is our recommendation that service be initiated during the 1991-92 fiscal year.

Jitney Service. A "jitney" is defined as a level of public transportation service between fixed route and dial-a-ride. It is characterized by a fixed route, often a small loop, and frequent service but not a fixed schedule. The City of San Luis Obispo recently has seen great success of its downtown trolley service. This "jitney" service may also be appropriate for the unique nature of the North Coast area. Such a service would operate on a small loop within the town of Cambria, possibly including the destinations of Moonstone Beach, Cambria Pines Lodge and East and West Villages. A possible extension or supplement to the jitney service could provide transportation to Hearst Castle. The key to success of the service would be to keep the loop small enough that there are very short headways, that is, time between passes of the trolley. With good marketing strategy, the trolley would be heavily promoted as a tourist attraction in itself. By circulating through all the major lodging, dining and shopping areas, it could encourage travelers to not drive their private automobiles to the areas of highest travel demand. And it could reduce the number of trips overall by allowing shoppers to make several stops by jitney rather than start and move their automobile each time. This would be a benefit to traffic as well as air quality. This service would benefit the business community, and should be funded by them. The capital cost of a trolley vehicle is estimated at \$90,000. For estimating operating cost, the San Luis Obispo Trolley

Evaluation, prepared by Nelson\Nygaard in December, 1990, cites that system's annual expense at just under \$40,000.

Other Transit Services. Runabout is a regional dial-a-ride service that is oriented to the needs of the elderly and handicapped. It gives priority to medical trips.

Trip Reductions. If the dial-a-ride and jitney services are initiated, they will have the effect of reducing the number of private automobile trips within the town of Cambria. Let's examine the potential impact on the transportation system.

As mentioned above, the dial-a-ride will have an operational goal of 60 passengers per day. This is the minimum needed to meet the "farebox ratio" requirement -- that is, the portion of the operating expense paid by passenger fares. In comparison, South Bay Dial-A-Ride currently serves about 130 passengers per day (and 25-30 in the peak hour) during the school year, (its busiest time), in a community of 14,400 people. If we assume a similar ridership in the buildout of the Cambria area, with a population projection of 18,000, we can estimate 160 daily passengers and up to 40 in the peak hour. The maximum trip reduction this would represent is if every passenger carried would otherwise make the same trip by private automobile. Forty vehicles per hour, assuming that all of those trips might use the central portion of Main Street, represents just over 2% of the forecast traffic on that segment.

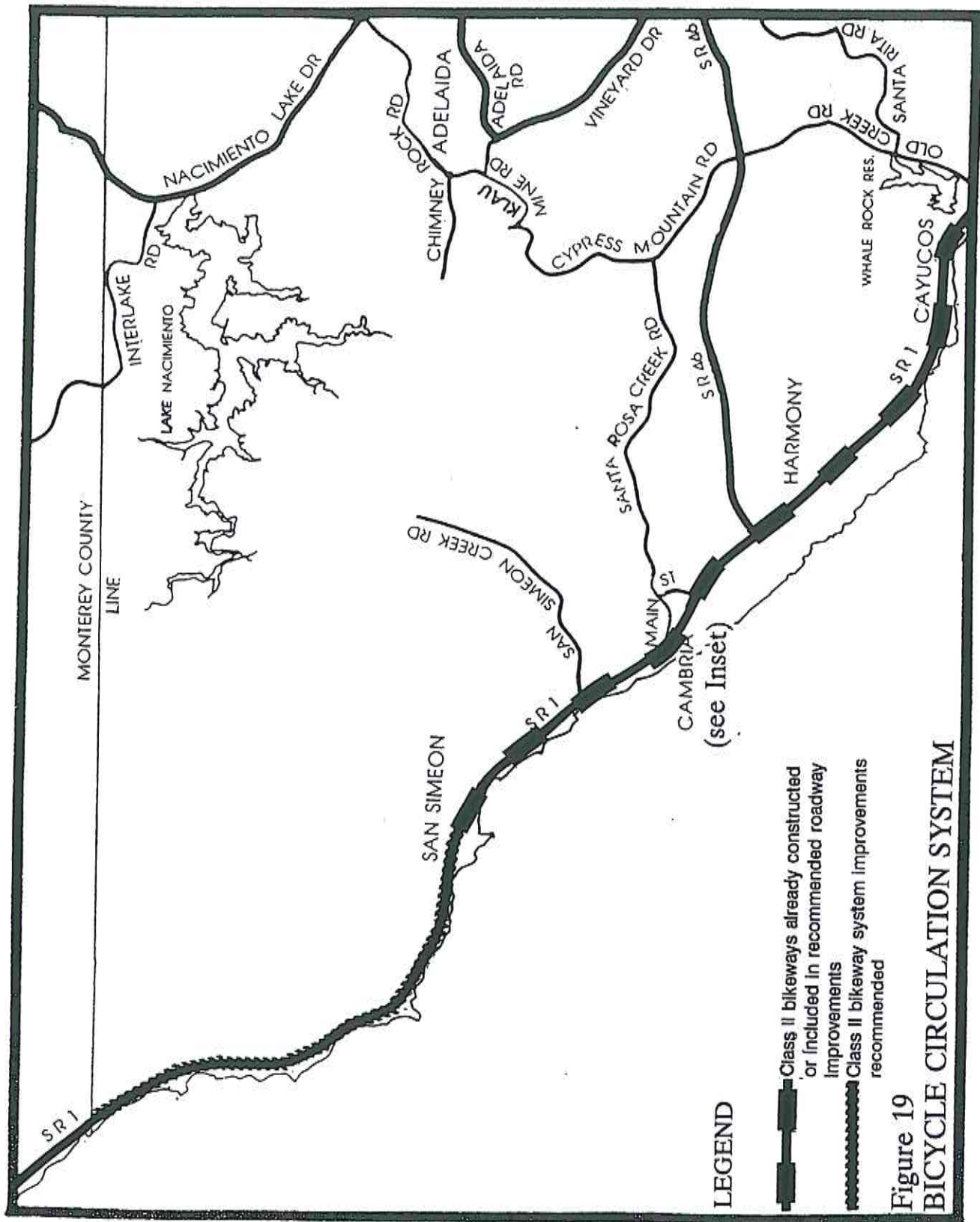
The proposed jitney service, as mentioned above, is very similar to the "Old SLO Trolley." That service has been deemed a success in its first year of operation. In the summer, (its busiest time), it has carried about 600 passengers per day, or about 50 per hour, in a city of 42,000 people. If 50 vehicles per hour were removed from the traffic on Main Street, that would represent another 3% of the forecast traffic on that segment.

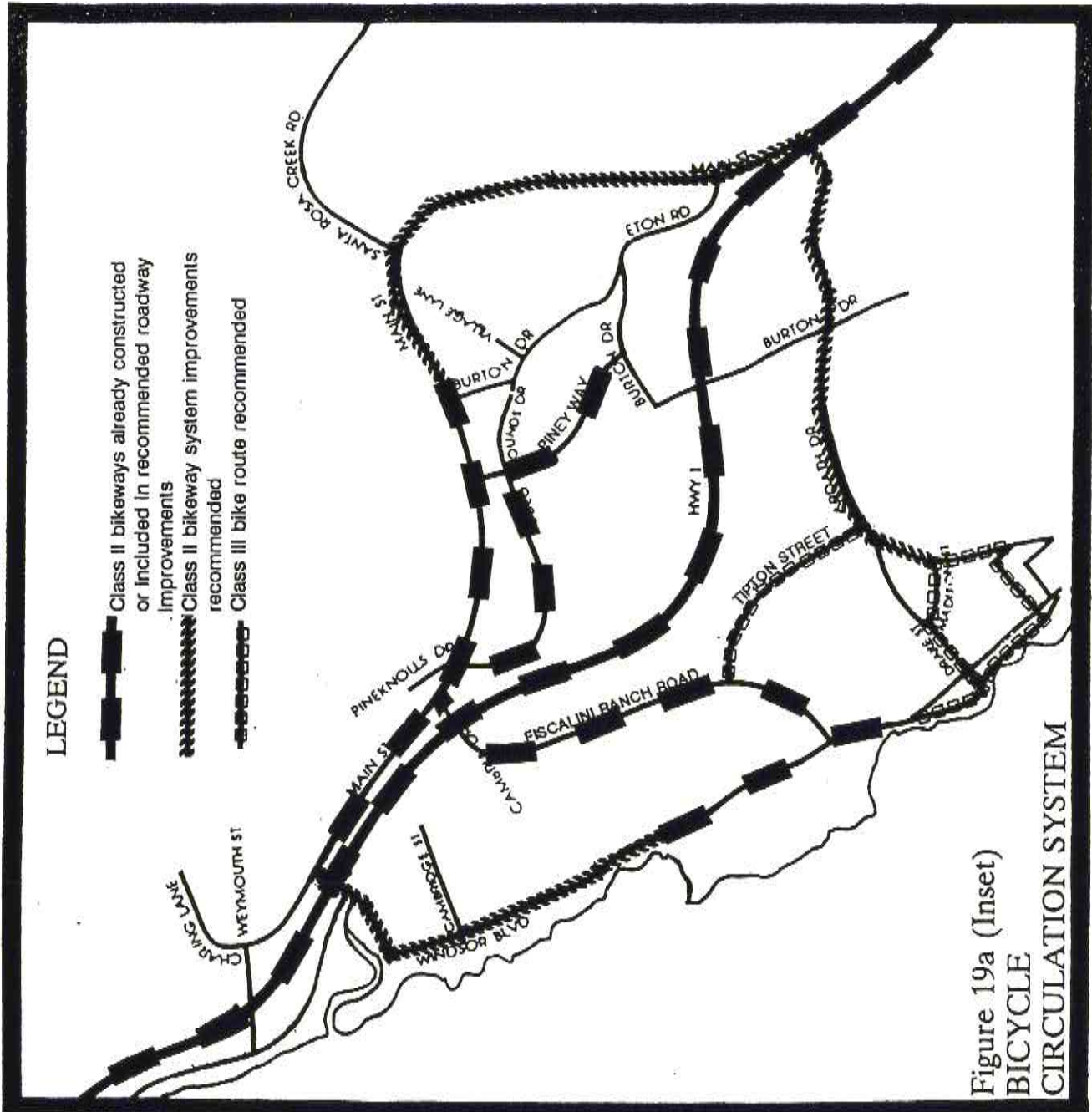
The net effect of these two systems, using these assumptions of maximum reasonable effectiveness, is to reduce trips by 5%. The discussion above focuses specifically on Main Street as being the critical link which could most benefit from these measures. However, the traffic model indicates that the buildout traffic would need to be reduced by nearly three times that, or about 250 vehicles per hour, to maintain Level of Service D on Main Street with no improvements.

## **B. Bicycle Transportation**

The County of San Luis Obispo has not established a system of designated bikeways to serve bicycle commuters. There are three standard classes of bikeways that could be designated. County roads currently have some of these facilities, even though they do not have the official designation by ordinance. Figure 19 shows the locations of bikeways designated by the 1990 Regional Transportation Plan.







Class I. Also known as Bicycle Paths, these are completely separate rights-of-way designated for the exclusive use of cyclists. These separated bicycle paths are usually found near parks, along freeways and other interurban roads.

Class II. This type represents a restricted right-of-way designated for the exclusive or semi-exclusive use of bicyclists. One of the most common urban treatments, the Bicycle Lane, falls under this category. Bicycle lanes must be developed as one-way facilities. Two-way bicycle lanes are not permitted because they require unconventional turns at intersections and they require bicyclists to travel opposing adjacent automobile traffic. Class II bike lanes are designated with pavement stencils, lane stripes and bike lane signs. Minimum lane widths are four to eight feet, depending on the presence of on-street parking.

Class III. Also known as Bike Routes, this type of bikeway is a shared right-of-way designated by bike route signs only. These signs are intended to alert motorists to the presence of bicyclists and to guide bicyclists to use streets that have been determined to be suitable for bicycle usage.

Cycling is an attractive transportation alternative to employees who live within five to ten miles of the employment location. However, many experienced cyclists are willing to ride much farther distances. Cycling is advantageous because it improves physical fitness as well as reducing fuel consumption and improving air quality. In many of the world's urban areas, bicycles are a significant transportation mode. Moreover, it is estimated that over 40 percent of all United States residents own bicycles.

In the North Coast area, there are two main types of bicycle travel. There are many regional cyclists traveling through the area as they traverse the Big Sur coastline. Highway 1 was designated the Coastal Bike Route by the State Legislature in the fall of 1990. For such regional trips, the sport of bicycle touring is the main attraction of the trip, and it is not very likely that such travelers have "diverted" from automobile travel. It may be expected that the amount of such regional bicycle travel will increase in proportion to the state's population. Caltrans has been, and is continuing to improve the bikeways on Highway 1 in its narrowest segment, north of San Simeon.

Additionally, there is an element of local bicycle circulation. Observations by County staff have not noted any great concentration of bicycle traffic within the town of Cambria, but there is some. Some factors attributable to the unique nature of this community work against the potential for bike travel to "divert" a significant amount of trips from automobiles. These are the large number of seniors and retirees in the population, and the rugged terrain which makes the area so attractive visually. Due to these factors we are not able to estimate trip reductions due to improved bicycle facilities. Nevertheless, we are recommending at least Class III, and Class II where possible, bikeways to be included in each of the road improvement projects proposed by this Study. In some instances, where sufficient bicycle ridership exists, parking should be

removed in the urban area where there is not room to accommodate both bicycle circulation and parked vehicles.

Bikeway System Improvements. The roadways recommended for widening or new construction in chapter 6 of this report will include necessary improvements for bike lanes on those routes. However, there are additional road segments, which are designated bike routes in the Regional Transportation Plan, which are not otherwise recommended for widening to improve traffic capacity. These are roads which are currently too narrow to adequately serve local residents' bicycle travel needs. The following bikeways are recommended to be improved to Class II standard within the study area:

Highway 1: San Simeon to Monterey County line  
Main Street: Highway 1 to Bridge Street  
Ardath Drive: Highway 1 to Drake Street  
Windsor Boulevard: Main Street to Huntington Road

These roadways should be improved to a minimum width of 32 feet.

We are recommending that Drake Street, Madison Street, Oxford Avenue, Kerwin Street, Sherwood Drive and Tipton Street be designated Class III bikeways, due to lower automobile traffic volumes.

### **C. Pedestrian Transportation**

Walking shares some of its characteristics with bicycling. It is especially sensitive to considerations of terrain. It is a physical activity which may not be an alternative for some seniors or disabled persons. And when it is able to "divert" private automobile trips, it saves fuel consumption and reduces pollution. Unlike bicycling, it is usually limited to a much smaller range of distance. And there are not the constraints about having pedestrians travel opposing automobile traffic, because in fact, this is safer. Schools and residential areas, as well as the business within the commercial areas must be tied together with adequate pedestrian facilities.

Pedestrian facilities could also have several levels of improvement. While they do not have official designations like bikeways, they share some of the same features. In some areas, it could be appropriate to construct completely separated pedestrian paths, like the Class I bikeway described above. Cambria Pines Lodge, as part of its recent development activity, constructed such a facility down the hill to East Village, and another eastward to Eton Road. The County's General Plan and Local Coastal Plan for the North Coast area has some specific requirements for such pedestrian paths in other areas. These include the Mid-State Bank and Fiscalini Ranch properties, which will be required to construct a pedestrian and bicycle path along Santa Rosa Creek. In addition, there are numerous requirements for shoreline access throughout the study area. For example, developments in the Hearst Ranch on the east side of Highway 1 will be

required to provide pedestrian access to the beach from their developed area, in addition to lateral access along the beach itself.

Otherwise, pedestrian activity is generally aligned with roadways, which compares with the Class II or Class III bikeways described above. In commercial areas such as downtown Cambria or the village of San Simeon Acres, there already exists sidewalk along most of the streets. There are some gaps where this has not been constructed yet, but this will be required of any new development in the area, or will be included in any road construction project recommended in this Study if it has not been completed by other means. Under current County ordinance, sidewalk construction is required of most projects in commercial, industrial or multi-family land use categories in the urban or village reserve lines. In multi-family areas of Cambria which have developed primarily with single-family residences, this requirement has typically been waived. This includes the Park Hill neighborhood and portions of East Lodge Hill. There are additional provisions for waiver of these requirements which are spelled out in the Coastal Zone Land Use Ordinance. The General Plan also contains special planning area standards which address sidewalk construction. For example, there is a specific provision stating that sidewalks are not to be constructed along Moonstone Beach Drive. Without sidewalks to increase pedestrian safety in such a popular walking area, consideration must be given to providing some other type of pedestrian facility. The villages of San Simeon and Harmony do not currently have sidewalks and none would be required under current County policy.

There has been a request for a pedestrian crossing of Highway 1 in San Simeon Acres. The proposed location would connect San Simeon Avenue and Otter Way, midway between the frontage road intersections at either end of the village. Its purpose would be to provide an access between the eastern and western halves of the village.

County staff and Caltrans staff have reviewed this proposal and agree that it would be valuable to provide this pedestrian connection, especially in light of its potential to reduce vehicular traffic within the village. However, the overriding concern in this case is pedestrian safety. If the crossing were not signalized, this could be a very dangerous situation, as pedestrians tend to think that painted crosswalk lines protect them from oncoming traffic. The concern with installation of a traffic signal is the meeting of the warrants. If a signal is installed at a location that does not meet these warrants, especially in an isolated rural location such as this, it can also create a safety problem, as drivers would not be anticipating this type of control. To date, there is no history of pedestrian/vehicle conflicts in this area.

The alternative means of accommodating pedestrian activity would be by construction of a pedestrian overcrossing. However, these are very expensive and are typically only justified in highly populated urban areas. We would not recommend such a facility for San Simeon Acres.

It is the recommendation of this study to take no action which would discourage pedestrian activity, and to continue to require sidewalk improvements whenever possible to complete the system within the business districts. Sidewalk improvements will contribute greatly to the success of such programs as the jitney service described above.

#### **D. Ridesharing**

The County of San Luis Obispo, in cooperation with State and Federal governments, operates the Regional Ridesharing Program. This program provides opportunities for carpool formation through its carpool matching service. In addition, it serves as a clearinghouse for information on all other alternative transportation modes. There are currently 31 commuters from the North Coast area in the database who have contacted this office and requested information about ridesharing. The ridesharing program concentrates on outreach to major employers, as these have the density of employment necessary to assure successful carpool matching. Hearst San Simeon State Historical Monument (Hearst Castle) may be considered the area's largest employer, and has been contacted in the past to promote ridesharing opportunities among its employees. The regional transit system is currently looking at ways to adapt its service in this area to better provide for these employees. As there are few other such employers in the North Coast area, this program also is unlikely to have a significant impact on vehicle trips there. The unique combination of a large amount of retail employment, whose employees have irregular working hours, and a high proportion of retired residents, who do not make regular commuting trips, also reduces the demand for such a service. This corresponds with the findings of the San Luis Obispo Area Coordinating Council's Route 1 Corridor Study, in which it is noted that 82% of the highest-volume hours on Highway 1 are during non-commute hours. However, we do not want to exclude the contribution of ridesharing from our analysis of the overall transportation system. One key action which facilitates ridesharing is the provision of Park & Ride lots.

The San Luis Obispo Area Coordinating Council is currently preparing a Park & Ride Study which includes recommendations on location and implementation of Park & Ride lots countywide. The study recommends there be at least one lot per jurisdiction. In the North Coast, several locations are suggested:

- Highway 1 at Ardath Drive
- Highway 1 at Cambria Drive
- Highway 1 at Highway 46

There is no publicly-owned property at any of these locations, so construction of a lot would include purchase of land. Some locations could be arranged by contract with private developments, to share their parking area. It is our recommendation to pursue the contract option, as this should keep costs down. The preferred location to serve commute trips traveling south to Morro Bay or San Luis Obispo would be at Highway 1 and Ardath Drive. This would eliminate any out-of-direction travel for Cambria commuters.

## E. Transportation Systems Management

Transportation Systems Management, or TSM, is a term for a field low-cost alternatives which may aid the operation of the overall transportation system. It includes a wide range of measures which either increase the "supply," or improve the roadway network; or decrease the "demand," that is, reduce trips. Some projects which fall into this category have been described elsewhere. For example, intersection channelization and traffic signal synchronization are methods which benefit the "supply" side; the dial-a-ride and jitney services benefit the "demand" side by reducing the total number of vehicle trips. There are some additional items which fall into this category: parking management and street operations.

Parking Management. There is a need for increased public parking in Cambria, especially in the East Village. It would have the benefit of reducing traffic if enough spaces are provided to eliminate "hunting" as drivers currently circulate looking for parking. Such a lot should have good visibility and/or directional signage from Highway 1. It should also be directly served by the proposed jitney service. Potential sites have been identified, with a potential to provide 40-50 spaces. Total costs would be very high, as preferable sites would have the area's highest land values, some have historically significant structures and some sites near Santa Rosa Creek might need to include environmental mitigation measures. Total costs for construction, land purchase, mitigations, etc. are estimated at almost \$10,000 per space, or \$500,000 for an entire 50-space lot.

Street Operations. The presence of freight vehicles involved in loading operations in the street has a serious effect on the roadway network. Members of the public have indicated that this occasionally is the case in the Cambria urban area. Possible remedies for this situation are (1) improvement of alleys behind commercial establishments for loading operations; and (2) restriction of service hours for freight vehicles, to avoid conflicts during the peak times on the roadway network.

## 8. RECOMMENDED IMPROVEMENT PROGRAM

This chapter recommends transportation improvements to meet the future needs of the North Coast area, and presents an analysis of funding requirements for the recommended improvements. Included are a description of the improvements proposed for the buildout scenario, a summary of estimated costs of the projects, a review of alternative funding sources, and a recommended program for funding.

### A. Recommended Transportation Improvements

This section recommends transportation improvements for buildout of the area under the existing General Plan and Local Coastal Plan, as defined in Chapter 3.

Figures 20 and 20a illustrate the proposed circulation network, including the number of travel lanes on each major roadway, the likely locations for traffic signals, and other improvements to serve projected traffic levels upon buildout of the North Coast area. The various proposed improvements for the buildout scenario are described below. The date shown in brackets indicates the recommended project start time.

#### Road and Intersection Improvements

1. Highway 1
  - Widen existing alignment to four-lane section from Highway 46 to Moonstone Beach Drive. Cross section includes four 12-foot travel lanes, two eight-foot shoulders (usable by bicyclists), median and turning lanes where needed. [Phased project - begin by 1995]  
\$18,000,000.
  - Construct two-mile passing lane, northbound, south of Highway 46. Cross section includes two 12-foot travel lanes in the uphill direction and one 12-foot lane in the downhill direction, plus two eight-foot shoulders (usable by bicyclists). [1995]  
\$500,000.
  - Construct two one-mile passing lanes, between Moonstone Beach Drive and San Simeon. Cross section includes three 12-foot travel lanes plus two eight-foot shoulders (usable by bicyclists). [2020]  
\$500,000.



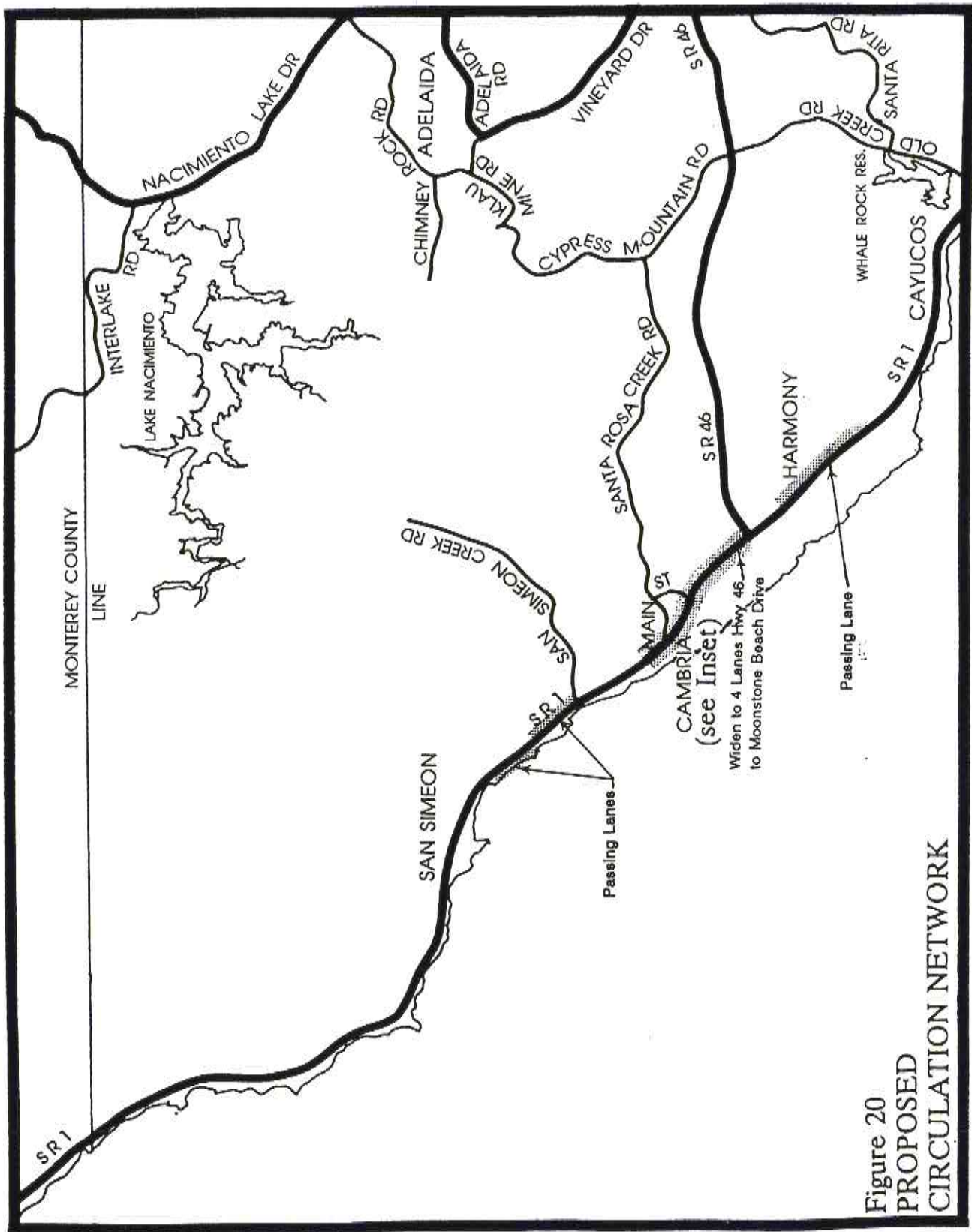


Figure 20  
**PROPOSED  
 CIRCULATION NETWORK**

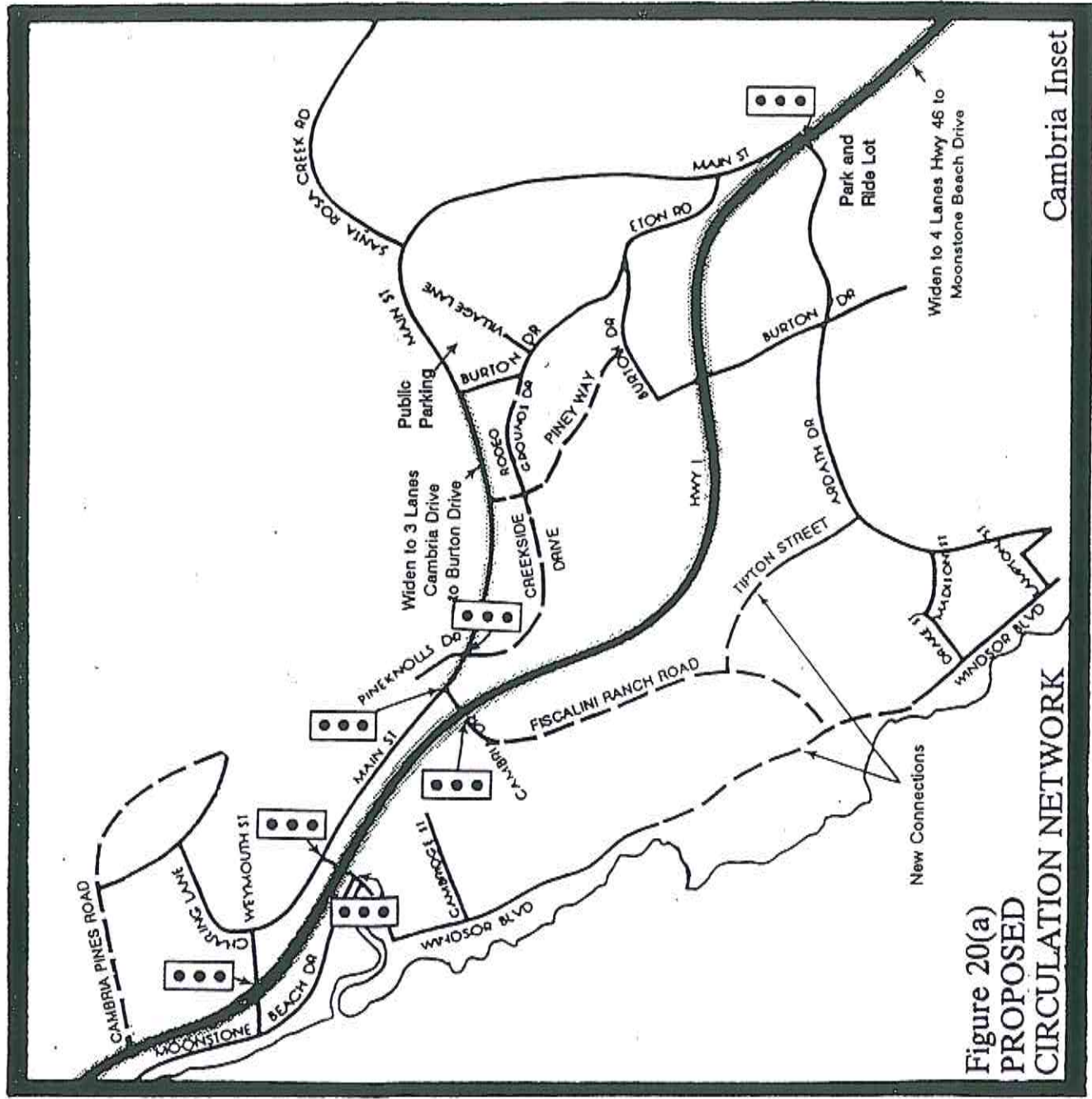


Figure 20(a)  
**PROPOSED**  
**CIRCULATION NETWORK**

Cambria Inset

2. Main Street                      Widen existing alignment to three-lane section from Burton Drive to Cambria Drive. Cross section includes two 12-foot travel lanes, two 8-foot shoulders (where possible), and a 12-foot center median turning lane. [2000]
- \$550,000.
3. Piney Way                        Construct new roadway from Burton Drive/ Patterson Place to Main Street. Cross section includes two 12-foot travel lanes and two 8-foot shoulders. [2010]
- \$1,557,000.
4. Fiscalini Ranch                 Construct new roadways within development of the Fiscalini Ranch property. Roadways to include: Fiscalini Ranch Road from Highway 1 to Windsor Boulevard, connection of Windsor Boulevard from Lodge Hill to Park Hill and extension of Tipton Street from Lodge Hill to Fiscalini Ranch Road. [Construction of these roads will be by developer of Fiscalini Ranch.]
5. Cambria Pines                  Construct extension of Cambria Pines Road from Tract 543 to Highway 1. [Construction of this road will be by developer of Tract 543.]
6. Mid State Bank                 Construct Creekside Drive from Main Street to Piney Way. [Construction of this road will be by developer of Mid State Bank property.]
7. Intersection Improvements
- Construct traffic signals and necessary intersection widening at the following locations:
- Highway 1 at Ardath Drive/ Main Street
  - Highway 1 at Cambria Drive
  - Highway 1 at Weymouth Street
  - Main Street at Cambria Drive
  - Main Street at Pine Knolls Drive
  - Main Street at Windsor Boulevard \*
  - Moonstone Beach Drive at Windsor Boulevard \*
- \* Because of the close spacing of the Windsor Boulevard intersections at Main Street, Highway 1 and Moonstone Beach Drive, our recommendation would be to signalize the entire complex as a single operation.  
[Install as traffic signal warrants are met.]
- \$640,000.

8. System Improvements Construct left-turn channelization at the following locations:  
 Highway 1 at Villa Creek Road  
 Highway 1 at Harmony Valley Road  
 Highway 1 at Vista del Mar  
 Highway 1 at Pico Avenue  
 [Not eligible for funding by impact fees; recommend funding from existing state and federal sources.] [Construct as warrants are met.]

\$80,000.

Widen existing alignments to accomodate Class II Bike Lanes on the following roads:  
 Highway 1: North of San Simeon to Monterey County Line  
 Main Street: Bridge Street to Highway 1  
 Ardath Drive: Highway 1 to Drake Street  
 Windsor Boulevard: Highway 1 to Huntington Road  
 [Not eligible for funding by impact fees; recommend funding from State Bikeway Account.]

\$4,000,000.

Alternate Transportation Modes

1. Dial-A-Ride Initiate dial-a-ride service within the town of Cambria. [Not eligible for funding by impact fees; recommend funding from State Transportation Development Act (TDA) funds.] [1992]  
\$85,000./year
2. Jitney Initiate jitney service within the business district of Cambria. [Not eligible for funding by impact fees; recommend funding from local Transient Occupancy Tax (TOT) funds.] [1995]  
\$60,000./year
3. Bicycle Bike lane improvements are included in Roadway Improvements, above.
4. Pedestrian Continue to require curb, gutter and sidewalk construction with development in commercial areas as required by County ordinance. [Construction of these facilities will be by fronting property developers.]

5. Ridesharing	Contract for a Park & Ride lot at Highway 1 and Ardath Drive. [Not eligible for funding by impact fees; recommend funding from existing State sources.] [1995]	\$20,000. for lot set-up
6. Transportation Systems Management	Construct parking facility in East Village area of Cambria. [Not eligible for funding by impact fees; recommend funding from local Transient Occupancy Tax (TOT) funds.]	<u>\$500,000.</u>
<b>TOTAL</b>		<b>\$25,927,000.</b> <b>plus \$145,000./year</b> <b>transit operational cost</b>

Project Timetable

Table 10 is a comparison of the forecast population growth with the schedule of recommended transportation improvements. Population is not the only factor used in determining the time an improvement is needed; other factors such as commercial growth, through traffic, and existing condition of the facility are evaluated.

**B. Project Cost Estimates**

Table 11 summarizes the cost estimates of the improvements recommended above. Total costs of the North Coast area improvements are estimated at approximately \$26.2 million for the buildout scenario.

These cost estimates are planning level estimates, in current dollars. They are based on typical unit costs for various construction items, with reasonable allowances for contingencies, for design and for right-of-way acquisition. More detailed engineering studies would be needed to refine these cost estimates for project budgeting purposes.

Some of the right-of-way needed for the road construction projects could be acquired through dedications at the time of development of adjacent properties. Remaining right-of-way would likely have to be purchased for the projects, and the costs are highly volatile depending on the usability of the land for other purposes. Actual costs would be determined through a process of negotiation.

Other key components and assumptions in the cost estimates for each of the projects are described in Chapter 6.

North Coast Circulation Study

**Table 10**  
Project Timetable

Year	Population		Recommended Projects Schedule		
	Cambria Urban	Planning Area	Roads	Signals	Other
1990	5,382	6,310		Hwy 1/Main/Ardath	
1995	6,030	7,070	Begin Hwy 1	Hwy 1/Cambria Main/Cambria	Parking Facility Jitney Service Park & Ride Dial-A-Ride
2000	6,670	7,920	Main St.	Windsor/Main/Moonstone	
2005	7,570	8,880			
2010	8,480	9,940	Piney Way		
2015	9,500	11,140			
2020	10,650	12,480	Complete Hwy 1		
2025	11,930	13,990		Hwy 1/Weymouth Main/Pine Knolls	
2030	13,370	15,670			
2035	14,970	17,560			
2040	16,780	19,670			
2045	18,800	22,040			

This is a tentative schedule based on the 2.3% growth limit established by the Growth Management Ordinance. See chapter 3 for more details on the population forecasts. The priorities among the projects are relative; they will be evaluated and updated with each annual update of this study.

The schedule does not include projects to be constructed by developers. The timing of these projects will be determined by the owners' desire to develop the subject properties.

Note that the only project shown which is currently programmed for construction is the traffic signal at Highway 1 at Main Street/Ardath Drive. As a result, it is shown in the schedule for "1990." All of the other first priority projects are shown in the very next group because they were not found to be "existing deficiencies." Also note that the project schedule shown implies the year by which the project is expected to be needed. None of the projects will be constructed before they meet or exceed standard warrants for their installation, nor before sufficient revenue has been generated to fund them.

**Table 11**  
North Coast Area Transportation Improvements

Transportation Improvement	LESS:				Attributable to New Development**
	Cost (\$000)	Existing Deficiency	Through Trips	Other Sources*	
Highway 1: Hwy 46 - Moonstone Beach Dr. 4 - 12' lanes 2 - 8' shoulders	\$18,000		\$3,500		\$14,500
Highway 1: Cayucos - Hwy 46 Moonstone Beach Dr. - San Simeon 3 - 12' lanes 2 - 8' shoulders	500 500				500 500
Main Street: Burton Dr. - Cambria Dr. 3 - 12' lanes 2 - 8' shoulders	550				550
Piney Way: Burton Dr. - Main St. 2 - 12' lanes 2 - 8' shoulders	1,557				1,557
Intersections: 7 locations Traffic Signals, Channelization	640				640
System Improvements: Channelization Bicycle Lanes	80 4,000			80 4,000	
Transit: Dial - A - Ride Jitney	85/year 60/year			85/year 60/year	
Park & Ride	20			20	
Transportation System Management Parking Facility	500			500	
<b>TOTALS:</b>	<b>26,347 + 145/year</b>		<b>3,500</b>	<b>4,200 + 145/year</b>	<b>18,247</b>
					<b>\$7,700 + 145/year</b>

\* Other Sources include Transportation Development Act, State Bikeway Account, Air Quality Mitigation Fee, Proposition 116 and Transient Occupancy Tax.

\*\* Attributable to New Development are those projects which may be funded by impact fees.

### **C. Alternative Transportation Financing Mechanisms**

This section briefly reviews existing and potential new revenue sources for support of transportation capital needs in the future.

#### Existing Sources

Motor Vehicle In-Lieu Tax. This revenue is collected by the State and distributed to the County under the provisions of Section 11005 of the Revenue and Taxation Code. The fee is paid annually by motor vehicle owners in lieu of a county property tax on motor vehicles. The present tax rate is two percent of the vehicle's market value, and the estimates revenue to the County in the 1988/89 fiscal year is \$5,176,000, with an additional \$3,764,000 provided to incorporated cities within San Luis Obispo County. Distribution is made on the basis of population in each jurisdiction. These funds are deposited in the local government's general fund, and are unrestricted as to use.

Revenue generated by this source increases with the population of the County, but is only somewhat responsive to inflation. For example, in the 1970's, as people bought smaller, more economical cars, or kept their existing cars longer, the tax base grew far more slowly than inflation.

State Gasoline Tax. These funds are collected by the State as part of its 9 cents per gallon motor fuel tax (additional taxes are collected and disbursed by the Federal government). Highway Users Taxes are collected under the provisions of Sections 2104 and 2106 of the Streets and Highways Code. Of the 9 cents per gallon tax, the equivalent of 4.39 cents is transferred to local governments on a formula basis. The projected gas tax apportionments for the fiscal year ended June 30, 1989 are \$2,313,000 to the County under Section 2104 and \$653,000 under Section 2106.

These funds are restricted to the purposes of constructing, operating and maintaining roadways. This revenue source, because it is based upon the number of gallons of gasoline consumed (rather than its price) is not well linked to inflation. As more fuel efficient vehicles were introduced in the past 15 years, the average tax per vehicle has generally decreased.

There is discussion of increasing this tax/ user fee at the State level. Because the State is near its Gann expenditure limits, this would require that other State programs be cut to exempt the gasoline tax from the Gann limits.

Another alternative would be to increase the proportion of the gasoline tax subverted to local government by the State. However, because the size of the "pie" would be unchanged, the State Highway program would have to be commensurately reduced. Because of demands for increased construction and improved maintenance of State highways, this is politically unfeasible.



Traffic Impact Fees. San Luis Obispo County adopted in 1989 a County-wide ordinance (No. 2379) for establishment of traffic impact fees in areas of the County. To impose the fees in a particular area, all that is required is for a resolution to be passed that itemizes the actual projects to be funded, the area affected and the fee amounts, in accordance with requirements of Assembly Bill 1600 (Section 66000 of the Government Code).

The County is currently collecting traffic impact fees in the South County and in Avila Beach. The fees range from \$1,200 to \$2,825 per peak hour trip for residential uses, and are \$550 per peak hour non-residential trip in South County, and \$4 per square foot non-residential in Avila Beach. They are generally in the same range as those being considered or charged by other local governments in California. Fees collected in a specific area of benefit are limited to being expended in only that area.

Developer Dedications. Developers are currently required to provide street improvements fronting their developments. Developers may also provide negotiated dedications of land or other transportation improvements.

Federal Subventions - Highways. The Federal government has a number of programs for support of highways, based on its 9 cents per gallon gasoline tax and other vehicle-related excise taxes. The largest portion of this money is devoted to the Interstate Highway System, of which there are no routes in San Luis Obispo County. In addition, this system is to be "completed" soon with no additional routes to be adopted.

Other programs of significance include Federal Aid Primary (FAP), Secondary (FAS) and Urban (FAU) routes, railroad grade separation, and bridge replacement funds. Typically these funds are restricted only to new construction (i.e., they may not be spent for administration, operations or maintenance), though the trend has been toward "liberalizing" this policy. Unfortunately, funds for all of these categories are extremely scarce, and will continue to be unless the Federal fuel tax is increased.

Considerable discussion has focused upon the future Federal involvement in the historical state/ federal/ local partnership that developed over the past 70 years. There are two extreme positions, neither of which is likely to be adopted. One is a complete elimination of the Federal fuel tax (sometimes called "turnback," because of the expectation that states would raise their fuel taxes to fill the void). At the other end of the spectrum would be an increase in the Federal fuel taxes to raise the funding levels of all aid categories to account for inflation and future capacity increase needs.

The outcome of the ongoing debate is unclear at this time; however, there appears to be some consensus developing toward a system of "highways of national significance." This system would be more comprehensive than the Interstate Highway System, since it would add some primary routes of national significance (e.g., Highway 101). Highway 1 has not been recommended for inclusion in this system. It is, however, a prime candidate for designation as a State Scenic Highway. This designation would require development of an "action plan" by the County to preserve scenic resources. It also appears likely that

major reconstruction, resurfacing and restoration projects would be allowed to qualify for Federal assistance, and possibly other major maintenance projects.

Transportation Development Act (TDA). TDA funding is derived from state sales tax revenues and is appropriated to the County and the incorporated cities on the basis of population. TDA funds must be used for transit projects up to the point where it is determined that there are no unmet transit needs. This determination is made annually at an "Unmet Needs" public hearing before the San Luis Obispo Area Coordinating Council. Beyond that point funds may be spent on bikeways and road projects. TDA generates \$4-5 million annually countywide, of which the local jurisdictions spend an average of 50% on transit. This source could be used for the proposed dial-a-ride or jitney services.

State Bikeway Account. The State of California currently makes available about \$600,000 annually to local agencies statewide, for the construction of bikeway facilities. Interested local agencies may make application for up to \$90,000 per year for eligible projects, such as those listed in the Bikeway System Improvements section in chapter 7. Caltrans has been directly funding the recent bikeway improvements to Highway 1. If this continues to be the case, it is likely that the County could apply for Bikeway Account money for the local street projects such as Main Street, Ardath Drive, Drake Street and Windsor Boulevard.

### New Sources

A number of new or expanded sources of funds are available in the future, and are outlined below.

Local Sales Tax Increase for Transportation. Retail sales tax revenues provide the largest single source of funding to most state governments, and are a significant revenue source for many local governments. In California, the State Legislature and Governor retain sole authority to enact or enable other public entities to enact sales tax increases. Sales taxes have a long history of being used for transportation purposes.

Retail sales taxes have been widely used to finance road and transit projects in California. Alameda, Contra Costa, Los Angeles, Fresno, San Benito, San Mateo, San Diego and Santa Clara counties have all implemented sales taxes for transportation purposes. They are collectively called "self-help" counties by the California Transportation Commission.

Summarized, there are eight major reasons why sales taxes are a good revenue source:

1. There is great flexibility in how the revenues can be used: for maintenance or capital expenses, for highway or transit purposes.

2. Sales taxes have proven extremely responsive to inflation, unlike gasoline gallonage taxes. In the 70's highway departments dependent on gas tax revenues were hit with the double blow of reduced vehicle-miles of travel and improved fuel economy. On the other hand, retail sales increased at least as much as inflation, and in many growing areas probably more.
3. As a corollary to the point above, sales taxes tend to be a fairly reliable source of funds, and it is possible to sell revenue anticipation bonds at reasonable interest rates backed by future tax receipts. This stability permits large projects to go ahead more quickly than they would under the usual "pay as you go" method.
4. Sales taxes provide a very broad tax base, so that a small tax rate can produce a considerable revenue stream. Depending on local conditions, a half-cent sales tax can generate the same revenue as a 7 to 10 cents per gallon (or even more) hike in the gasoline tax.
5. "Common wisdom" has it that, of all forms of general tax increases, the electorate is least opposed to sales tax increases.
6. Because a separate transportation authority outside the existing general government framework is usually created along with the sales tax, in the case of California, expenditures are exempted from the Gann Initiative's spending limits. An increase in the statewide gasoline tax, even though it is really a user fee, is included in the Gann limits.
7. The tax is administratively easy to operate, since the machinery for collection and distribution already exists.
8. A local sales tax gives an area far more local control over project selection and priority than a gas tax, which is generally collected by the state and disbursed with strings attached.

Senate Bill 142 authorizes each county in California to levy, upon approval of a simple majority vote, a sales tax increase of one-half of one percent to be used for public transit, state highway or local street and road projects based on a County Transportation Expenditure Plan (CTEP). The CTEP must include a list of projects (capital, maintenance, repair or operations), in the order of priority, and their respective sponsoring agencies. Tax proceeds may be used to advance construction of projects in the Statewide Transportation Improvement Program.

The County Transportation Authority (CTA) becomes operational upon approval of the sales tax, and its members must be elected officials as specified in the CTEP, appointed by each constituent local government.

Special Assessment Districts. Assessment districts have been used to fund a variety of public works improvements in California since 1911. Assessment districts are used when a well-defined and limited area of land is benefited by the improvement. The assessment may be paid in cash by the land- holder, or through installments (usually on the land owner's property tax bill). Assessments do not require a vote of the owners or voters in the assessed area, but rather are created through administrative procedures. Typically, assessed land owners must be given appropriate notice and a hearing must be held. There is a mechanism for majority protest of the assessment, although a charter county can overrule such a protest with a 4/5 vote of its Supervisors.

Bonds issued to pay for improvements are exempt from state and federal taxes, so carry a lower interest rate than privately raised capital would. Assessments can be levied by a county, city or special district, and can overlap jurisdictional boundaries with the consent of the local governments involved. Special districts must have specific enabling authority to levy assessments from the State Legislature.

The distribution of assessments (called the "spread") is done by formula, and must be reasonably related to the benefits received. The assessment can be a flat fee (e.g. \$400 per acre), or it can be related to the benefit conferred on a parcel (e.g. a graduated fee based on distance, where land further from the improvement pays less). Operating costs may also be paid for through assessments.

User Fees. User fees are widely used throughout the state for funding transportation improvements. They can take the form of roadway tolls, parking charges, transit fares and the like (the motor vehicle and gasoline taxes described previously are also forms of user fees).

Recently there has been renewed interest in toll charges, but these are generally applied to major high-volume facilities such as bridges and freeways. In our judgement they are inappropriate at this time for the North Coast area: they would require a sizable toll collection area (which is lacking in this area), incur significant operational costs and impose delays to users.

Parking fees would be simpler to implement in Cambria, and since they are commonly used in other high activity areas, would likely be more acceptable than other forms of user fees. Fees could be collected through parking meters with hourly charges and 10-hour time limits. Given the high peak occupancy of existing parking spaces in the downtown Cambria area, imposition of parking fees could be an effective parking management tool in addition to being a revenue source.

Mello - Roos Community Facilities District. Mello - Roos came into existence in 1982. It is another method whereby local agencies (counties) may form separate districts to finance certain public facilities on a pay-as-you-go basis, other public facilities through the sale of bonds, or a combination of the above. The sponsoring agency (San Luis Obispo

County in this case) is authorized under the act to raise funds to accomplish its financing objectives by collecting a special tax within the district.

Mello - Roos is a possible method of funding new transportation facilities. It is best implemented when the proposed district involves large tracts of undeveloped land that are under fee ownerships. When Mello - Roos involves the sale of bonds to fund improvements, the repayment costs are passed on to the future owners, by being added to their property tax. We understand that this method of financing improvements is contrary to adopted Board of Supervisors policy. Moreover, there are no assurances that the necessary vote for passage would be gained in the North Coast area, and formation of a district would be cumbersome. Therefore, this means of funding only appears appropriate if other means (such as impact fees) are not available.

Proposition 116. Proposition 116 (the Clean Air and Transportation Improvement Act) provides capital funds for transit facilities, acquisition of railroad rights-of-way for passenger and freight rail projects, purchase and rehabilitation of new buses and paratransit vehicles and bike paths targeted for commuter bicycling in rural counties. Ten million dollars is allocated to San Luis Obispo County to be used over a ten year period. Funds may not be allocated for street or highway improvements, operations, maintenance or construction, but park & ride lots are authorized. Funds may also be used to enhance a completed project if a cost savings exists pursuant to the California Transportation Commission's cost saving policy. The San Luis Obispo Area Coordinating Council will be assembling a program of projects by December 1992.

Transient Occupancy Tax. San Luis Obispo County's Transient Occupancy Tax, (TOT, or "bed tax"), is currently at 9%. Records show that approximately three-quarters of the TOT revenue generated in the unincorporated areas of the County is collected in the North Coast Planning Area. As part of the recent increase of the TOT, a condition was considered to earmark a fixed portion of the revenue for tourism promotion. It was not possible to earmark the increased funds for this program.

However, the County subsequently initiated a "Visitor-Serving Grant Program," which makes available \$50,000 per year on a one-time basis, which could be used for such projects. Staff from the County Administrative Office have indicated that the jitney service proposed by this study could be an eligible project for this funding. Another possible project is the construction of a parking facility in the East Village area of Cambria.

Air Quality Mitigation Fee. In the South County Planning Area, an air quality mitigation fee is administered by the Air Pollution Control District and the Environmental Coordinator's Office. The revenues generated are to be used to support transit service improvements, transit amenities including bus shelters, park & ride lots and bicycle facilities. Bicycle routes could also be eligible for funding from this source.

State Parks. In adopting the Route 1 Corridor Study, the San Luis Obispo Area Coordinating Council approved the following recommendation relating transportation funding to the impacts of the Hearst San Simeon State Historical Monument (Hearst Castle):

To further assist in addressing tourist-based traffic congestion from Cayucos to San Simeon, the Area Council should work with the State Parks Department to establish a traffic impact fee at the Hearst San Simeon State Historical Monument. This fee should serve as a revenue source for transportation improvements. This funding should be partially used to help in constructing recommended highway improvements and to subsidize establishment of regional bus service to Hearst Castle.

#### **D. Capital Improvement Funding**

Based on the foregoing review of potential funding sources in San Luis Obispo County, funding options for the North Coast area improvements are relatively limited. State and Federal funding sources for transportation improvements are becoming increasingly scarce, and are not keeping up with inflation. One promising source at the County is the local sales tax initiative process. However, revenues from this source, should it be approved by the voters at some time in the future, would most likely be earmarked primarily for regional improvements such as widening of Highway 101 and associated freeway improvements in the county. It should therefore not be counted on for generating any major share of the North Coast area local improvement costs.

#### Traffic Impact Fees

Considering the above factors, it is recommended that traffic impact fees be established for the North Coast area under the County's recently adopted Road Improvement Fee ordinance. These should be supplemented by parking user fees as well as by other available funds from the County of San Luis Obispo.

California Government Code Section 66000 (AB 1600) requires that an equitable basis be established for allocating traffic fees. Accordingly, the North Coast area traffic model was used to assist in distributing fees based on each area's relative contribution to peak hour traffic growth at critical locations. The following allocation process was used:

1. Recommended capital improvements, and their costs, were itemized and the capital cost of each distinct project was estimated (see earlier section of this chapter). For the buildout scenario, these costs total \$26,347,000. The projects in chapters 6 and 7 which are noted as not directly related to roadway capacity are not eligible for impact fee funding. This includes the roadway and bikeway "system improvements," as well as the park & ride lot and parking facility. Their costs, (\$4,200,000) are subtracted from the total amount before proceeding with the fee calculation.

2. The overall study area was divided into five subareas reflecting different traffic loading patterns (and therefore different traffic benefits) for the identified projects. The subareas are shown in Figures 21 and 21a.

Subarea A includes all of the study area north of the town of Cambria.

Subarea B includes the northwestern portion of the town of Cambria: Moonstone Beach, Happy Hill, Park Hill and West Village. It loads onto the road network primarily at Highway 1 and Windsor Boulevard.

Subarea C includes the central portion of the town of Cambria: Pine Knolls, East Village and Fiscalini Ranch. It loads onto the road network primarily via Main Street and Cambria Drive.

Subarea D includes the southeastern portion of the town of Cambria: East and West Lodge Hill. It loads onto the road network primarily at Highway 1 and Burton Drive.

Subarea E includes all of the study area south of the town of Cambria.

3. A "select link" analysis was run on the computer traffic model for links representing each of the three County-funded projects noted in step 1 above, to determine the relative contribution of each traffic zone to the future traffic increase for the particular roadway segment. Trips from individual traffic analysis zones (TAZs) were aggregated to the five subareas so as to determine their contributions to the traffic volume increases. Figures 21 and 21a show the traffic zones that are included in each subarea.

4. For each roadway segment, the existing deficiency was determined by comparing existing traffic counts to the LOS "E" threshold of the existing roadway in the urban area and the LOS "D" threshold of the existing roadway in the rural area. No roadway segments currently have existing deficiencies. Additionally, for each roadway segment, the proportion of the traffic impact due to through traffic is estimated. In the case of Highway 1, since there is not an existing deficiency, we must look at the proportion of through traffic within total new trips. We have estimated about 18% of the forecast new traffic on Highway 1 as attributable to through trips - that is, that do not either begin or end within the study area. This represents a \$3.5 million share of the total project cost, which cannot be funded by new development impact fees.

5. The remaining cost of each roadway improvement project was apportioned according to the relative contribution of each particular subarea. The apportioned costs for each subarea were then summed over all projects.

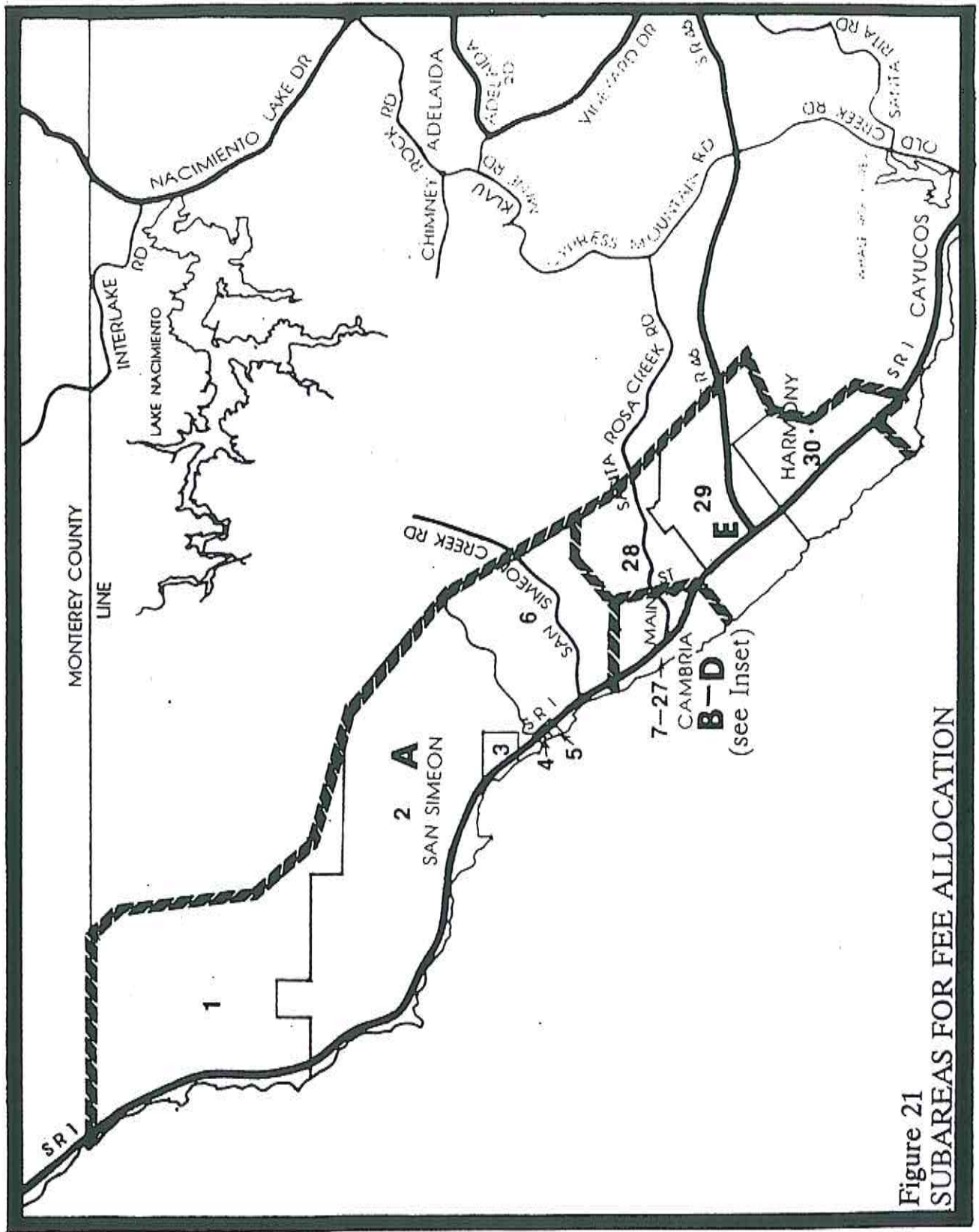


Figure 21  
SUBAREAS FOR FEE ALLOCATION



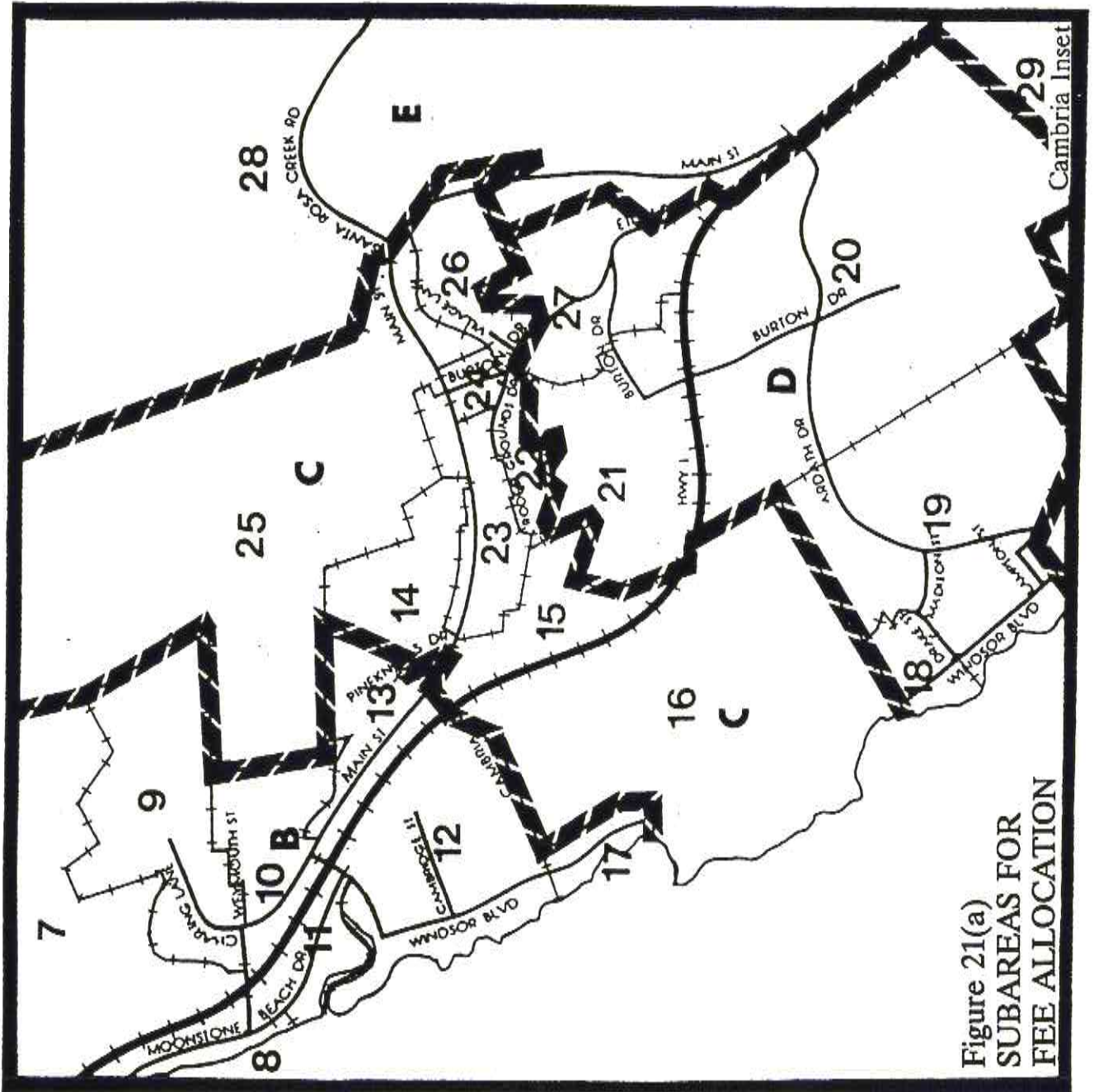


Figure 21(a)  
SUBAREAS FOR  
FEE ALLOCATION

6. For each subarea, the total allocated cost was divided by the total number of peak hour trips generated to derive a cost per trip for the subarea. Results of this process are shown in Table 12. For each project, the percentage of local origins and destinations is broken out by subarea based on the select link analysis of the model. These percentages are then used to prorate the total project cost by area. On the right hand side of the table, the allocated costs for the three projects are summed and then divided by the total additional peak hour trips generated in the area to yield a cost per trip for each subarea. As noted previously, the costs that are attributable to existing capacity deficiency are separated out, as they should not be assessed to new development.

The results show some variation in cost per trip among the five subareas. The central area of Cambria (subarea C) has the lowest cost per peak hour trip. This is due to the trip distribution patterns projected by the traffic model. It shows that a sizable number of the trips generated in this area have their destinations in another part of the same area. For example, a tourist coming from Highway 1 into central Main Street may make several stops along Main Street, by moving the car between each shopping stop. Each time the car is moved is considered a "trip" generated, so that the trip in from Highway 1 is not half of the tourist's travel but only one of several "trips" generated that day. Subarea B (northeastern Cambria) has the highest calculated cost per trip. The residential areas of Subareas B and D may be considered to have similar trip-making activity. The majority of internal-external trips from these areas are oriented south along Highway 1. This means that they would both contribute to improvements from Burton Drive southward. However, only the northern portion contributes substantially to the improvements from Burton Drive to Windsor Boulevard.

By combining the cost per trip with the trip generation rates used in the study, it is possible to derive an equivalent cost per land use unit. Table 12 shows this for the primary land uses in the North Coast area.

The following observations are made from this table:

Costs per single family dwelling unit range up to \$3,637; this is slightly higher than fees currently being charged in South County and Avila Beach.

For motels, the cost per room is in the range of \$1,426 to \$2,272. This is on the high end of the range of rates currently being imposed in other areas of the state (from under \$100 to \$1,980 per room).

Retail Fees. Increased commercial land uses are expected primarily in Subareas A, B and C. Based upon the high peak hour trip generation rates which apply to these land uses, the calculated fees would be \$10 to \$30 per square foot. This resulting high fee may not be appropriate for the North Coast area, however, for three reasons:

North Coast Circulation Study

**Table 12**  
Cost Allocations by Sub-Area

Sub-Area	Highway 1: Caycoos - Saa Simeon		Main Street Burton Dr - Cambria Dr		Piney Way Burton Dr - Main St		TOTALS	
	%Added trips	Allocated cost (\$000's)	%Added trips	Allocated cost (\$000's)	%Added trips	Allocated cost (\$000's)	Allocated NEW Peak motel/camp /res. trips	Cost per peak hour trip
A	24.6	\$3,571	4.8	\$31	0.9	\$13	1432	\$2,524
B	28.7	4,166	12.1	77	2.4	35	1176	3,637
C	12.0	1,742	63.2	403	52.5	755	1264	2,294
D	34.0	4,935	18.2	116	43.0	619	2484	2,282
E	0.7	102	1.7	11	1.2	17	199	652
	100	\$14,515	100	\$637	100	\$1,438	6555	\$2,539 (average)

- (\*1) \$16,641,000 will be funded by fees from new residences, motels or campground units.
- (\*2) There is no longer shown any portion of the total cost of the Highway 1 project attributable to existing deficiency on Highway 1.
- (\*3) \$3,500,000 is the portion of the total cost of the Highway 1 project attributable to "through" trips - those which have neither origin nor destination within the study area. This amount represents the proportion of projected new through trips to projected new total trips at buildout.
- (\*4) \$4,200,000 is the portion of the total transportation improvement cost which is not eligible for impact fee financing. This includes the transit, bikeway and parking projects. This section of chapter eight discusses potential funding sources for these projects.
- (\*5) \$2,006,000 will be funded by fees from new commercial uses, (except motels or campground units), for which a fee of \$550 per peak hour trip is recommended.

The nature of the future uses may be different than the mix of shops, galleries and restaurants assumed, resulting in a different trip generation rate.

The fee does not properly reflect the phenomenon of "pass-by trips." These are trips generated by a particular land use which may be considered to be already on the adjacent street. A driver may be on a trip between two points and impulsively decide to stop over at an intermediate location to run an errand or make a purchase. In such a case, the stop at the intermediate location need not be considered a "new" trip on the adjacent street, because the driver was using that facility anyway.

The fee is much higher than has been assessed in other areas of the state, including fees being charged in South County and Avila Beach, and may not be economically feasible.

There are three options for assessing fees for commercial uses in the North Coast area:

A. Charge the fee as calculated on a per-trip basis and assess the trip generation potential for each use on a case- by-case basis. This would potentially make commercial development infeasible.

B. Reduce the fee to reflect the pass-by nature of the land use, and make up the lost revenues through general revenue sources of the County. At a minimum, the fee should be reduced by 40 percent to reflect typical pass-by trips to retail centers, but adjusted fees would still be quite high. A substantial reduction to \$550 per peak hour trip would be more reasonable in relation to fees charged elsewhere (only 5 of 18 California jurisdictions surveyed have fees above this level). This approach would result in over \$9,600,000 in lost revenues to be made up from other County funds.

C. Reduce the fee as above and increase residential traffic fees to make up the lost revenues. The rationale for this is that the need for local-serving commercial services is essentially due to existing and future residential uses in the area. Assuming a fee of \$550 per peak hour trip for commercial uses, a fee increase of \$300 to \$1000 per single family unit would be required.

Option "C" represents the method currently being implemented in South County and Avila Beach. Table 13 includes the required fee adjustments.

### Conclusions Regarding Funding

It appears possible to fund most of the potential capital improvement costs through reasonably scaled traffic impact fees on new development. Such a fee system must be reviewed annually and updated to account for changes in land use, road projects completed and inflation of construction costs.

North Coast Circulation Study

**Table 13**  
 Cost Allocations for Primary Land Uses in North Coast Area

Land Use Type	Units	--- Calculated Cost per Land Use Unit ---				
		Area A	Area B	Area C	Area D	Area E
Single Family Res.	DU	\$2,524	\$3,637	\$2,294	\$2,282	\$652
Multi-Family Res.	DU	1,741	2,508	1,582	1,574	450
Camping	site	2,162	n/a	n/a	n/a	n/a
Motel	room	1,577	2,272	1,434	1,426	n/a
Local Commercial	trip	550	550	550	550	n/a
Visitor Commercial	trip	550	550	550	550	n/a

n/a: Not Applicable -- Area does not include increase in this land use.

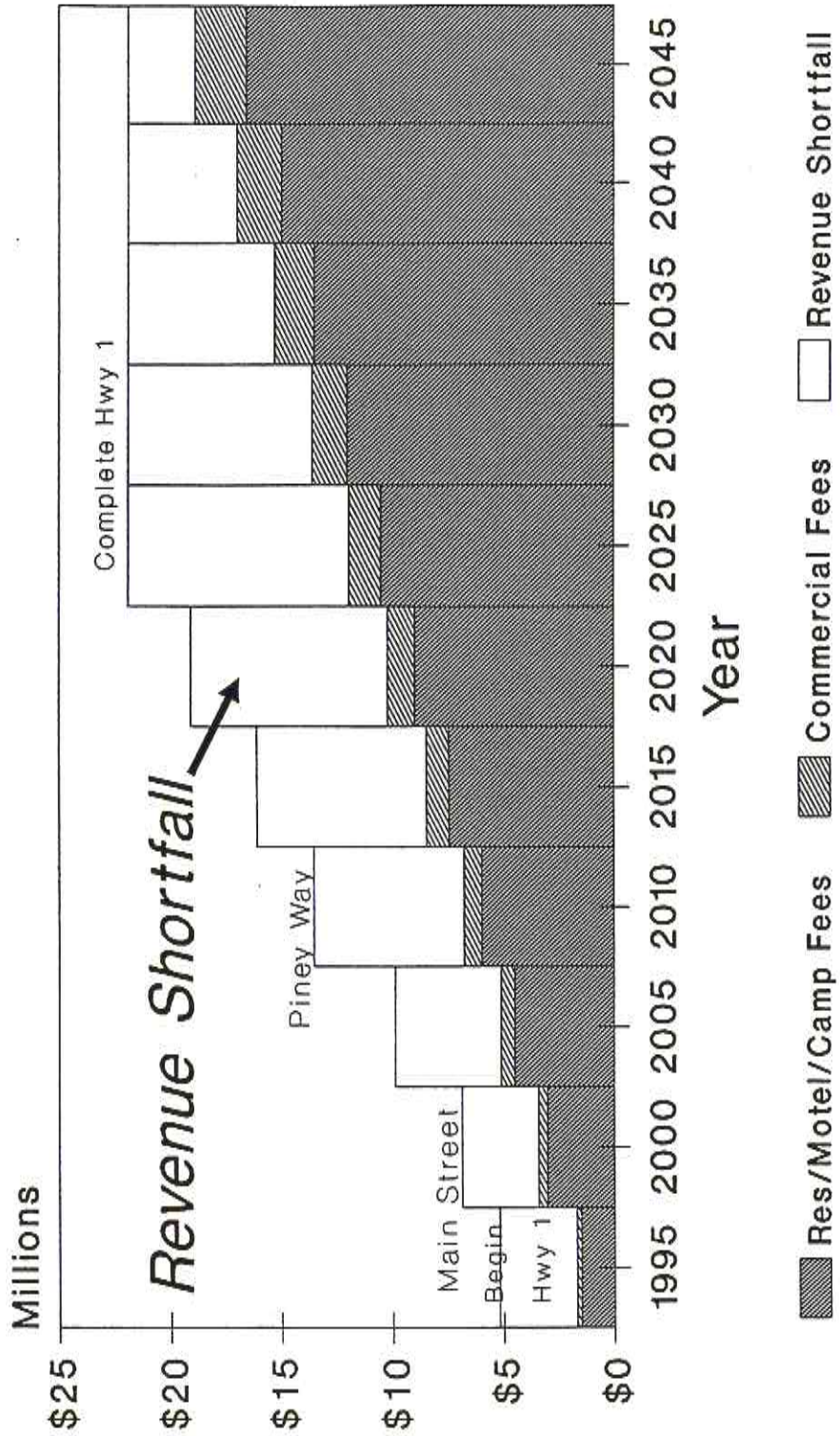
However, under the provisions of AB 1600, which makes such a fee system possible, new development cannot be charged for correcting deficiencies created by through traffic. The allocation for through trips is estimated at \$3.5 million. The law provides that the local government must take the responsibility for the impacts of this through traffic, and for those developments which could not be required to pay fees, such as schools and parks. As an example of this, the San Simeon State Beach expansion of 150 campsites would generate almost \$255,000 under the fee schedule shown in Table 11.

Figure 22 shows the projected cash flow for the recommended capital improvement projects and traffic impact fees. The "funds needed" line at the top of the chart represents the project timing discussed earlier in the recommendations. Across the bottom are the shares allocated for existing deficiency and through trips. It will be the County's responsibility to generate over \$6 million over 40+ years through funding other than traffic impact fees. The lines in between show the rate of receipt of traffic impact fees, assuming typical growth of the study area continuing at the current rate, charged at the rates shown in Table 12. Above this is the gap which represents the "shortfall of revenue." Money may need to be "borrowed" from other sources and repaid with fee revenues, in order to implement projects needed in a timely manner.

As a general rule, projects are "needed" well before sufficient revenues are generated to fund them. This is due to the fact that we are spreading the cost over all future users of the road, rather than charging the entire bill to the first car which changes the Level of Service. We use that "change" of LOS to indicate the "need," but divide the cost by all new trips expected at buildout. That is why the gap must close at projected buildout.

# North Coast Circulation Study

## Traffic Impact Fees - Cash Flow



Revenue Shortfall includes Through Trips

Figure 22

## **APPENDIX**

**Public Comments and Engineering Department Responses  
San Luis Obispo Area Coordinating Council Comments -  
Engineering Department Responses  
Board of Supervisors' Actions  
North Coast Advisory Council's Actions**



**Exhibit B**  
**Summary of Comments and Responses**  
Public Meeting, Cambria, June 6, 1991  
Correspondence received by June 13, 1991

**CONCERNS ABOUT PLANNING ASSUMPTIONS USED**

1. The North Coast Area Plan is scheduled for update soon and is expected to call for a much smaller buildout population. It is premature to do the North Coast Circulation Study at this time. The North Coast Circulation Study should be "hooked" to the Area Plan update, that is, wait for its results before looking at the transportation impacts.
  - The Area Plan update has been delayed due to staffing constraints of the Planning Department.
  - The North Coast Circulation Study will be subject to annual review and its recommendations will be revised as necessary upon completion of the Area Plan update.
  - The Planning Department indicates that its modifications to the Area Plan will have an effect on the **rate** of growth, not on the ultimate total, which is really what the buildout population is. This may prolong the time of the horizon of the North Coast Circulation Study. Note that there are almost 7,600 existing parcels in the North Coast Planning Area, of which over 6,800 are in the various residential land use categories. These numbers do not even indicate the potential for subdivision of the larger parcels. Thus, there is little legal authority for reducing the buildout potential development.
  - It has been the policy of the County Engineering Department to examine the buildout scenario, in order to determine the full effect of all potential development on the transportation network. It is more difficult to conduct a transportation model on an intermediate year, as we are not able to predict, much less control, which parcels will develop in what order.
  - The North Coast Circulation Study will be used as **input** to the preparation of the Area Plan update.
  
2. Is this study prompted by the proposed development known as CT Ranch?
  - The North Coast Circulation Study looks only at development allowed by the existing General Plan, Local Coastal Plan and Land Use Ordinance. CT Ranch is a development which requires amendment of the General Plan, and thus is not even included in the study. If and/or when its General Plan amendment is approved, this study will then evaluate its effect on the transportation system.

3. If development in the North Coast area is slowed or stopped, local prices for goods and services will increase, and area residents will be forced to drive to other areas to do business.

- This is a possible outcome of such a scenario. However, the North Coast Circulation Study looks at the area as if development were allowed to continue until the area reaches buildout. Hopefully, local availability of goods and services will have the beneficial effect of reducing overall trip lengths.

4. Several residents have expressed their willingness to travel slower, or wait longer at intersections, in order to preserve the charm of the community. They have voiced concern about the use of the Friday afternoon peak hour as the scenario for the study. And they have also questioned the definitions used in determining the level of service.

- Currently, County policy (source: San Luis Obispo Regional Transportation Plan) establishes that road and intersection level of service (LOS) is considered acceptable at LOS "D" or better in urban areas, and LOS "C" or better in rural areas. Level of service is defined by the "Highway Capacity Manual," published by the Transportation Research Board. It is national standard design policy to use the 30th highest hour of the year as the busiest hour for which it is feasible to achieve a community's LOS standard. While San Luis Obispo County does not have any permanent traffic count stations, we must approximate the 30th highest hour with representative peak hour counts from locations we count for seven days, four times a year. As a result, the North Coast Circulation Study looks at the afternoon peak hour of a Friday, of a non-holiday summer weekend.

- During all four quarters of 1990, the afternoon peak hour on Friday was the highest hour of the week. The peak hour of the count week's second highest day, (three quarters - Monday, one quarter - Saturday), ranged 15% to 20% lower than the Friday peak hour of the same week.

- The Board of Supervisors has expressed similar concerns about the County's level of service standard. We expect to be bringing that issue before the Board for separate discussion in the future.

5. Several residents stated that existing traffic conditions are satisfactory, and that therefore, the recommended improvements are unnecessary.

- The North Coast Circulation Study is intended to be a long range plan for the future transportation system of the area. The forecasts indicate that it may be over 50 years before buildout of the area is reached.

- It could be possible to wait until current conditions are agreed upon as unacceptable. However, all development between now and that future time will have contributed to that condition of "unacceptability." One of the goals

of the study is to establish road impact fees to finance the necessary improvements. If we waited until traffic conditions became unacceptable, we would not be able to charge these fees, because the state law forbids charging new development for existing deficiencies, which would be the case at that point in time. Additionally, such a scenario would result in extremely high dollar amounts for the fees.

- The North Coast Circulation Study does not recommend construction of any of the improvement projects right away. There is more discussion of individual projects in following sections of this report.

6. Concern was expressed about the validity of the land use and traffic volume forecasts. A specific item mentioned was the trip generation projected for the Fiscalini Ranch development.

- The land uses forecast are based on the existing General Plan, and a database which includes every legal parcel in the planning area.

- The traffic volumes are based on a traffic model which translates the land use forecast into traffic volume forecasts. Thus, the traffic numbers are entirely driven by the allowable land uses in the area.

- The County Engineering Department places a high value on the accuracy of its calculations, and has already done much checking of the numbers.

- The figures for trip generation are based on a national standard publication, "Trip Generation Manual," by the Institute of Transportation Engineers. For areas of existing development, these figures have been adjusted in a step known as "calibration" of the traffic model, to reflect the actual measured traffic on area roads. For areas of new development, such as the Fiscalini Ranch, we must use the average rates from the Manual, as there are no calibration adjustments available.

7. Recent news indicates the owner of the Fiscalini Ranch property is in bankruptcy proceedings.

- Regardless of the financial status of the current owner, the property is still zoned for Residential Single Family uses. This is the condition which we must analyze in the study.

8. Why are we allowing the county to make decisions for us?

- The County of San Luis Obispo has the responsibility for the transportation system in the North Coast area, with the exception of a few roads in San Simeon Acres, which are maintained by the Community Services District there. North Coast residents are represented in this study process through their elected representative, Supervisor Laurent.

9. How can there be any growth in the area without water?
- The resolution of the North Coast's water supply limitations is really outside the scope of this study. We have to look at the growth which would be allowed as if someday the water supply issue will be resolved.
10. The development of the Hearst Ranch should be held up in order to solve the traffic problem on Highway 1.
- This constitutes a legal issue regarding the property owner's right to develop this property, which the Engineering Department is not in a position to address. However, the Hearst Ranch development, as proposed, is allowed by the existing General Plan, and thus must be included in the North Coast Circulation Study.
  - It is true that a significant portion of projected traffic on Highway 1 is generated by the proposed Hearst Ranch project, but it is not the only source. Hearst Castle itself remains the most significant trip generator in the area, and its demand will probably continue to grow in proportion to the population of the state of California.
11. The County never listens to the concerns of residents. Specifically mentioned was a petition against the development of the Mid State Bank property.
- The public meeting was held in Cambria specifically to address this type of concern. We also have received several letters in the office since the meeting. All comments from both sources are being summarized in this report.
  - County Planning has indicated that petitions are handled in the same manner as testimony at the public hearing process. Projects such as Mid State Bank must still be evaluated on the basis of the requirements of the Local Coastal Plan.

## CONCERNS ABOUT RECOMMENDED IMPROVEMENTS

A total of 30 people spoke at the public meeting on June 6. Four others asked questions of staff after the meeting, five called to comment or ask questions, and five letters were received by County Engineering. Many of these expressed support or opposition for specific recommended improvements.

<u>PROJECT</u>	<u>FOR</u>	<u>AGAINST</u>
Signal at Main St./Burton Dr.	0	11
Signal at Highway 1/Ardath Dr./Main St.	9	0
Widening Main St. - Burton Dr. to Cambria Dr.	5	3
Piney Way extension	0	4
Widening Highway 1 - Hwy 46 to Moonstone Beach	1	3
Widening Highway 1 - Windsor to Moonstone Beach	0	3
Tipton Street extension	2	1
Schoolhouse Lane extension	0	1
Signal at Highway 1/Cambria Dr.	0	1
Signal at Highway 1/Weymouth Dr.	0	1
Signal improve. at Hwy 1/Windsor/Main/Moonstone	1	0
Signal at Main St./Cambria Dr.	1	0

1. In several cases, opposition to projects indicated that existing traffic conditions are satisfactory. One person even suggested that she opposed a traffic signal, but that sometime in the future it may be advisable.
  - As mentioned earlier, the North Coast Circulation Study is a long range plan. The only project that is indicated as a current need is the widening of Highway 1. Even this may change as a result of the discussion about level of service criteria.
2. Support of the widening of Main Street included discussion about mobility for emergency vehicles and concern about queueing of left-turning vehicles in the traffic stream.
  - We agree with these concerns.
3. Opposition to the widening of Main Street included discussion about the charm of the community of Cambria.
  - We have reduced our recommendation from the original proposal of five lanes on Main Street in recognition of this concern.
  - The proposed improvement will have beneficial effects. These include improved mobility for emergency vehicles, as discussed above, as well as improved air quality. The latter results from removing the need for vehicles

to idle in a queue behind left-turning vehicles. This certainly may be considered as contributing to the charm of a community.

- The preliminary design for the widening of Main Street has been careful to address concerns about pedestrian activity, parking, tree removal, etc. which all contribute to the community atmosphere. Completion of the improvement will allow for continuous pedestrian activity along the full length of Main Street. Parallel parking will continue to be available for all businesses fronting Main Street. In a few cases, vehicles have been parking perpendicular to the street, and this will not be possible with the widening, but the reduction in number of parking spaces should be minimal. Only one fairly large cypress tree will need to be removed, and will be replaced with at least two new trees in the same area.

- The construction methods will be chosen to minimize the number of days of work, and thus reduce this impact.

4. Piney Way and Schoolhouse Lane extensions are infeasible -- too steep to construct.

- These two alignments were looked at as alternatives to one another, and to widening of Burton Drive itself. We agree that Schoolhouse Lane is infeasible, and it is not among our recommendations. We believe that Piney Way is difficult, but not impossible, and is the more feasible remaining alternative for serving traffic between Lodge Hill and Main Street.

5. Much of the opposition to widening Highway 1 expressed concern about the potential "bottleneck" at the locations where the 4-lane section would have to transition to the rural 2-lane sections.

- The constraint on this problem is the requirement of the Coastal Act that Highway 1 remain a two-lane roadway in the rural area, while the traffic volumes continue to increase with local development and statewide travel.

- It is true that there could be a "bottleneck" effect at these locations. However, the existing and projected traffic volumes indicate an increase of traffic within the Cambria area. This "intracommunity" traffic would be served by the 4-lane section without being adversely affected by the transitions at the urban boundaries.

6. There was opposition to the widening of Highway 1 specifically in the Moonstone Beach area. A property owner expressed concern that it would affect property values. Another speaker questioned the fact that development along Moonstone Beach Drive had been required to leave "view corridors" through their properties.

- It is a very real possibility that widening Highway 1 could affect property values. However, the right-of-way for the highway is sufficiently wide, that there should be no necessary acquisition of property for the road work.

- The road construction will not affect the view corridors through the Moonstone Beach area as it is inland and uphill from those properties.

Some of the residents' concerns dealt with the overall impact of the improvement package, rather than any one specific project.

1. Traffic signals should be installed to improve safety.
  - We agree. Studies show that as traffic volumes increase, as projected by the North Coast Circulation Study, there is potential for reduced safety, as there are more vehicles in conflicting movements at intersections.
2. Even Cuesta College doesn't have a traffic signal.
  - Traffic signals are being designed for the two entrances to Cuesta College right now, with construction expected in 1992.
3. These improvements will destroy the character of the town.
  - The Main Street widening is specifically discussed above.
  - The installation of traffic signals is generally found to improve operation of an intersection, by reducing delays for vehicles on the major street.
  - Operation of an intersection as an all-way STOP generally results in increased idling time, thus creating more emissions and reducing air quality.
4. The proposed road improvements will increase safety, especially for children walking or bicycling to school.
  - We agree.
5. Widening the roads will encourage faster, less safe, driving. Traffic signals encourage speeding on a yellow light.
  - These are very real possibilities with any road construction project. However, this is offset by the increased traffic volumes which are predicted, which will have the effect of slowing traffic.
6. In areas with several traffic signals close together, is there a way to coordinate them?
  - Yes, such signal installations would include coordinated timing patterns.

7. Traffic signal operations could be affected by vehicles maneuvering into or out of on-street parking spaces.
  - This is true for both signalized intersections and all-way STOP controlled intersections.
8. All the traffic signals on Highway 1 will make it look like Reseda Boulevard.
  - This is a good indication of the amount of traffic volume increase that is expected under the General Plan.
9. The proposed road improvements will have a long-term growth-inducing effect on the community.
  - The input to the North Coast Circulation Study is the existing General Plan. The recommended improvements are those required to serve the development allowed by the existing plan. There could be a significant growth-inducing impact if property owners started requesting major increases in development intensity as a result of the study, but that has not been the case. In the case of the new road alignments proposed, these will have some potential for growth inducement, and will need to be closely analyzed at the time they are proposed for construction.

#### **SUGGESTIONS FOR OTHER PROJECTS TO LOOK AT**

1. Main Street, Burton Drive to Bridge Street.
  - This section of roadway has just enough less traffic volume forecast that widening is not seen as being necessary. Most of the area served by this particular block is built out, thus not as much traffic increase is projected as in other areas. The sidewalks are already completely installed on this block, and the buildings are built to the back of the sidewalk. If there were a problem with traffic operations in this block, we would have to consider removing on-street parking. One concern dealt with delivery trucks having to park in the traffic lane to make deliveries. It might be possible to construct improvements to the alley behind the properties, or to restrict truck activity.
2. Main Street, Bridge Street to Santa Rosa Creek Road.
  - The forecast traffic volumes are not high enough to require widening this segment on the basis of roadway capacity alone. However, additional study indicates that this segment would benefit from shoulder widening, especially



for pedestrian and bicycle circulation. We will be looking at this before the final report of the North Coast Circulation Study.

3. Main Street at Tamson Way. All-way STOP control.

- Tamson Way has not been included as it is not a collector road. We can take a look at this intersection, but have not already done so.

4. Main Street at Cambria Drive. All-way STOP control.

- It is possible that this intersection currently meets the warrants for all-way STOP installation. We will be checking on this. We have examined the forecast traffic volumes to see if the intersection would operate satisfactorily at buildout with this installation, and find that it would be at LOS "F" in that condition.

5. Main Street at Pine Knolls Drive. All-way STOP control.

- It is possible that this intersection currently meets the warrants for all-way STOP installation. We will be checking on this. We have examined the forecast traffic volumes to see if the intersection would operate satisfactorily at buildout with this installation, and find that it would be at LOS "F" in that condition.

6. Cambria Pines Road extension to Moonstone Beach Drive, north end.

- The alignment of this road was determined through the approval of Tract 543 many years ago, and was not considered to be modifiable as part of this study. Additionally, the traffic model shows that this road will only carry minor amounts of traffic. Realignment to Moonstone Beach Drive won't make much impact on this situation.

7. Highway 1 at Weymouth Street. Left turn lane.

- County Engineering and Caltrans will be monitoring this to see when this improvement might be required. It is considered to be included in the recommendations for buildout of the area, with the traffic signal to be installed at this intersection.

8. Rail transit. Cambria to San Luis Obispo.

- Rail transit requires very high densities along its full corridor to be viable. While it may be true that each end of this suggested route may have sufficient density to provide an anchor for such a service, there is not enough evidence

to show a strong enough link between the two. Visitors to the North Coast tend to be traveling from all parts of the state.

## CONCERNS ABOUT FEES

1. Proposed fees will have the effect of slowing growth even further.
  - The non-residential fee has been adjusted lower to reflect pass-by trips, (those customers of a new business which would have been on the adjacent street already), in an attempt to keep non-residential fees at a reasonable level.
  - The fees proposed are comparable to those currently charged in other areas of the county.
  - Neighboring communities may eventually develop fee systems too, thus equalizing the situation.
  
2. Who pays the fees?
  - Under the provisions of Ordinance 2379, fees are due at the time of issuance of a building permit for new construction. Fees are not charged to existing homeowners, or on remodeling of existing dwellings.
  
3. The money should be spent on education and health care. The money should be spent on public restrooms for the business area.
  - Money collected under the provisions of Ordinance 2379 is required by state law to be spent on "road facilities and improvements." By providing this new source of funding for road projects, these road projects no longer have to compete for General Fund money.
  
4. Is there a traffic signal fund for Main Street and Burton Drive?
  - Yes, money has been collected for this traffic signal for several years. The money is currently being charged as an "environmental mitigation" measure on major developments in the Cambria area. As with the road impact fees, this money must be spent on the project for which it was collected. We are investigating with the Environmental Coordinator's office and the County Counsel's office to see if a substitute mitigation measure will meet the requirements of the environmental determinations.

## CONCERNS ABOUT ALTERNATIVE MODES OF TRANSPORTATION

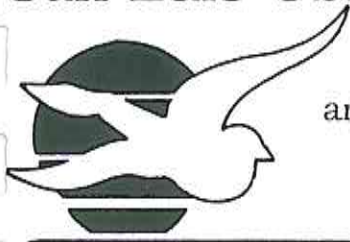
1. The study should quantify the trip-reducing effect of the dial-a-ride and jitney services.
  - We have not yet done this, but will be able to, with some additional research before the final report of the North Coast Circulation Study.
2. The study should examine pedestrian and bicycle circulation in more detail, particularly between the East and West Village areas of Cambria.
  - As mentioned above, the preliminary design for the Main Street widening was careful to address these concerns. In addition, subsequent field review by Engineering Department staff has assured that this project will enhance, rather than hinder, pedestrian and bicycle activity. It should also be noted that the new roadways of Creekside Drive and Piney Way would provide additional parallel links between the villages.

## CONCERNS ABOUT CURRENT TRAFFIC OPERATIONS / OTHER CURRENT CONDITIONS

1. The study should look at traffic hazards such as potholes.
  - This is a road maintenance issue, and has been referred to the road maintenance engineer and already acted upon.
2. The County should provide new off-street parking **before** removing any on-street parking.
  - The study does not anticipate the need to remove any on-street parking. The only exception, as noted above, is that perpendicular parking would no longer be allowed, but would be replaced by parallel parking. This should be a minimal decrease in number of parking spaces. If, however, it eventually becomes necessary to remove on-street parking, we will investigate possible ways to provide additional off-street parking to offset the loss.
3. Concern was expressed about delivery trucks blocking traffic in some areas of Main Street.
  - As mentioned above, it may be possible to improve the alley in East Village to alleviate this problem. If the problem continues, it may be necessary to restrict truck delivery activities.

4. Concerns were expressed about high speeds on Main Street and on Ardath Drive.
  - All questions about speed limits were referred to the County Traffic Engineer for review.
  - Travel speeds generally tend to decrease with increased volumes.

# San Luis Obispo Area Coordinating Council



and Regional Transportation Planning Agency

Arroyo Grande  
Atascadero  
Grover City  
Morro Bay  
Paso Robles  
Pismo Beach  
San Luis Obispo  
San Luis Obispo County

Exhibit 'C'

June 13, 1991

Richard Marshall  
San Luis Obispo County Engineering

Subject: North Coast Circulation Study

Dear Richard,

Thank you for the opportunity to review and comment on the subject study. As the Regional Transportation Planning Agency, we play a major role in the process of planning, programming, prioritizing and funding major transportation improvements. We strongly support your efforts to comprehensively study and develop a financing program for transportation improvements. Members of our staff have reviewed the study relative to our planning efforts, and offer the following comments and suggestions.

In general, the study appears to be a well researched analysis of existing and possible future traffic conditions. If the projected traffic volumes represent a true picture of year round conditions and a practical buildout scenario, the proposed roadway improvements seem to be a reasonable and practical response. However, given the resource constraints in the North Coast area, and a summer Friday peak hour being used as the basis for determining deficiencies, the extent and timing of the proposed road widenings may not be fully justified. Following are page specific comments:

1. Page S-1 - Regarding traffic increases between 1970 and 1990, it should be noted that while daily volumes on Main Street east of Pine Knolls Drive increased by an average of 10.8% annually, Average Annual Daily Traffic (AADT) on Route 1 near Ardath Drive increased by an average of 3.36% annually (1977-1989), and Peak Month Average Daily Traffic (PMADT) increased by .97% annually.

Regarding traffic decreases, in 1979 traffic on Route 1 between Ardath Drive and the Monterey County line decreased by 4.8% to 15.9% from 1978 volumes. This was most likely due to the rise in the price of gas by OPEC. In 1983, traffic in this segment of Route 1 decreased even more (8.6% to 70.5%), due primarily to its closure north of Hearst Castle from May, 1983 to May, 1984. Between 1977 and 1989, traffic volume on Route 1 in this area has fluctuated up and down, sometimes dramatically, due primarily to the significant influence of tourist traffic.

2. Page S-1 - Regarding traffic characteristics, we do not completely agree with the conclusion that Summer Friday count data is most representative of overall traffic patterns in the area or that such data should be used as the basis for determining the type and extent of proposed road improvements. The Highway Capacity Manual (TRB, 1985) notes that it is apparent from the traffic characteristics of rural and recreational routes that traffic engineers are faced with the need for substantial judgements. Provision of a facility adequate to handle the highest peak hour volume of the year results in gross underutilization of capacity all but a few hours of the year. We believe that the unique characteristics of local and tourist traffic in the North Coast area justifies a reexamination of the engineering standards used in the process of determining the extent of proposed improvements.
3. Page S-11 - Regarding the widening of Route 1 to four lanes, we do not agree with the conclusion that the portion of the highway between the junction with Route 46 and Ardath Road/Main Street could be exempted from the two lane restriction in the Coastal Act. Our understanding is that Coastal Commission staff will only support a comprehensive program of operational and coastal access improvements. It seems very likely that only that portion of Route 1 technically within the Cambria urban area would be allowed to be widened. While the Route 1 Corridor study found that widening of the highway to four lanes in the Cambria urban area may be warranted by the year 2000, if technically justified and approved by the Coastal Commission, a three lane configuration may be most desirable. The most practical approach may be to provide only intersection channelization and signalization, with acceleration/deceleration lanes, and passing/truck climbing lanes.
4. Page S-14 - Regarding new roadway connections, we agree conceptually with the proposed local road connections and improvements. Traffic signals, intersection channelization and turnouts can provide significant overall system benefits at relatively low cost.
5. Page S-16 - Regarding public transit and alternative modes, the North Coast area is served by Central Coast Area Transit which took over the SLOCAT system in 1990. We agree that the population density is adequate for a Dial-a-Ride system and that a jitney service could help to reduce the number of trips by tourists and others in the Cambria area. We have recently completed a Park-and-Ride Study which has verified the need for a lot in the Cambria area. A contract lot is currently being investigated to substantiate the need. On a long-term basis, a permanent lot should be considered in the area. Due to funding constraints, we suggest this lot be included in your expenditure plan.
6. Page S-17 - Regarding bicycle transportation, it should be noted that Route 1 was designated as the new Coastal Bike Route by the State Legislature in the Fall of 1990. This Class III bike route, formerly known as the Bikecentennial Route, is being considered for upgrading to a Class II bike lane with signs, stripes and pavement symbols along both sides.

7. Page S-18 - Regarding roadway improvements, as previously noted we do not agree with the extent of the proposed widening of Route 1 to four lanes. The proposed passing lanes south of Cambria are consistent with our recommendations in the Route One Corridor Study. However, our study also recommended passing lanes between Cambria and San Simeon. We agree with most of the other recommendations. It may be beneficial, however, to carefully identify all major assumptions and engineering standards used in the study. We suggest that our comments on Page S-16 on Park-and-Ride lots be included on Page S-18. Finally, although a minor issue, the Area Council has adopted a policy to provide bus turnouts, where appropriate. With regard to future road widening plans, we encourage you to include provisions for bus turnouts (or no parking) at appropriate CCAT bus stops.
8. Page S-19 - Regarding alternate transportation modes, we agree that the provision of Dial-a-Ride and Jitney services can be attractive alternatives to the use of the automobile and may marginally reduce auto traffic levels and parking demands in the congested core area.
9. Page S-20 - Regarding funding options, we agree that it is important to implement a development impact fee. However, considering the extent of the influence that tourist traffic to the Hearst/San Simeon State Monument has on Route 1 and Main Street, we feel that support should also be given to seeking some funding for Route 1 improvements from the State Parks Department. In adopting the Route 1 Corridor Study, the Area Council approved the following recommendation related to the State:

To further assist in addressing tourist based traffic congestion from Cayucos to San Simeon, the Area Council should work with the State Parks Department to establish a traffic impact fee at the Hearst/San Simeon State Monument. This fee should serve as a revenue source for transportation improvements. This funding should be partially used to help in constructing recommended highway improvements and to subsidize establishment of regional bus service to Hearst Castle.
10. Page S-23 - Regarding Pass-by trips, we agree that the fee should be reduced by at least 40% for tourist oriented uses. These uses should not, however, be limited to retail centers. Consideration should also be given to reducing the fee on hotels, motels and any other tourist oriented uses. We believe that it is clearly justified to conclude that the significant historic attraction of the North Coast is primarily based on the existence of the Hearst/San Simeon State Monument and the overall beauty of the entire North Coast area.
11. Page S-25 - Regarding alternative funding sources for transit-related projects, the proposed Dial-a-Ride (DAR) Service could be financed with Transportation Development Act funds. Vehicles for the proposed jitney/trolley and DAR could be eligible for funding under Proposition 116. In addition, a portion of the recent increase in the Transient Occupancy Tax could also be used to fund the jitney/trolley, since it is tourist oriented.

12. Page 6-15 - Regarding the widening of Route 1 to four lanes from Cayucos to the Hearst/San Simeon State Monument, we do not agree that it is the best technical solution. The reference in the study to the opposing factors makes this very clear. As noted earlier, we do not agree that the portion of Route 1 from Route 46 to Ardath Road should be included in any proposed widening to four lanes. The Route 1 Corridor Study notes that widening may be warranted in the urban area by the year 2000.
13. Page 7-1 - Regarding the recommended capital improvement program, the Route 1 Corridor Study, as adopted by the Area Council in 1990 and included in the 1990 Regional Transportation Plan, called for a range of system improvements to Route 1. These improvements are intended to conform to restrictions of the Coastal Act and respond to the desire of Coastal Commission staff that a comprehensive program be developed to provide enhanced coastal access and necessary operation improvements. They include:
  - a) Improvements to the two lane segment of Route 1 from Cayucos to Cambria should be limited to passing lanes and channelization of intersections, in consideration of environmental and Coastal Act restrictions. Proposed improvements include: two passing lanes, one northbound and one southbound; and full left and right turn channelization of San Geronimo road, Villa Creek Road and Harmony Valley Road.
  - b) In the Cambria urban area, short range improvements should include signalization of the Ardath Drive intersection when it meets warrants, and channelization, and signalization when warrants are met, of the Cambria Road intersection, when the commercial center proposed at that location is completed or the proposed Fiscalini Road is constructed. Widening of the highway to four lanes in the Cambria urban area may be warranted by the year 2000 based on existing and projected traffic volumes and if approved by the California Coastal Commission.
  - c) The two lane segment of Route 1 from Cambria to San Simeon should be improved with two passing lanes, one northbound and one southbound. In addition, major local road intersections, such as the access roads to San Simeon Acres at Vista Del Mar and Pico Avenue, should be fully channelized with northbound and southbound left and right turn lanes.
  - d) When the Hearst Corporation proceeds with development of visitor serving facilities at San Simeon, the entrance road to the Hearst/San Simeon State Monument should be signalized if it meets warrants.
  - e) The two lane segment of Route 1 from San Simeon north to the Monterey County line should be improved with up to four 200' to 500' paved turnouts, possibly two northbound and two southbound. Scenic turnouts should be channelized for north and southbound traffic.



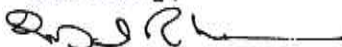
- f) All shoulders on Route 1 from San Simeon north to the Monterey County line should be improved, where practical based on engineering standards and environmental constraints, to provide a four foot minimum shoulder width usable as a Class 3 bikelane.
14. Page 7-8 - Route 1 has not been recommended for inclusion in California's "highways of national significance." It is, however, a prime candidate for designation as a State Scenic Highway. This designation requires development of a action plan by the County to preserve scenic resources. The study should include an evaluation of steps necessary to prepare and implement Scenic Highway status. Any proposed improvements should be consistent with such a plan. Also, the proposed design plan for the improvement of Main Street should include carefully considered landscaping and pedestrian treatments that reinforce the existing small village environment. Improvements should be partially funded by the developer fee program.
15. Page 7-11 - Area Council staff concurs that a local option sales tax increase may be unlikely given the Governor's present proposal to increase the sales tax to fund the state budget shortfall. If a local option sales tax is considered, passing lanes and turnouts on Route One would be recommended for consideration in the expenditure plan.
16. Page 8-1 - Regarding alternative transportation, Area Council staff support your overall discussion on the use of alternative modes. We recommend that you integrate the minor corrections and comments suggested above. The most substantive include, recognition of the need for, and inclusion of, a park and ride lot in your expenditure plan.
17. Page 8-4 - Regarding bike travel in the area, the definition of Class II and III bikelanes should be revised to include the following:

Class II lanes are designated with pavement stencils, lane stripes, and bikelane signs. Minimum lane widths are 4' to 8' depending on the presence of on street parking.

Class III lanes are designated by bike route signs only, and may not include sidewalk paths because that would fall into Class I. The Area Council does not recommend implementation of Class III bike routes, but does recommend Class II for most areas or an upgraded Class III which includes stripes and signs.

Thank you for the opportunity to provide these comments. Should you have any questions or desire clarification on any of our points and comments, please feel give me a call at 549-5724.

Sincerely,



Michael R. Harmon  
Associate Transportation Planner

cc: Bud Laurent, District 2 Supervisor

# Exhibit 'D'

June 17, 1991

## MEMORANDUM

**TO:** Mike Harmon, San Luis Obispo Area Coordinating Council  
**FROM:** Richard Marshall, Transportation Planner  
**SUBJECT:** North Coast Circulation Study

Thank you for your comments on the North Coast Circulation Study. We will be able to implement many of your suggestions right away in our Final Report. Here are responses to your specific comments:

1. You are correct about the traffic growth on Highway 1 and we will add this to the Final Report.
2. By using the Friday afternoon peak hour of a non-holiday summer weekend, we are trying to estimate the design hour volumes. This is established by the American Association of State Highway and Transportation Officials (AASHTO) as being the 30th highest hourly volume of a year. However, this choice of summer Friday is also a matter of concern of both the Board of Supervisors and the public, and we will be examining this more in the future.
3. The concept of extending the four-lane section of Highway 1 south to Highway 46 has been reviewed with County Planning, and they concur that this is reasonable within the requirements of the Coastal Act.
4. No response necessary.
5. The North Coast Circulation Study is written for a general public audience, which we believe would better recognize the North Coast bus service under the SLOCAT name.

We look forward to receiving the Park and Ride Study when it is available. One of our recommendations in the North Coast Circulation Study Final Report will be to conduct a comprehensive parking study of the North Coast area. Future annual updates of the circulation study could then add in any proposed parking improvements.

6. You are correct about the Coastal Bike Route designation and we will add this to the Final Report.
7. You are correct about passing lanes between Cambria and San Simeon and we will add this to the Final Report. Also, thank you for the suggestion about bus turnouts. We will try to incorporate these when specific design is initiated for any of the recommended improvements.
8. No response necessary.
9. You are correct about seeking funding from State Parks and we will add this language to the Final Report. This may require action from the Legislature to place a surcharge on entrance fees.
10. We do not agree that trips to hotels, motels and camping should be discounted for pass-by ~~by~~ trips. These are primary destinations for travelers - places they will begin or end their daily trip making activity.
11. You are correct about additional funding sources for transit, and we will add this to the Final Report. Note that the Transient Occupancy Tax increase is new since the publication of the North Coast Circulation Study Draft in April of 1991.
12. See the response to Number 3.
- 13A. No response necessary.
- 13B. No response necessary.
- 13C. See the response to Number 7.
- 13D. No response necessary.
- 13E. Scenic turnouts are outside the scope of the North Coast Circulation Study.
- 13F. You are correct about bike lanes on Highway 1 and we will add this to the Final Report as an existing deficiency.
14. You are correct about the designation of Highway 1 and we will make this change in the Final Report. Also, we are aware of the concerns about Main Street and will try to incorporate these when specific design is initiated.

15. No response necessary.
16. See the response to Number 5.
17. You are correct about the definitions of bike lanes and we will add these to the Final Report.

Again, thanks for submitting these comments on the North Coast Circulation Study. I look forward to continuing to work together on transportation planning issues.

harmon.mmo.ams

**Table 11**  
North Coast Area Transportation Improvements

Transportation Improvement	Cost (\$000)	Existing Deficiency	LESS:		Attributable to New Development**
			Through Trips	Other Sources*	
Highway 1: Hwy 46 - Moonstone Beach Dr. 4 - 12' lanes 2 - 8' shoulders	\$18,000		\$3,500		\$14,500
Highway 1: Cayucos - Hwy 46 Moonstone Beach Dr. - San Simeon 3 - 12' lanes 2 - 8' shoulders	500 500				500 -500
Main Street: Burton Dr. - Cambria Dr. 3 - 12' lanes 2 - 8' shoulders	550				550
Piney Way: Burton Dr. - Main St. 2 - 12' lanes 2 - 8' shoulders	1,557				1,557
Intersections: 7 locations Traffic Signals, Channelization	640				640
System Improvements: Channelization Bicycle Lanes	80 4,000			80 4,000	
Transit: Dial - A - Ride Jitney	85/year 60/year			85/year 60/year	
Park & Ride	20			20	
Transportation System Management Parking Facility	500			500	
<b>TOTALS:</b>	<b>26,347 + 145/year</b>		<b>3,500</b>	<b>4,200 + 145/year</b>	<b>18,247</b>

\$7,700 + 145/year

\* Other Sources include Transportation Development Act, State Bikeway Account, Air Quality Mitigation Fee, Proposition 116 and Transient Occupancy Tax.  
 \*\* Attributable to New Development are those projects which may be funded by impact fees.

June 25, 1991

The Honorable Board of Supervisors  
County of San Luis Obispo  
San Luis Obispo, CA

Subject: North Coast Circulation Study  
Supervisorial District No. 2

Honorable Board:

Summary

The Draft of the North Coast Circulation Study is complete. It contains a series of recommended roadway and intersection improvements needed to accommodate the growth allowed by the existing General Plan and Local Coastal Plan. It also includes a recommendation for implementing road improvement fees to finance these projects.

Recommendation

It is our recommendation that your Board:

1. Receive and file the attached Draft Report; and
2. Direct staff to prepare a Final Report with these modifications
  - A. Examine possible modifications to the County's Level of Service criteria. This item should be brought back before your Board separate from, and preferably ahead of, the Final Report of the North Coast Circulation Study.
  - B. Include bike lane improvements to Main Street east of Bridge Street, and Highway 1 north of Moonstone Beach Drive.
  - C. Include passing lanes on Highway 1 between Cambria and San Simeon.

- D. Re-examine the proposed alternative transportation modes. The discussion should include estimates of the trip reducing effect of the proposed Dial-A-Ride and Jitney Services.

### Discussion

The County Engineering Department has been working on preparation of the North Coast Circulation Study for several years. The Draft Report is now complete. A copy of this Study is attached as Exhibit "A". In it are analyses of existing and future transportation conditions within the Study area. For this Study that area is the North Coast Planning Area. Future needs are based on the "buildout" of the existing General Plan and Local Coastal Plan for the area (75% of maximum allowable density).

The recommended improvements for the existing General Plan include the widening of Highway 1 and of Main Street. Also included are extension of Piney Way, and new roadways within the Fiscalini Ranch, Mid State Bank and Cambria Pines (Tract 543) developments. Several intersections along Highway 1 and Main Street are recommended for traffic signal installation. (See Figures 17 and 17A, Pages 7-2 and 7-3 in Exhibit "A")

The Study also examines alternative transportation modes. Among its recommendations are establishment of a Dial-A-Ride service in Cambria, and a Jitney Service within the commercial district. Finally, the Study presents a recommendation for implementing road improvement fees. The proposed fees, as shown in Tables 11 and 12, Pages 7-15 and 7-18 in Exhibit "A", include credit for pass-by trips for commercial uses, except motels and camping.

On June 6, 1991, staff from the County Engineering Department conducted a public meeting in Cambria to gather input from area residents on the results of the Study. A summary of these comments, as well as correspondence received in the office, is attached as Exhibit "B" to this Report. Briefly, the comments expressed concerns on these topics: Planning assumptions used, Study recommendations, transportation improvements not included, fees, alternative modes of transportation and traffic operations.

We have also received comments from the staff of the San Luis Obispo Area Coordinating Council, and their comments are included as Exhibit "C". Our other responses follow as Exhibit "D".

It was apparent from comments made at the Cambria hearing that many in the audience were under the misbelief that the proposed improvements were recommended for today's situation. They are not, but are deemed necessary under the 75% buildout scenario.

It is important to point out that construction of any of the recommended improvements will not take place until warrants are met for that project and sufficient revenue is generated to fund the project.

The comments received from all sources lead to the changes recommended for the Final Report.

Other Agency Involvement

There are no other agencies involved.

Financial Considerations

The Road Improvement Fee Ordinance No. 2379 allows the County to collect fees to fund road improvement projects which are needed to mitigate cumulative traffic impacts. The Ordinance and State Law require that the funds collected through this process can only be used to fund projects specified in the North Coast Circulation Study. At the time we bring the Final Report of the NCCS before your Board, we will also bring a Resolution for implementing Road Improvement Fees. At that time, we will discuss the public transit needs and other revenue shortfalls to be funded from other sources.

Respectfully,

CLINTON MILNE  
County Engineer

rem\ncirstdy.bl.t.ams



IN THE BOARD OF SUPERVISORS  
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

Tues day June 25 19 91

PRESENT: Supervisors

Laurence L. Laurent, Evelyn Delany  
Ruth Brackett and Chairperson David Blakely

ABSENT:

Harry Ovitt

In the matter of North Coast Circulation Study:

This being the time set for discussion regarding the North Coast Circulation Study Draft Report (Clerk's File); 2nd District. Mr. John Wallo, Engineering, speaks to the public meetings that have been held on this; speaks to various aspects of the report; and, feels it is appropriate to continue the study. Mr. Richard Marshall, Engineering, addresses the future growth potential in the area, recommended road improvements based on a build out in 50 years; improvements to intersections including the addition of eight traffic signals being installed; adopting a resolution to establish road impact fees and gives proposed costs for this; addresses alternative modes of transportation; speaks to a bike and pedestrian circulation study; discusses financing and what the State does not allow new development to be charged for; gives the staff recommendations. Supervisor Laurent compliments staff on this but prefers not to call this the Draft report but rather would call it the "first cut"; suggests adding "E" to staff recommendations to agree to responses from the public be included and "F" to include other appropriate changes that are agreed to in the August public meeting. Mr. Clint Milne, County Engineer, discusses the service level criteria. SUPERVISOR HARRY OVITT IS NOW PRESENT. Matter is discussed and thereafter, on motion of Supervisor Laurent, seconded by Supervisor Brackett and unanimously carried, the Board receives and files the hearing draft report that is dated April 1991 and directs staff to prepare a Draft Report with these modifications, (A) include bike lane improvements to Main Street east of Bridge Street and Highway 1 north of Moonstone Beach Drive; (B) include passing lanes on Highway 1 between Cambria and San Simeon; (C) re-examine the proposed alternative transportation modes. The discussion should include estimates of the trip reducing effect of the proposed Dial-A-Ride and Jitney Services; (D) to include those areas agreed to with the Area Councils recommendations; and, (F) include those agreed upon suggestions with the North Coast

Advisory Council at their August meeting, approved. Supervisor Blakely discusses the issue of Level of Service criteria and is comfortable with the way staff is currently handling this issue. Supervisor Laurent addresses Supervisor Blakely comments and suggests that this shouldn't be "shoved" down folks throats. Supervisor Delany cautions the Board to not overlook a funding opportunity. Mr. Milne responds to issues raised by the Board. Matter is fully discussed and thereafter, on motion of Supervisor Ovitt, seconded by Supervisor Laurent and on the following roll call vote, to wit:

AYES: Supervisors Ovitt, Laurent, Brackett  
NOES: Supervisors Delany, Chairperson Blakely  
ABSENT: None

the Board directs staff to examine possible modifications to the County's Level of Service criteria. This item should be brought back to the Board separate from, and preferably ahead of, the Final Report of the North Coast Circulation Study.

cc: Engineer  
7/8/91 vms

STATE OF CALIFORNIA, }  
County of San Luis Obispo, } ss.

I, FRANCIS M. COONEY, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this 8th day of July, 19 91

(SEAL)

FRANCIS M. COONEY

County Clerk and Ex-Officio Clerk of the Board of Supervisors

By *Vicki M. Shelly* Deputy Clerk.

REMARKS  
JW JW

**NORTH COAST ADVISORY COUNCIL  
MINUTES FOR THE 8-22-91 MEETING  
CAMBRIA VETS HALL**

1. Meeting was called to order by Bill Allen at 7:05.
2. Minutes were approved for the 7-17-91, 7-24-91, and 8-3-91 meetings.
3. Non-agenda item comments included J. Craig's report that she will meet with Andrea Seastrand regarding public restrooms and C. Butterfield's report from the Election Committee.
4. Richard Marshall, transportation planner for the County Engineering Department, described the current hearing draft of the Circulation Study. His discussion included the following points:
  - \* The study is a long range plan for build out which is equal to 75% of maximum development under the general plan and is expected to occur in 50 years.
  - \* Recommended road improvements include:
    - widening of Main St.,
    - extension of Piney Way,
    - left turn lanes on Highway 1 intersections between Villa Creek and San Simeon Acres,
    - passing lanes on Highway 1 between Cambria and San Simeon
  - \* Improvements in alternate modes of transportation include:
    - public transit (dial-a-ride or jitney service),
    - bike lanes, and
    - park and ride lot.
  - \* Funding sources may include:
    - new development fees,
    - State funds for highway construction,
    - increase bed tax,
    - air quality mitigation fee (for park and ride lot),
    - Hearst Castle tourism paying for road impacts.

Mr. Marshall stated that County Counsel is reviewing the legality of possible transference of Burton Dr. stop light development fees to other traffic mitigation projects.

In response to member and public questions Mr. Marshall stated that:

- \* The widening of Main St. is expected in the year 2020.
- \* Jitney service could begin fairly soon.
- \* Plan implementation will begin with Board of Supervisors approval.

**R E C E I V E D**  
SEP 11 1991  
COUNTY ENGINEERING  
DEPARTMENT

B. Allen expressed his disappointment that comments have not been addressed in the new Hearing Draft. He stated that 80 years is too far ahead to spend money for planning. J. Kelly also stated that this expenditure is inappropriate during this time of funding shortages. Mr. Marshall responded that Engineering Dept. will use build out as basis for planning until the BOS advises otherwise. B. Laurent explained that the Circulation Study is necessary to get development fees to develop infrastructure and that it is our opportunity to tell the County what levels of service we want and to begin collecting development fees. He stated that 18,000 population is the figure used in the general plan to represent population that will occur at some time in the future.

Richard Marshall requested specific information on what we want and don't want. B. Allen affirmed that the Traffic Committee will develop specific recommendations.

5. J. Craig reviewed the NCAC meeting with US Postal Service representatives and read a letter from Leon Panetta regarding his suspension of the Post Office site negotiation process. She announced an upcoming meeting with Mr. Panetta and USPS reps., and reiterated that the NCAC has not selected a PO site, but has stated the need for community input in site selection.

6. K. Cooper reported on the site visit to Clyde Warren's property and the Land Use Committee meeting. He stated that due to the complexity of the proposed project, the Land Use Committee was unable to make a recommendation for a zone change. Discussion included the need for a standard method for addressing land use proposals to the NCAC. K. Cooper emphasized that the goals of the committee are to complete the Land Use Update and to develop a procedure for recommendations:

**MSC** K. Cooper/D. Fiscalini that NCAC make no recommendation on the Warren property zone change until such time as it can come under the completed Land Use Update.

K. Cooper introduced Gary Swauger, CT Ranch representative, and stated that the Land Use Committee had not addressed this request and had no recommendation. Mr. Swauger described the project and stated that the County Planning Commission had directed CT Ranch to get community input. Discussion included positive responses to the scale down in the project size, and concerns about parking, the creation of hazardous conditions for motorists due to street parking at this particular site, the removal and replanting of trees, and the over 30% incline excavation that the project will necessitate.

**MSC** J. Craig/F. Butcher to recommend to County Planning Commission approval of the CT Ranch office building project with the recommendation that the street parking on the north side of Main St. be eliminated.

7. Meeting adjourned by B. Allen until September 18, 1991.

R E C E I V E D  
OCT 7 1991

85

COUNTY ENGINEERING  
DEPARTMENT

To: RICHARD MARSHALL,  
Transportation Planner  
Engineering Dept.  
San Luis Obispo County Gov't. Center  
San Luis Obispo, California 93408

October 2, 1991

Dear Richard:

Confirming our meeting with you of even date on the Circulation Study, the following is NCAC Traffic Committee Report, with recommendations to the North Coast Circulation Study - Hearing Draft Report dated August, 1991:

Our Committee understands there is an inescapable correlation between the Land Use Update and this Study. Therefore, any changes in the Update will entail changes in the Circulation Study.

Of prime importance is the maximum growth rate of 2.3% per year established by the Board of Supervisors for the unincorporated areas of SLO County. Your report stated that Cambria population was 5,400 in 1990 (a 10% annual increase during the 1980s), so we will start with this population base. The "Study Area", as a whole, had a population of 6,300 in 1990.

A 2.3% annual increase figures out to these approximate populations for each of the 5-year periods thru 2021, and 20-year periods through year 2060. These populations then will have doubled by 2021 - or 31 years from now! See the following chart:

<u>YEAR</u>	<u>CAMBRIA</u>	<u>STUDY AREA</u>
1990	5,400	6,300
1995	6,000	7,000
2000	6,700	7,800
2005	7,500	8,900
2010	8,400	10,000
2015	9,400	11,200
2021	10,800	12,600
2040	16,800	20,000
2060	27,000	31,200

Cambria has major water problems, and unless these are solved, we will not grow at any rate approaching 2.3%. Therefore, these projections and any traffic circulation plans should be reviewed every 1-2 years.

We have no objection to the County projecting past the year 2020. Our Committee projects only through the year 2020. We understand your Study will project through 2085 which is the current estimate of buildout - "buildout" meaning 75% of available lots.

To prevent unnecessary excitement in our community over these projections, please include in your revised report the year and anticipated population figure for every suggested project so your plans are not misinterpreted. This is where we believe your previous figures were flawed.

We cannot intelligently anticipate the future Hearst Castle traffic, nor the traffic on Highway 1 between Cambria and Carmel, so we will not attempt this calculation. Some of this traffic will stop and visit Cambria and San Simeon, but the majority drive through without stopping.

The following are our comments to your "Recommended Transportation Improvements" on pages S-18 through S-21:

**PROJECT 1- WIDEN HIGHWAY 1 FROM HIGHWAY 46 TO MOONSTONE BEACH DRIVE:**

Only after 2020 when the population may reach 12,000 in the Study Area. The same with a 2-mile passing lane on Highway 1, south of Highway 46, and the 1-mile passing lanes between Moonstone Beach Drive and San Simeon. We do not want any of these widened in the near future - 5-10 years. Highway 1 is under State regulations and the \$19 Million cost is not a priority for many years. We do not agree that either of the first two are "current need" projects.

**PROJECT 2 -WIDENING MAIN ST. TO THREE LANES BETWEEN BURTON DRIVE AND CAMBRIA DRIVE:**

This is needed within 5 years (1995/population 6,000 in Cambria), rather than in 2020 (population 10,800 as you suggest. A left turn lane in front of the Redwood Center just 300 Feet west of Burton Drive on Main is needed now. However, the widening to 3 lanes west one-half mile to Tampson Street can wait for 5 years. It is presently 3 lanes from Tampson to Cambria Drive.

**PROJECT 3 - PINEY WAY NEW ROADWAY BY 2020:**

We agree with this proposal, but not before the year 2020 (population 10,800 in Cambria).

PROJECT 4 - FISCALINI RANCH:

We are not in favor of much or any development on the Fiscalini Ranch property, especially a roadway (Windsor Blvd.), connecting Lodge and Park Hills. Extending Tipton St. to connect Lodge Hill to Highway 1 at Cambria Drive is suggested, to be constructed by the developer of Fiscalini Ranch when it is sold. This would give West Lodge Hill a third route to Highway 1, in emergencies, but would result in some prime tree removal. This is of major concern.

For your information, another NCAC committee is reviewing the Land Use Update. This, of course, will influence what is planned on the Fiscalini Ranch.

PROJECTS 5 & 6 - CAMBRIA PINES AND MID STATE BANK:

No comments on Cambria Pines Road and Creekside Drive (Main Street to Piney Way), as these will be constructed and paid for by the developers.

PROJECT 7 - INTERSECTION IMPROVEMENTS: SIGNALS AND WIDENING:

HIGHWAY 1 AT ARDATH DRIVE/MAIN ST: This is badly needed NOW! (Cal Trans controls this project and timing.) None of the others listed on page S-19 are needed for 20 years (population 8,400 in 2010). Perhaps a signal at Highway 1 and Cambria Drive may be needed in five-to-ten years from now (population 6,000 to 6,700).

PROJECT 8 - SYSTEM IMPROVEMENTS: LEFT-TURN CHANNELIZATION HIGHWAY 1:

We agree that left-turn lanes are needed at Highway 1 and Pico Ave and Highway 1 and Vista del Mar (San Simeon), only. The others are not needed for at least 20 years (population of area 10,000 in 2010).

WIDEN EXISTING ALIGNMENTS TO ACCOMMODATE CLASS 11 BIKE LANES:

HIGHWAY 1: SAN SIMEON TO MONTEREY COUNTY LINE - this is a current need.

MAIN STREET FROM BRIDGE STREET TO HIGHWAY 1 - we favor this.

We do not favor bikeways along Ardath Drive, Drake Street, nor Windsor Boulevard. Most of these roadways are too narrow, too steep in places, and too dangerous. These are 100% residential areas. Especially on West Lodge Hill there are very few things to see and no sandy beaches, so bikers have little interest in the areas south of Shamel Park. Widening Ardath would require the removal of many trees to make it safe. At a cost of over \$4 Million, the funds are certainly needed elsewhere.

ALTERNATE TRANSPORTATION MODES:

1. DIAL-a-RIDE: Our present FREE Cambria Community Service Bus (van) is adequate, and, in fact, is not utilized to its capacity. Possibly an expanded program may be needed by 1996 (population 6,200).

2. JITNEY: If self-supporting, we are in favor of this but we need to survey community needs before commenting. May be funded through the Bed Tax.

3. BICYCLE : See foregoing comments.

4. PEDESTRIAN - CONTINUE TO REQUIRE CURB, GUTTER AND SIDEWALK CONSTRUCTION...  
IN COMMERCIAL AREAS AS REQUIRED BY COUNTY ORDINANCE: We favor this ONLY with the option to make exceptions where appropriate, as trees, foliage, etc.

5. RIDESHARING - PARK & RIDE LOT AT HIGHWAY 1 AND ARDATH DRIVE: An expenditure of \$100,000 for lot construction in 1995 with population estimated at 6,000 - on the surface, appears to be way out of line for a community of this size. For this reason, a community survey on usage should be taken before commenting.

6. TRANSPORTATION SYSTEMS MANAGEMENT- CONDUCT COMPREHENSIVE PARKING NEEDS STUDY OF CAMBRIA URBAN AREA: Parking , particularly in East Cambria, is an IMMEDIATE NEED. In view of this, can the costs for the study (\$20,000), be applied directly to implementation, rather than months expended on "study"?



In this regard, there is a need for a cross walk and signal joining two frontage roads in San Simeon - at San Simeon Avenue and Otter Way. We believe the San Simeon Chamber of Commerce previously wrote you about this request.

Richard, don't hesitate to call if you have a question on the foregoing. We hope we have been of help to you. Again, we stress planning should include a correlation of years with population estimates for this Circulation Study.

Sincerely,

TRAFFIC COMMITTEE NCAC

Bill Warren JK

BILL WARREN, Chairman

Jacqueline Kelly

Jacqueline Kelly

Bob Buddell JK

Bob Buddell

bw/bb/jk

cc: Bill Allen - NCAC

Bud Laurent

Library

MINUTES

NORTH COAST ADVISORY COUNCIL  
NOVEMBER 20, 1991  
7:00 P.M. CAMBRIA VETERANS HALL

Council Attendees: Ken Cooper; Pat Yochum; Fred Butcher; David Fiscalini; Jacquie Kelly; Bob Buddell, Chairperson; Bill Warren, Alternate for Bill Allen; Claudia Hodge, Alternate for Cyndi Butterfield; Joy Craig and Sally Magana

Absent Members: Bill Allen; Tony Cockins.

The meeting was called to order by Chairperson Bob Buddell at 7:02 p.m. Motion by David Fiscalini to approve the October 16, 1991 Minutes as prepared. The motion was seconded by Ken Cooper and approved unanimously by the Council.

■ PUBLIC COMMENT PERIOD NON AGENDA ITEMS

Joy Craig read a letter from a council member to Kenneth Schwartz to deny the variance request for the CT Ranch commercial office building. The letter stated that the Council vote was not unanimous and that all of the information was not presented to the Council.

Joy Craig made a motion "that any member of the NCAC or alternate make clear that any correspondence, verbal or written, reflects their personal opinion and does not represent the council."

The motion was seconded by David Fiscalini.

Discussion: Jacquie Kelly offered that it should be clear that the letter did not reflect the Council's recommendation as all official correspondence occurs on NCAC stationary.

Supervisor Laurent acknowledged reading the letter and suggested it perhaps could have been written differently.

Vote: Motion approved unanimously.

Joy Craig raised the question if the NCAC is under County umbrella for liability due to new legislation. Supervisor Laurent indicated the Council would appear to be under the County umbrella as the Council is a recognized advisory council by the County of San Luis Obispo Board of Supervisors.

Claudia Hodge brought up the subject of nominations of a new secretary. Jacquie Kelly recommended that the Council wait one month for the selection of a new secretary or volunteer for the position.

Dick Calafato expressed that it is a conflict of interest for a council member to hold a seat on two Boards (i.e. NCAC and CCSD).

Gary Swauger wrote a letter to Bill Allen re: East Village Parking District. Joy Craig indicated she was approached to prepare a list of businesses involved in forming an assessment district. Joy Craig suggested that East Village Business People get together with George Gibson, County Engineering, Chamber of Commerce members and Supervisor Laurent for a brainstorming session. Supervisor Laurent stated he had planned to sponsor a meeting himself with the Engineering Department to formulate a consensus of where the parking district should be located. Gary Swauger offered to provide a list and mailing labels for the property owners within East Village. Joy Craig will prepare a list of Chamber members.

Gary Swauger suggested that after the NCAC has finished the North Coast Update, that some architectural guidelines be established within the commercial corridor of Cambria. The Guidelines could be modeled after Templeton with such guidelines as style, height, etc. Gary Swauger volunteered to become involved.

Joy Craig informed all present that the blue prints for the public restrooms are available for review at the Cambria Chamber of Commerce office.

#### ■ REPORT FROM COMMITTEES

Post Office: Supervisor Laurent distributed to the council members a letter from Leon E. Panetta, 16th District Congressional Representative, dated November 7, 1991 to Supervisor Laurent and a copy of Leon Panetta's November 7, 1991 letter to William Weagley, United States Postal Service. Supervisor Laurent indicated a central site location would fit into the North Coast General Plan Update. David Craig brought up a public opinion poll/petition which asked "Do you want a new post office". David Craig indicated some concern as to the representations and methodology of signature collections. Supervisor Laurent acknowledged receipt of the petition. Bob Budell suggested that someone do a "real petition". Discussion focused on accuracy of surveys, methodology and cost. The Post Office committee would look into costs and types of surveys and approach the Cambrian as to their receptiveness to run a pro and con editorial type of article.

**Land use:**

Ken Cooper reported that one Landuse Committee Meeting was held since the October 16, 1991 meeting regarding the issue papers for the North Coast General Plan Update.

**Elections:**

Pat Yochum reported no new developments from the Elections Committee.

**■ NEW ITEMS/UPDATES/AND GUEST SPEAKERS**

Richard Marshall - County Engineering Department distributed and discussed the Final Draft Report on the North Coast circulation study, dated November, 1991.

Richard Marshall presented revisions from the previous draft to all present.

**Roadways:**

- ◆ New Tables Chapters 3 and 8.
- ◆ Population forecasts based upon County Growth Ordinance.
- ◆ Level of service (LOS) on Highway 1 has improved since original study was undertaken - now LOS D previously LOS E.
- ◆ No signal is recommended at intersection of Burton Drive with Main Street.
- ◆ Recommendation to widen Main Street and left turn land at Redwood center. 3 lanes to be extended to Tampson Way from Burton drive.
- ◆ Will monitor need for future left turn lanes elsewhere.
- ◆ Once adopted yearly update and recommendation.

**Bike Lanes:**

- ◆ Build shoulders on Highway 1 for Bike Lanes using Proposition 116/State Monies.
- ◆ Provided an overlay showing bicycle circulation system.

Discussion was raised by Sally Magana as to existing safety on Ardath Drive for bicycles.

Bill Warren raised a concern over tree removal for creation of bicycle lanes.

Supervisor Laurent expressed he would like to see a bicycle lane across the Rancho Pacific/Fiscalini Ranch connecting Windsor Blvd. Supervisor Laurent raised that in conjunction with the bicycle lane, and emergency access (fire) lane could also be constructed and gated/secured at both ends.

**Public Transportation:**

- ◆ Dial-a-ride - insurance would need to be amended to include children.
- ◆ Jitney Service/Trolley fixed route with no fixed time.
- ◆ Park and ride - contract existing lot with different use hours (i.e. church parking lot) Cal-Trans gets involved with requirements, etc.

■ **DISCUSSION**

**Sidewalks:**

East Village sidewalks need engineering flexibility in design and construction to save trees.

**San Simeon:**

Mike Hanchett raised the problem of pedestrians crossing Highway 1 at both ends of San Simeon. Discussion focused on safety and speed. Solutions ranged from stop light, flashing warning light, speed alert bumps, speed reduction, warning sign or tunnel/bridge. Any solution would involve Cal-Trans. Handicap accessibility requirements would make tunnel/bridge crossing expensive.

Supervisor Laurent clarified the bed tax is now 9%. The tax money can be used for one time projects.

Concern was raised if the Post Office was addressed in the study. Clarification was requested on traffic LOS E to LOS D on Highway 1.

Bill Warren expressed that Burton Drive from Highway 1 to Eton Drive needed repaving and a left turn lane in front of the Redwood Center. Bill Warren stated his concern that population numbers do not equate with need/demand criteria for improvements.

Immediate needs were acknowledged as being able to be addressed through engineering maintenance, annual circulation update or

through the Board of Supervisors. Wall Street maintenance was stated as being the responsibility of the abutting property owners.

**San Simeon Creek Properties:**

Discussion took place on private road improvements of San Simeon Creek to access 7 parcels involved two of which extend beyond property owner by Walter Stuckey. Walter Stuckey explained his frustration in dealing with governmental agencies. Walter Stuckey expressed disappointment that Chuck Stevenson was not able to attend the meeting.

Hal Munson explained that 11 individuals from the community made a site visit with Walter Stuckey.

The Committee to review the road request recommended that a Mine Reclamation plan be filed, a Development Plan and Environmental Impact Report prepared. After a lively exchange of information, Supervisor Laurent offered to set up a meeting with those interested to review the reclamation process.

Due to the late hour, no information was presented on the Bianchi house property and the meeting was adjourned at 10:10 p.m.

Minutes by Claudia Hodge/  
Pat Yochum for Cyndi Butterfield

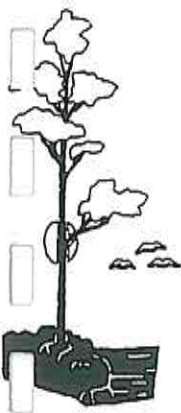
**North Coast Advisory Council**  
P.O. Box 104  
San Simeon, CA 93452

**RECEIVED**  
JAN 10 1992  
COUNTY ENGINEERING  
DEPARTMENT

**December 30, 1991**

REM

**Mr. Richard Marshall**  
Transportation Planner, Engrg. Dept.  
San Luis Obispo Cty. Gov't. Center  
San Luis Obispo, CA 93408



**Re: North Coast Circulation Study  
Final Draft Report, Nov. 1991**

**Dear Richard:**

This is in response to the Final Draft presented to the NCAC November 20, 1991. Most projects are advantageous to Cambria, but, again, as we have repeatedly pointed out, our Committee's main concerns are necessities and timing. Representing the Council on behalf of Cambria, we want to make sure the need is there before any planning. We are charged to keep our community rural, rustic and unique.

We wish to go on record the following, 5 basic points have been called to your attention in various meetings, and should be factored into this study:

1. The 2.3% residential growth rate set by the Board of Supervisors (subject to their annual review and change) is a compounded rate. This means 69 new units in Cambria (predicated on adequate water) in 1991, with a total of 74 units for the North Coast area. Permits not issued one year are not - automatically - added to the next year's total without a special vote by the Board of Supervisors. Commercial units are not included.

2. There are 3,003 home units in Cambria per the 1990 Census. The SLO Engineering Dept. uses a 2.25 person-per-household average. This comes to a Cambria population of 6,757. Your report said the population was 5,400 in 1990 and 6,300 for the total area. (Can you explain this discrepancy?)

3. The 1991 traffic on Highway 1 was 10% lower than it was during the summer of 1989, and, due to the economy, has probably fallen off in 1990-91. This reduction, if it does not reverse, will influence our community and needs.

4. We understand the definition of a "passing lane" (applied to Hwy. 1, specifically) is a 3-lane stretch with one passing center lane for either north or south traffic - NOT a 4-lane road with 2 passing lanes, one in each direction.

5. The NCAC will have an opportunity to review - annually, or more frequently if the occasion arises - any changes your Department considers BEFORE such changes are made to this Study.

Addressing projects our Committee is opposed to: unequivocally, we request the following to be deleted from the Study, since a community of "5,400/6,300 in 1990" cannot support such projects. (Even projecting approximately 15 years in the future, a population of "7,570/8,880" would not warrant these kinds of services.) The projects we request be deleted are:

A. TRAFFIC SIGNALS: 6 signals at intersections of: Hwy. 1/Cambria Dr.; Hwy. 1/Weymouth St.; Main St/Cambria Dr.; Main St./Pine Knolls Dr.; Main St./Windsor Blvd., and Moonstone Beach Dr./Windsor Blvd. at a cost of \$640,000 (less Ardath/Hwy. 1 scheduled for 1990).

B. DIAL-a-RIDE: Cambria's FREE Bus/Van service is not fully utilized at present. ( Dial-a-Ride would ADD to traffic, at a cost of \$85,000 PER YEAR.)

C. JITNEY SERVICE: within the business district of Cambria, at a cost of \$60,000 PER YEAR. Until this is requested by merchants and/or CofC, and supported in part, this is not a necessity.

D. BIKE LANE IMPROVEMENTS: ..."on roads that are too narrow or too steep" - Drake St. from Ardath Dr. to Sherwood Dr., and proposed Tipton St. extension. (Why even consider such streets, obviously dangerous and additionally, requiring tree removal.?) These at a cost of somewhat less than \$4,000,000! Nor should a bike path be considered for the Fiscalini Ranch until such time as disposition or development of same has been achieved.



We now understand, Richard, there are mandates from Sacramento to be included in your Study and you must execute your responsibilities. However, in view of the IMMEDIATE NEEDS OF CAMBRIA, the attitude of the County appears to be....."let them eat cake"!

The following is reiteration of IMMEDIATE PROJECTS REQUESTED FOR CAMBRIA:

1. SIGNAL AT ARDATH/HWY. 1: scheduled for 1990 - please advise when this project will be started and when it will be finished in 1992!

2. PARKING LOT IN EAST VILLAGE: our Committee does not view this as being "served by the proposed jitney", since we have requested this to be cancelled. The Parking Lot is required immediately and should not be delayed because of an intended tie-in with jitney service. The projected cost of \$500,000 for 50 spaces appears excessive. Perhaps the requested cancellations of foregoing projects may defray the costs, or, the money already collected for the Main St./Burton signal. (We understand County Counsel is checking a substitute mitigation measure for these dollars.)

3. UPGRADE AND/OR RESURFACE BURTON DR. FROM HWY. 1 TO ARDATH DR: This was called to your attention, but is not on your Study update.

4. REDWOOD CENTER: widen and install a center turn lane. Although addressed in the update, no mention is made as to start and finish dates, nor of costs.

(Start and completion dates are requested on these 4 projects)

One final point of great concern to the Committee and discussed at the November 20th meeting are the 2 proposed Hearst Ranch projects, including motel rooms, golf course and campground sites. Cambrians, as well as NCAC will wish to voice concerns BEFORE these projects are decided upon.

Richard, our Committee has reviewed again our October 2, 1991 report to you with our input for this November, 1991 "Final Draft Report". There have been no changes in those statements and conclusions. In fact, as you may agree, this foregoing information is, indeed, reinforcement!

We appreciate your continuing interest in Cambria, Richard, and all of your good efforts, as well as patience with our input. You must admit - we ARE doing our homework!

Our committee looks forward to the incorporation of our requests in your presentation to the Board of Supervisors and assume you will review your presentation with this Committee before that presentation date.

Cordially,

TRAFFIC COMMITTEE - NCAC

Bill Warren JK  
BILL WARREN, CHAIRMAN

Jacqueline D. Kelly  
JACQUELINE D. KELLY

Bob Buddell JK  
BOB BUDELL

bss/bb/jk

CC: Bill Allen - NCAC

Bud Laurent

John Waiio

Shirley Bianchi

John Hofschroer

Clinton Milne

Library

**Response to Comments**  
**Letter from North Coast Advisory Council**  
**December 30, 1991**

Five Basic Points

1. The North Coast Advisory Council's Traffic Committee is correct. The growth rate set by the County's Growth Management Ordinance is "compounded," and permits not issued one year are not automatically added to the next year's allocations. This is the method of implementation that was used in preparing the population forecasts for the November, 1991 "Final Draft" of the North Coast Circulation Study.
2. The population estimates in the Study use the actual persons per household figure **measured** for each Census Enumeration District in the North Coast Planning Area. The overall average for Cambria is 2.25 persons per household. This figure is used to describe the number of persons in each **occupied** dwelling unit, or "household," on the day the Census was taken. There were 3,003 total dwelling units in Cambria at that time, which for a measured population of 5,382 results in 1.79 persons per **dwelling unit**. However, at that time, not all dwelling units were occupied. Using the measured average of 2.25 persons per **household**, we can estimate that there were 2,392 occupied dwellings, or "households," at that time.  
  
The difference between 2,392 households and 3,003 dwelling units represents the number of units that were vacant on the day the Census was taken. These vacancies can be attributed to seasonal residents and to newly-constructed houses which had not yet been purchased. Remember that for the buildout study scenario, (Friday afternoon peak hour of a non-holiday summer weekend), we assume enough occupied dwelling units, or households, to represent 75% of the maximum allowable in each land use category.
3. The "Final Draft" of the North Coast Circulation Study has recognized the recent decrease in traffic volume on Highway 1, and this roadway is no longer considered an "existing deficiency." As a result, in the "Final Draft," the priority of this project in the recommended transportation improvements has been substantially reduced. The project is now recommended to be phased in over 25 years, beginning in 1995 with construction of passing lanes in the Cambria area.
4. The Committee is correct. The definition of "passing lane," as referred to in the Study, is the construction of an additional lane in **one** direction only, over a one- to two-mile segment of roadway.
5. The County Engineering Department will include the North Coast Advisory Council in its review process for each annual update of the North Coast Circulation Study.

## Opposed Projects

- A. The six traffic signals listed are not proposed for immediate installation. Referring to Table 10 of the Study, this is the proposed schedule:

<u>Year</u>	<u>Intersection</u>	<u>Urban/Planning Area Population</u>
1995	Hwy 1/Cambria Dr. Main/Cambria Dr.	6,030/7,070
2000	Windsor/Main/ Moonstone	6,670/7,920
2025	Hwy 1/Weymouth Main/Pine Knolls	11,930/13,990

Population is not the only factor used in determining the time a traffic signal is needed; other factors such as commercial growth, through traffic and the existing condition of the intersection are evaluated.

- B. The existing van service is operated by the Cambria Community Council as part of the San Luis Obispo Area Coordinating Council's Senior Van Program. Although it may be open to anyone, it may be perceived as being a special-purpose service for seniors. One of the goals for a dial-a-ride would be to provide service to all segments of the local population. A promotional campaign would be organized to generate enough interest throughout the community to assure full utilization.

Another goal of a dial-a-ride service is to reduce traffic, by allowing people to make local trips without using their private vehicles. Page 7-4 of the "Final Draft" demonstrates that the dial-a-ride service is expected to reduce the forecast traffic on Main Street by 2%. The jitney service is also projected to reduce traffic there, by 3%. All of the alternative modes of transportation are intended to help meet the trip-reduction goals of the County's Clean Air Plan.

- C. The County Engineering Department agrees with the position that the proposed jitney service must be supported by the business community. The "Final Draft" recommends that it be funded by Transient Occupancy Tax (TOT) funds; this should be corrected to refer to the County's Visitor-Serving Grant Program, which is not tied to the TOT. This money can be used for one-time programs, and thus could be used for the purchase of a vehicle at the beginning of the service. However, it cannot be used for ongoing operations of the service.

The jitney service is most likely to attract tourists as riders, as the experience in San Luis Obispo has shown. This can have the benefit of increased business for local merchants, by making their shops more easily accessible. It can also reduce traffic congestion for local residents, as the tourists' private vehicles are removed from the traffic stream. Our original recommendation called for funding of the service by the

business community, and this should be reinstated in the "Final Draft." The County Engineering Department would not initiate such a service without their participation.

- D. Bike lanes are proposed to be added by **widening** these roads: Highway 1, Main Street, Ardath Drive and Windsor Boulevard. This widening would provide a minimum 4-foot wide bike lane outside the motor vehicle lane in each direction. The widening will require some tree removal, which trees will be replanted at 2:1 to 4:1 ratio at the time of construction.

Bike routes are proposed for these low-traffic-volume roads: Drake Street, Sherwood Drive and Tipton Street. These will be designated by **signs only** and **no road widening**. They are included in the Bicycle Circulation System to provide continuity of the network. The bicycle route of Ardath Drive - Drake Street - Sherwood Drive was taken from the 1990 Regional Transportation Plan. A recent suggestion has been made to substitute Marlborough Lane and Lampton Street for Drake Street, in order to reduce the steepness of the route. This will be investigated and reported back to the Board of Supervisors' hearing.

Bike lanes are recommended to be part of any road constructed within the Fiscalini Ranch. This construction is currently not recommended to occur prior to development of this property. However, a suggestion has been made recently to construct the Windsor Boulevard connection as an exclusive bicycle path and emergency vehicle access. If this were approved, it would include installation of crash gates or other barrier that would not permit through trips by private automobiles.

#### Supported Projects

1. Caltrans District 5 reports that the signal at Highway 1 and Ardath Drive/Main Street will advertised for bids in November 1992, with construction beginning in April 1993.
2. The parking lot and jitney service are intended to work together as a trip-reduction measure. Visitors will be able to drive to the parking lot and park, then use the jitney between various stops in the business district without moving their private vehicle each time. The high cost of the facility is due to the high land values in the commercial area, and historic structures or wetlands on some potential sites which would need to be mitigated.

The funding for this project is probably the most uncertain of any project in the Study. It is not eligible for funding by the proposed impact fees, and does not qualify for the Visitor-Serving Grant Program due to the magnitude of the costs involved. The \$500,000 estimate is much larger than the Program's one-time limit of \$50,000. Even the Main Street/Burton Drive traffic signal fund only has \$14,849 accumulated as of January 1992, and this money is probably not eligible for transfer to the parking lot project. An Assessment District is an appropriate way to fund this facility.

3. Concern about resurfacing Burton Drive from Highway 1 to Ardath Drive was called to our attention **after** preparation of the "Final Draft." This is a road maintenance concern and has been forwarded to the Maintenance Engineer. We will recommend that this project be included in the Fiscal Year 1992-93 Budget. The funding of the project will be dependent on availability of funds and priorities within the County.
4. A recent traffic engineering study conducted at the entrance to the Redwood Center showed that this "intersection" does not meet the warrants for a left-turn pocket on Main Street, but that it is very close. County Engineering will continue to monitor this location annually and adjust the recommended timing for this project as needed.

#### Final Point of Concern

According to the minutes, there was no discussion of the Hearst Ranch projects at the November 20, 1991 meeting of the North Coast Advisory Council. The Council should be aware, however, that they have a letter on file with the County Planning Department requesting that they be included in the review of all significant projects in the North Coast Planning Area. Planning staff indicate that they are continuing to honor this request, and that the Hearst Ranch projects definitely fall into this category.

**North Coast Advisory Council**

P.O. Box 104

San Simeon, CA 93452

February 7, 1992

**Mr. Richard Marshall  
Transportation Planner, Engrg. Dept.  
San Luis Obispo Cty. Gov't. Center  
San Luis Obispo, CA 93408**

**Re: North Coast Circulation Study  
Final Draft Report, Nov. 1991**

**Dear Richard:**

**Thanks for your January 23rd letter responding to ours of December 30th.**

**It appears the NCAC and your Department are STILL NOT IN AGREEMENT on a NUMBER OF PROJECTS! This is very troubling and of great concern to NCAC. Cambria's Residents' (365 days a year) desires are being manipulated (if not DICTATED to) by those who do not reside here - nor, even live in proximity to this community!**

**Since, apparently, our Committee is no closer in agreement on the projects previously discussed (MANY TIMES), our position will be - representing Cambria and NCAC - to object! If necessary, we will object month-after-month and year-after-year until the Transportation Dept. concurs with the needs and wishes of Cambrians. We demand TO BE CONVINCED each project in dispute is desired by the Community, cost-effective, and NECESSARY. Because of this existing situation, it will be of no advantage to the Community for you to attend and be on our NCAC agenda February 19th.**

**Now, however, our Committee's objective will be to convince the Board of Supervisors that our conclusions and input on the North Coast Circulation Study November, 1991 Final Draft Report are CORRECT ... for this Community ...in order to retain its rustic, rural and unique ambiance.**

**RECEIVED**

FEB 13 1992

COUNTY ENGINEERING  
DEPARTMENT

Specifically responding to yours of January 23rd:

a) We **CONTINUE TO OPPOSE** any plan for traffic signals at Hwy. 1/Cambria Drive and Main/Cambria Dr. We think 1995 is too early unless the Midstate Bank property is developed. Only then would we reconsider. We **STILL OPPOSE** the other five scheduled signals, as based on our projections, this community would not warrant this type of coverage. (Cost \$640,000)

b) We **CONTINUE TO OPPOSE** the Dial-a-Ride program included in the growth plans until there is a demonstrated need, the Community desires it, and there is a cost-effective way to finance it over the long term. (Cost \$85,000 per year) A traffic reduction of **ONLY 2%** for a yearly expenditure of \$85,000 is **NOT CONVINCING**. Our existing Cambria Community Bus is not utilized to its full capacity now. Since, as you say, this bus ... "may be open to anyone" and "may be perceived as being ...for seniors", would it not be more cost efficient if, as you state, ... "a promotional campaign would be organized to generate enough interest throughout the community to assure full utilization" ... **OF THE EXISTING SERVICE?**

c) We **CONTINUE TO OPPOSE** the Jitney Service in the Study. There is no demonstrated desire nor need from the Community nor merchants. A 3% traffic reduction (when traffic in the Cambria area dropped a significant 10% in 1991) is not a convincing argument to implement this service - at a cost of \$60,000 per year.

d) We **CONTINUE TO OPPOSE** Bike Lanes on West Lodge Hill. After considerable, **FURTHER** study, we are **MORE** opposed to bike lanes along Ardath Drive and Fiscalini Ranch! It is imprudent and risky to entice unsuspecting, unfamiliar, out-of-town bicyclists, not even counting Cambria bicyclists, to cross Fiscalini Ranch (with no other way out but- as stated in your Study, ... "on roads that are too narrow or too steep" - and too dangerous ) to Ardath Drive. Before any widening of Ardath is considered, a representative group from your Department and our Community should drive or walk this street to assess the number of large, beautiful pines and oaks which will have to be removed. (I did this the other day and counted between 50-100 medium - 10" - and large, old - 20/30" - trees. Replacing these with yearlings at 2:1 or even 4:1 ratio is a poor trade-off. (bike lanes - continued)



The cost to widen Ardath 4 feet on each side for the bike lanes, plus whatever else is needed for drainage space is prohibitive -to the benefit of few bicyclists, only. Widening Ardath will not alleviate the steepness (recognized in your Study). Our Community would never support this. (Cost of \$4,000,000)

Are Happy Hill, Leimert, or Pine Knolls better alternatives?

The following are the projects - as discussed with you many times - which NCAC considers **NEEDED AND IMMINENT**:

- 1) The signal at Highway 1 and Ardath/Main Street has been "in the works" for a couple of years. We are disappointed that bids will go out in November 1992 and construction will not be scheduled until April 1993. We understood the signal would be in place in 1992 (and **NOT** that the bidding **ONLY** would begin - at that, practically the last month of 1992.) **What can be done to speed this up?**
- 2) The East Village Parking Lot is **NO 1 PRIORITY** for Cambria. Since the new post office site is in contention and the new post office will not be a reality for perhaps a couple of years, the situation is desperate.
- 3) Another **IMMINENT** request is resurfacing Burton Drive from Highway 1 to Ardath Drive. This three-block stretch is getting worse by the day. Please do everything you can to promote this project with the caveat to protect the trees. The groundswell in Cambria against cutting down or removing mature trees is increasing. We Cambrians cherish our environment and the trees are the environment!
- 4) The "restudy" of the turning lane in front of the Redwood Center is scheduled for summer, 1992. We consider this, also, an **IMMINENT NEED**. Please advise the completion date of this study. (We have no idea whether this is a day, week or month for the total time involved in the study.) We would like to know , also, the estimated time for completion of this project once started. Once again, we consider this an **IMMINENT NEED!**

I may have erred in not requesting a copy of your letter of January 23rd be sent to Supervisor Laurent. Therefore, a copy will be sent with his copy of this letter to you.

Richard, our Committee's judgment is: the Final Draft Report does NOT reflect the Community's IMMEDIATE NEEDS. It does reflect ( which we find overbearing , theoretical and unrealistic ) an imposition of urban planning for a rural environment in a community with an estimated population of ONLY 7,920 IN THE YEAR 2,000!

This is the FOURTH REVIEW our Committee has completed on your Study. Certainly our concerns by this time must be painfully evident. We reiterate, unpleasant as it is to anticipate, we will continue to OBJECT TO THE PROJECTS WE DO NOT CONSIDER NECESSARY OR COST EFFECTIVE. This ain't the best way to run the store .... but appears the only way at this time.

Regards,

*Bill Warren*  
BILL WARREN, CHAIRMAN

*JK*  
JACQUELINE D. KELLY

*Bob Buddell*  
BOB BUDELL  
bss/bb/jk

CC: Bill Allen - NCAC

Bud Laurent ) Cty. Bd. of  
                  ) Supervisors

Harry Ovitt ) w/encls.

David Blakely )

Evelyn Delaney )

Ruth Brackett )

John Wallo

Shirley Bianchi

John Hofschroer

## MINUTES

NORTH COAST ADVISORY COUNCIL  
FEBRUARY 19, 1992  
6:30 P.M. CAMBRIA VETERANS HALL

Work secession began at 6:30 p.m.

Attendees: Bill Allen, Bob Buddell, Fred Butcher, Tony Cockins, Ken Cooper, Joy Craig, Claudia Hodge, Jacquie Kelly, Sally Magana, Pat Yochum

Absent Members: David Fiscalini (excused illness)

The administrative work session commenced at 6:30 p.m. with Bill Allen as Chairperson.

Bob Buddell reported the By-Laws Committee recommendation as to role of alternates. It was the interpretation that the alternates were to attend all meetings so they would be apprised of issues or activities for the regular members when needed, to fill in when asked and also to actively participate on items. Bob Buddell expressed that the alternates should be provided Agenda & Minutes in accordance with the By-Laws. Bill Allen reported the minute delays being attributed to the transition of Claudia Hodge assuming Cyndi Butterfield's appointment. Claudia Hodge expressed that she did not desire to assume the role of secretary, due to demands/conflict of note keeping and participation. Jacquie Kelly would check with a note keeping service and council members would participate in the cost. Jacquie Kelly would get back to Bill Allen, Claudia Hodge and Pat Yochum by phone as to costs.

Ken Cooper reported the Draft Land Use comments as to the issue papers has been circulated to council members and will be edited for full council distribution.

Pat Yochum deferred the Elections Committee Report until the regular agenda.

**Regular Agenda Items 7:00 p.m.**

### Minutes

Jacquie Kelly moved for approval of the Minutes of the January 15, 1992 meeting as submitted. The motion was seconded by Joy Craig and passed unanimously.

## **Guest Speaker**

Pat Yochum read a letter from Clinton Milne, dated February 10, 1992 as to the 1992-1993 priority list for improvement and maintenance of roadways. Richard Marshall reaffirmed the appropriate responsible agency (Cal-Trans) for the Highway 1 and Ardath Signal. Richard Marshall clarified a distinction between Maintenance Projects and Major Projects.

## **Traffic**

Bill Warren, as chairperson of the Traffic Committee took an item by item concerns with the North Coast Circulation Study. It was discussed that the council should vote on the items for Richard Marshall's Benefit.

The Council voted for the following items:

Traffic signals at Cambria Drive Highway 1/Cambria Drive from 1995 to 2000.

Pursue Grant Funding Dial-A-Ride. Explore feasibility and cost with insurance carrier to cover youths and non seniors for existing ride service.

Oppose jitney service due to cost and lack of merchant interest.

Oppose bike lanes on Ardath due to tree removal and safety. Support lane and emergency access across Fiscalini Ranch Connecting Windsor Blvd. at time the property develops.

The Council also expressed concern over the following issues:

Left turn lane at Redwood Center - Richard indicated quick fix may be stripping plan. He will commence design review the week of February 25, 1992.

Resurface Burton Drive to Ardath with minimal mature tree removal. Existing pavement is offset from centerline of right of way possibly requiring additional right of way for a road section to minimize tree removal.

Accelerate Highway 1 and Ardath signalization. Richard Marshall provided the name of the Cal-Trans District V contact person Tom Pollock for the Council to approach.

## **New Council Member and Alternates**

Bill Allen notified the public that Claudia Hodge would replace Cyndi Butterfield as the Cambria at large representative and Mark

DiMaggio would become Claudia Hodges' alternate. Woody Elliott was named as the environment alternate for Pat Yochum.

#### **Non-Agenda Items**

Bill Allen requested he be authorized to send a letter requesting the council not to take any action on an unnamed commercial project located on steep slopes. On a show of hands, it was passed that Bill Allen send the letter.

Elizabeth and George Lindsey spoke on the 15 foot height restriction and measurement criteria for structures located on Nottingham Drive. John Hofschroer and Supervisor Laurent offered a similar concern has been generated in the Cayucos area. John Hofschroer explained the basics for the restriction came from the passage of the Coastal Act. Supervisor Laurent cautioned that formal action by the council may not be appropriate as the discussion was not an agenda item.

Claudia Hodge moved that some sort of support for neighborhood compatibility be given. The motion died as there was not a second.

Pat Yochum moved that due to the late hour the remaining agenda items be continued to the March 18, 1992 meeting. The motion was seconded and approved. The meeting was adjourned at 10:20 p.m.



North Coast Advisory Council

P.O. Box 104

San Simeon, CA 93452

February 21, 1992

Mr. Richard Marshall  
Transportation Planner, Engrg. Dept.  
San Luis Obispo Cty. Gov't. Center  
San Luis Obispo, CA 93408

PRIORITY

Re: North Coast Circulation Study  
Final Draft - Reviewed by NCAC

Dear Richard:

Confirming decisions made at the February 19, 1992 meeting by the North Coast Advisory Council members, including the Traffic Sub-Committee:

#### CIRCULATION STUDY RECOMMENDED PROJECTS

- a) Traffic Signals: Hwy. 1/Cambria Drive, Main/Cambria Drive, etc., to be postponed to year 2000 by vote of the Council/Traffic Committee.
- b) Dial-a-Ride: Since the \$85,000 yearly operating costs are coming from the Transportation Development Allocation (called "free money" by some), The Council/Committee voted to keep it in the Circulation Study with dollars available - perhaps - in 1993. It was recommended, however, that the Cambria Community Bus service be made more widely available. The County insurance coverage should be reviewed to allow expanded use of this service.
- c) Litney Service: This was voted down by the Council/Traffic Committee. No apparent merchant support nor need was evidenced. There is no ability/desire to pay the estimated \$60,000 per year. This should be deleted from the Circulation Study.
- d) Bicycle Lanes: On Ardath Drive were voted down by the Council/Traffic Committee. This should be deleted from the Circulation Study. The bike path and emergency access road across Fiscalini Ranch will be recommended for construction only at the time the Ranch is developed, and not before.

## IMMINENT PROJECTS REQUESTED

- 1) Signal at Hwy. 1/Ardath/Main: The NCAC wants this much earlier than April, 1993. The Council will contact the government agencies responsible to push for earlier construction dates, but wishes help from the Engineering Department, where and if possible, since this has been in the works for several years.
- 2) East Village Parking: Bud Laurent will call for a meeting shortly of the commercial people in East Village to discuss and decide how, when, what and where.
- 3) Resurfacing Burton Drive between Hwy. 1/Ardath: Council very upset at all the delays. Richard Marshall will, again, check into what can be done without cutting down trees. The Community wants it repaved, only, but the County claims the road really isn't located exactly where it should be - or the center line is a little off.
- 4) Redwood Center Turn Lane: Marshall will push for a restriping of the road, creating a passing lane (extending the lines for the traffic to either side of Main Street), and probably eliminating the parking on the north side of Main Street. This is to be done in a "short time" - hopefully, before June, 1992.

We understand all foregoing decisions and recommendations, voted and discussed at the meeting, will be incorporated into the Circulation Study. We are to be advised at what time the Circulation Study will be on the Board of Supervisors' Agenda for February 25, 1992 meeting.

Again, Richard, we appreciate your efforts on behalf of Cambria.

Sincerely,

*Bill Warren JK*  
BILL WARREN, CHAIRMAN

*Jacqueline Kelly JK*  
JACQUELINE D. KELLY

*Bob Buddell JK*  
BOB BUDELL

bss/bb/jk

CC: Bill Allen - NCAC

Bud Laurent ) Cty. Bd. of  
BY FAX \* ) Supervisors

Harry Ovitt )

David Blakely )

Evelyn Delaney )

Ruth Brackett )

John Wallis

Shirley Bianchi

John Hofschroer

Clinton Milne

Library

\*Distribution requested to all/County



# SAN LUIS OBISPO COUNTY ENGINEERING DEPARTMENT

COUNTY GOVERNMENT CENTER • ROOM 207 • SAN LUIS OBISPO, CALIFORNIA 93408



ROADS  
TRANSIT  
FLOOD CONTROL  
WATER CONSERVATION  
COUNTY SURVEYOR  
SPECIAL DISTRICTS

CLINTON MILNE  
County Engineer

PHONE (805) 549-5252 • FAX (805) 546-1229

GLEN L. PRIDDY  
DEPUTY COUNTY ENGINEER

NOEL KING  
SPECIAL DISTRICTS ADMINISTRATOR

February 25, 1992

The Honorable Board of Supervisors  
County of San Luis Obispo  
San Luis Obispo, CA

Subject: North Coast Circulation Study, Supervisorial District No. 2

Honorable Board:

### Summary

The Final Draft of the North Coast Circulation Study is complete. It has taken into account the input received from the North Coast Advisory Council, as previously directed by your Board.

### Recommendation

It is our recommendation that your Board:

1. Receive and adopt the attached Report; and
2. Approve the attached Resolution implementing road improvement fees for the North Coast Planning Area.

### Discussion

On June 25, 1991, the County Engineering Department presented to your Board the Draft of the North Coast Circulation Study. At that time, your Board directed staff to make the following changes to the Study:

1. Examine possible modifications to the County's Level of Service criteria. This item was discussed by your Board on October 8, 1991 at which time your Board reaffirmed existing County policy.
2. Include bike lane improvements to Main Street east of Bridge Street, and Highway 1 north of Moonstone Beach Drive.

3. Include passing lanes on Highway 1 between Cambria and San Simeon.
4. Re-examine the proposed alternative transportation modes. The discussion should include estimates of the trip reducing effect of the proposed Dial-A-Ride and Jitney Services.
5. Prepare a Hearing Draft, with above changes 2-4, for presentation to the North Coast Advisory Council.

A Hearing Draft was prepared, and presented to the North Coast Advisory Council at their meeting of August 21, 1991. The minutes of that meeting and the Council's subsequent response are included in the Appendix of the Final Draft.

Further revisions to the Study were made in response to this communication from the North Coast Advisory Council, as well as from the Air Pollution Control District and the San Simeon Chamber of Commerce. These revisions constitute the Final Draft of the North Coast Circulation Study, which is attached as Exhibit A. A brief summary of the changes in the Final Draft is also attached as Exhibit B. Engineering Department recommends adoption of the Final Draft in its current form as a Final Report. However, it is subject to revisions by your Board in your action today.

The Final Draft was presented to the North Coast Advisory Council at their meeting of November 20, 1991. The minutes of that meeting, the Council's second comment letter and our written response to that letter are attached as Exhibits C, D and E. The Council's areas of concern throughout the review process have been: rate of population growth, need for specific roadway improvements (road widening, traffic signals), need for specific alternative transportation (Dial-a-Ride, jitney service, bicycle lanes) and their opportunity to remain actively involved in the transportation planning process. We have reached consensus on nearly all aspects of the Study with the Advisory Council. However, it must be pointed out that we have not reached agreement with the Council Subcommittee, which did the bulk of the review of the Study, on certain specific recommendations (traffic signals, public transit and bike lanes). This is indicated by their letter of February 7, 1992, which is attached as Exhibit F.

It must be emphasized that the North <sup>Coast</sup> ~~County~~ Circulation Study is a long-range multi-model transportation plan for the area. Its recommendations are based on the buildout, or maximum potential development of the General Plan and Local Coastal Plan. The projects are recommended for construction over a 35-year period, with first priority given to alternative transportation facilities such as parking and public transit. It should be pointed out that no projects will be constructed before sufficient funds have been collected, or identified from alternative sources. The findings and recommendations of the North Coast Circulation Study will be reviewed and updated annually, and reported to both the Board of Supervisors and the North Coast Advisory Council.

At this time, we have prepared a Resolution implementing road improvement fees under the provisions of ordinance No. 2379. The fees must be used to finance those projects in the Circulation Study for which there is a reasonable relationship between new development and the need for the project. The Circulation Study also discusses alternative funding sources for the remaining transportation improvements for the area.

Other Agency Involvement

The County Engineering Department has received and responded to correspondence from the San Luis Obispo Area Coordinating Council, Pollution Control District, Cambria Community Services District, California Department of Parks and Recreation, San Simeon Chamber of Commerce and North Coast Advisory Council.

Financial Considerations

The Road Improvement Fee Ordinance No. 2379 allows the County to collect fees to fund road improvement projects which are needed to mitigate cumulative traffic impacts. Funds collected through this process can only be used to fund projects specified in the North Coast Circulation Study.

Respectfully,



CLINTON MILNE  
County Engineer

a\rem\nccs.bl.t.ams

Attachments

cc: Bill Allen, Bill Warren, Jackie Kelly, Bob Buddell

3/6/92

MEM

IN THE BOARD OF SUPERVISORS  
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

Tues day February 25, 19 92

PRESENT: Supervisors Harry Ovitt, Evelyn Delany, Ruth Brackett,  
David Blakely and Chairperson Laurence L. Laurent

ABSENT: None

In the matter of RESOLUTION NO. 92-135:

This being the time set for submittal of the North Coast Circulation Study Final Draft Report and a resolution imposing a road improvement fee for all developments within the North Coast Planning Area. Mr. Richard Marshall, Engineering, presents the staff report; discusses the proposed time table for improvements, changes to the report, the installation of traffic signals, the parking facility in Cambria and the left turn pocket in Cambria; recommends the Board receive and adopt the report with the changes as noted today regarding bike lanes and to adopt the resolution for imposing road improvement fees. Supervisor Blakely questions whether the Area Coordinating Council's comments were included in this report. Mr. Marshall states that those comments were incorporated in a previous edition. Mr. Mark Harmon, Area Coordinating Council, states that they support the impact fee program, the addition of Class II bikeways, the Park and Ride lot and the Dial-A-Ride System and Jitney Service. Mr. Eric Greening discusses fees and vehicle traffic; suggests sending the study back for further work. Mr. Bill Allen, Chairman of the North Coast Advisory Committee, states that he supports the job that staff has done; feels that the majority of people who have attended meetings support the plan. Mr. Bob Clark states that he is a resident of Moonstone Beach Drive and speaks to his concerns regarding the bike lane; discusses safety concerns of the residents, feels the bike lane should be marked with "No Parking" signs, feels that this bike lane will cause a safety hazard and that it requires further study. Mr. Arthur Van Rhyn congratulates staff for working with the community and the Advisory Committee on this project; discusses his concerns with the Moonstone Beach Drive bike lane. Supervisor Ovitt discusses the use of dirt bikes on Moonstone Beach Drive; suggests the possibility of making the bike lane a Class I instead of Class II. Ms. Patricia Van Rhyn feels the site for the proposed bike lanes should be visited and discussed with the residents. Ms. Marjorie Clark discusses her concerns with the bike lane on Moonstone Beach Drive; feels this could be a dangerous situation; suggests removal of this section from the report. Supervisor Blakely states that the testimony presented today suggests the residents are uncomfortable with the bike lane; suggests directing staff to make an amendment to the plan regarding the bike lane, after working with the community to address their concerns, and is opposed to adding the language recommended by staff today. Supervisor Delany questions the estimated cost for the bike lane. Supervisor Laurent states that the bike lane was not

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DEPARTMENT

included in the fee structure. Mr. Marshall states that staff was approached by State Parks to add the condition regarding the bike lane. Supervisor Ovitt discusses Class I bike lanes. Supervisor Blakely states that after the meetings with the public, a Class I bike lane may not be best; questions the Park and Ride lots, with Mr. Marshall responding. Supervisor Blakely states that staff should be directed to work with the community. Supervisor Laurent questions the Advisory Council's recommendation to delete the Ardith Lane bike lane, with Mr. Marshall responding. Supervisor Blakely states that possibly the concerns could be accommodated through the Environmental Review Process. Supervisor Ovitt states that bicyclists have as much right to be on the road as motorists, and that something needs to be done for the safety of the bicyclists. Supervisor Laurent presents a letter for the record from Mr. Gerald Gray addressing concerns relating to imposing the road improvement fees. Matter is fully discussed and, thereafter, on motion of Supervisor Blakely, seconded by Supervisor Delany, and on the following roll call vote, to wit:

AYES: Supervisors Blakely, Delany, Ovitt, Chairperson Laurent  
NOES: Supervisor Brackett  
ABSENT: None

RESOLUTION NO. 92-135, resolution of the Board of Supervisors of the County of San Luis Obispo imposing a road improvement fee for all developments within the North Coast Planning Area of the County of San Luis Obispo, adopted. Further, the Board amends the report to request that the Moonstone Beach Drive bike lane be addressed through the annual review of the plan; the southern portion of the bike lane on Drake Street and Madison Avenue shall remain in the plan and the Ardith Road bike lane tree issue will be resolved by working with the community through the Environmental Impact Review (EIR) process for that project and receives and adopts the Final Draft of the North Coast Circulation Study, as amended. Supervisor Ovitt requests that staff be directed to work with State Parks to try to improve the bicycle situation relating to the problems on Moonstone Beach Drive, so that the State will know the Board's direction is to try to provide other than the current road structure. Thereafter, on motion of Supervisor Blakely, seconded by Supervisor Brackett, and on the following roll call vote, to wit:

AYES: Supervisors Blakely, Brackett, Ovitt, Delany, Chairperson Laurent  
NOES: None  
ABSENT: None

the Board agrees to continue the meeting past 5 o'clock p.m.

cc: Engineering  
Auditor  
Planning  
Area Coordinating Council  
file 3/3/92 klf

IN THE BOARD OF SUPERVISORS  
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

Tues day February 25, 1992

PRESENT: Supervisors Harry Ovitt, Evelyn Delany, Ruth Brackett,  
David Blakely and Chairperson Laurence L. Laurent

ABSENT: None

RESOLUTION NO. 92-135

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF  
SAN LUIS OBISPO IMPOSING A ROAD IMPROVEMENT FEE FOR ALL  
DEVELOPMENTS WITHIN THE NORTH COAST  
PLANNING AREA OF THE COUNTY OF SAN LUIS OBISPO

The following Resolution is hereby offered and read:

WHEREAS, the Board of Supervisors of the County of San Luis Obispo has adopted Ordinance No. 2379 creating and establishing the authority for imposing and charging a road improvement fee; and

WHEREAS, the "North Coast Circulation Study," describes the impacts of new development on existing road facilities and improvements within the North Coast Planning Area of the Land Use Element of the San Luis Obispo County General Plan, and analyzes the need for new road facilities and improvements required by said new development, and sets forth the relationships among new development, the needed road facilities and improvements, and the estimated costs of those facilities and improvements; and

WHEREAS, the North Coast Circulation Study was adopted by the Board of Supervisors on February 25, 1992; and

WHEREAS, a copy of the North Coast Circulation Study is attached hereto as Exhibit "A" and incorporated herein by reference; and

WHEREAS, the said North Coast Circulation Study was available for public inspection and review fourteen (14) days prior to the public hearing of this Resolution; and

WHEREAS, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the impacts of traffic generated and caused by new development within the North Coast area.

B. The road improvement fees collected pursuant to this Resolution shall be used to finance only the capital improvements described in the text and/or identified in Table 11 of Exhibit "A", attached hereto and incorporated herein.

Wm

C. After considering the North Coast Circulation Study, prepared by the County Engineering Department, and after considering the testimony received at this public hearing, the Board of Supervisors approves said Study and finds that the new development in the North Coast area will generate additional traffic within the said area and will contribute to the degradation of the level of service of the road system in said area.

D. The Board of Supervisors further finds that there is a need in the North Coast area for road facilities and improvements and said facilities and improvements have been called for in or are consistent with the County's General Plan and the North Coast Circulation Study.

E. The Board of Supervisors further finds that the facts and evidence presented establish that there is a reasonable relationship between the need for the described road facilities and improvements and the impacts of the types of development described in paragraph "2. Amount of Fee." below for which the corresponding fee is charged, and, also there is a reasonable relationship between the fee's use and the type of development for which the fee is charged, as these reasonable relationships or nexus are in more detail described in the San Luis Obispo County General Plan and the North Coast Circulation Study.

F. The Board of Supervisors further finds that the cost estimates set forth in Exhibit "A" are reasonable cost estimates for constructing the said facilities, and the fees expected to be generated by new development will not exceed the total of these costs.

G. The Board of Supervisors further finds that: (1) an account or fund has been established for capital road improvements and that funds have been appropriated and a proposed construction schedule or plan adopted as set forth in Exhibit A hereto; and that (2) the County has already expended funds for capital road improvements within said area. As used in this section, "appropriated" means authorization by the Board of Supervisors to make expenditures and incur obligations for a road facility or improvement project shown in the Capital Improvement Program (Exhibit A).

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. This Resolution is adopted for the purpose of imposing and collecting within the North Coast area those road improvement fees established for new development by said Ordinance No. 2379, and the provisions of said Ordinance are incorporated herein.

2. Amount of Fee. The amount of the road improvement fee within the area of the North Coast Circulation Study shall be as follows:

Land Use Type	Units	Area A	Area B	Area C	Area D	Area E
Single Family Res	DU	\$2,524	\$3,637	\$2,294	\$2,282	\$652
Multi-Family Res	DU	1,741	2,508	1,582	1,574	450
Camping	site	2,162	N/A	N/A	N/A	N/A
Motel	room	1,577	2,272	1,434	1,426	N/A
Local Commercial	trip	550	550	550	550	N/A
Visitor Commercial	trip	550	550	550	550	N/A

DU: Dwelling Unit

trip: Peak Hour Trip, as defined by Board of Supervisors' Policy (Exhibit B)

N/A: Not Applicable -- Area does not include increase in this land use.

For any new development wherein there are one or more residential uses combined with one or more other land uses, the number of peak

hour trips caused or generated by said new development shall be determined as follows:

(1) The number of peak hour trips caused or generated by the residential use(s) and the number of peak hour trips caused or generated by the non-residential land uses shall be separately determined and then

(2) The total road improvement fee for the new development shall be computed by multiplying the number of peak hour trips determined in subparagraph (b) (1) above for each land use by the appropriate road improvement fee for each land use and then summing the results.

The number of peak hour trips caused or generated by a proposed new development project will be determined by the County Engineer in the manner set forth in the "Policy of the Board of Supervisors for Determination of Peak Hour Trips," which is attached hereto as Exhibit "B" and incorporated herein by reference.

3. Time of Imposition of Fee. The amount of the said road improvement fee for any new development project within said areas of benefit shall be determined for, and shall be imposed upon, such new development project at the time of the grant of approval of an application for new development, and shall be a condition of the approval of said new development project.

4. Time of Payment of Fee. The road improvement fee established by said Ordinance No. 2379 shall be paid for new development as follows:

(a) For new development that is solely residential (except for a mobile home park), the fee shall be paid prior to the issuance of a building permit for the new development.

(b) For new development that is non-residential or that is partly residential and combined with another land use(s) or which is a mobile home park, the fee shall be paid prior to issuance of any permit or approval required for the new development and prior to any commencement of a new development project or at the time of issuance of any required building permit, whichever is later.

5. Use of Fee. The road impact fee shall be solely used: (a) to pay for those road facilities and improvements described in Exhibit "A" hereto to be constructed by the County; (b) for reimbursing the County for the new development's fair share of those capital road facilities and improvements constructed by the County in anticipation of the new development; or (c) to reimburse prior developers who previously constructed road facilities and improvements described in Exhibit "A" attached hereto, where those facilities and improvements were beyond those needed to mitigate the impacts of said prior developer's project or projects in order to mitigate the foreseeable impacts of anticipated new development.



6. Fee Review. Annually, the County Engineer shall review the estimated cost of the described road facilities and improvements, the continued need for those road facilities and improvements, and the reasonable relationship between such need and the impacts of the various types of new development pending or anticipated and for which this fee is charged. The County Engineer shall report his or her findings to the Board of Supervisors at a noticed public hearing and shall recommend to the Board of Supervisors any adjustment to this fee or any other action as may be needed.

7. Road Improvement Fee Agreements. Prior to the enactment of Ordinance No. 2379 and the adoption of this Resolution, certain new developments within the area of the North Coast Circulation Study received approvals or permits which were conditioned upon the payment of a specified road improvement fee for the new development, with the fee to be paid either at the date of final inspection or the date the certificate of occupancy is issued. The road improvement fee was required in order to mitigate the new burdens imposed on the roads within the North Coast area which burdens were reasonably related to the new development.

Inasmuch as one of the purposes of Ordinance No. 2379 and this Resolution is to mitigate the new burdens imposed on the roads and the road system within the said area which are reasonably related to new development, the payment of the road improvement fee established by said Ordinance No. 2379 and by this Resolution shall be deemed a credit, on a dollar for dollar basis, for purposes of satisfying a portion or all of any obligation established by a said road improvement fee condition for the same new development.

8. Effective Date. Pursuant to Section 66017 of the California Government Code, the effective date of this Resolution shall be April 27, 1992.

9. Judicial Action to Challenge This Resolution. Any judicial action or proceeding to attack, review, set aside, void, or annul this Resolution shall be brought within 120 days.

Upon motion of Supervisor Blakely, seconded by Supervisor Delany, and on the following roll call vote, to wit:

AYES: Supervisors Blakely, Delany, Ovitt, Chairperson Laurent

NOES: Supervisor Brackett

ABSENT: None

ABSTAINING: None

the foregoing resolution is hereby adopted.

LAURENCE L. LAURENT

Chairperson of the Board of Supervisors

ATTEST:

FRANCIS M. COONEY

Clerk of the Board of Supervisors

[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

JAMES B. LINDHOLM, JR.  
County Counsel

By: [Signature]  
Deputy County Counsel

Dated: January 8, 1992

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STATE OF CALIFORNIA, } ss.  
County of San Luis Obispo, }

I, FRANCIS M. COONEY, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this 4th day of March, 1992.

(SEAL)

FRANCIS M. COONEY  
County Clerk and Ex-Officio Clerk of the Board of Supervisors

By: [Signature]  
Deputy Clerk.

2-1  
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EXHIBIT "B"

POLICY OF THE BOARD OF SUPERVISORS FOR  
DETERMINATION OF THE NUMBER OF PEAK HOUR TRIPS

SECTION ONE: PURPOSE.

1.01. This policy is intended to be used in implementing the Resolution of the Board of Supervisors of the County of San Luis Obispo Imposing a Road Improvement Fee, etc., (hereinafter referred to as Resolution) to which this Policy is attached as an exhibit, which Resolution is adopted under the authority of San Luis Obispo County Ordinance No. 2379.

SECTION TWO: DEFINITIONS.

2.01. "*Accident History.*" A summary of the amount and type of reported vehicle collisions occurring during the preceding five years within the area of study.

2.02. "*Area of Benefit.*" The particular area(s) of benefit set forth in Exhibit "A" to this Resolution wherein the new development lies.

2.03. "*Existing Trips.*" Trips generated by a current or previous use of the property which use is being replaced by new development. In order to receive credit under Section 3.01(b) of this Policy, said current or previous use must have been in existence at the time the most recent Circulation Study, Exhibit "A" to this Resolution, was adopted.

2.04. The "*floor area*" of a building shall have the same meaning as the section entitled "Gross Area" as set forth in Chapter 1 of the book "Trip Generation" which book is more completely described in Section 3.01 (a) of this Policy.

2.05. To "*generate additional traffic*" shall mean both the production and the attraction of vehicular trips.

2.06. "*Level of Service.*" A qualitative measure describing operational conditions within a traffic system, and their perception by motorists, as defined in the Highway Capacity Manual, Special Report No. 209, by the Transportation Research Board, Washington, D.C., 1985.

2.07. "Level of Service C" shall have the meaning as set forth in the Highway Capacity Manual, Special Report No. 209 by the Transportation Research Board, Washington, D.C., 1985, as follows:

Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

2.08. A "pass-by trip" is an existing trip that is diverted to a new development from an adjacent street and is not a new trip that is assigned to the adjacent streets due to the new development. Pass-by trips are excluded in calculating new trips to be generated by a new development.

2.09. "Peak Hour Trip" shall mean a single or one-directional vehicle movement which either enters or exits the site of a new development during the hour of the day in which the highest hourly traffic volume is measured on the road(s) adjacent to the new development.

2.10. "Prevailing Speed." The speed, at or below which eight-five percent of vehicles are traveling on a roadway.

2.11. A "Road Impact Fee Study" or "RIFS" is a written study that evaluates and comments on all of the following:

- A. Evaluate existing conditions on roads which will be affected by the proposed new development. These roads may be within the Area of Benefit and within any adjacent areas as required by the County Engineer. This evaluation of existing condition on said roads shall include: 1) levels of service, 2) prevailing speeds, 3) stopping sight distance, and 4) accident history, and such other relevant and necessary items as are required by the County Engineer.
- B. Estimate future conditions on roads which are likely to be affected by the proposed new development. These roads

may be within the Area of Benefit and within any adjacent areas as required by the County Engineer. The study shall include an estimate of Trip Generation, if any, for each unit of the proposed new development project. The Trip Generation estimate may be adjusted to reflect pass-by trips and may be used for computing the fees required by Chapter 13.01 of the San Luis Obispo County Ordinance Code.

The said forecast of future conditions shall be compared with the Circulation Study, Exhibit "A" to this resolution, to determine if the recommendations in the Circulation Study are adequate to maintain a Level of Service C, or better, for the affected roads after completion of the proposed new development project. (Lower Levels of Service may be appropriate if so determined, through findings, by the Board of Supervisors.)

- C. Include such additional inquiries, evaluations and comments as the County Engineer determines are relevant and reasonably necessary for a comprehensive evaluation of the impacts of the proposed new development project on the said roads.

The RIFS shall be prepared by a qualified engineer licensed as a civil or traffic engineer by the State of California.

The RIFS shall be subject to the review and approval of method and accuracy by the County Engineer.

2.12. "Road." A way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Road" includes "street" and "highway" and "bridge".

2.13. "Stopping Sight Distance." The length of roadway ahead that is visible to the driver. The minimum sight distance available on a roadway should be sufficient to enable a vehicle

traveling at or near the design speed to stop before reaching a stationary object in its path.

2.14. "Trip Generation" The total number of vehicle trips which will enter or exit a given development project. Trip generation includes trips per weekday, trips per hour for the peak hour, and other cases as determined necessary by the County Engineer or his designer.

2.15. "Trip." A single or one-direction vehicle movement which either enters or exits the site of development project.

**SECTION THREE: DETERMINATION OF PEAK HOUR TRIPS.**

3.01. The number of peak hour trips generated by new development shall be computed using the following formula:

$$\begin{array}{l} \text{Number of} \\ \text{Units in the} \\ \text{New Development} \end{array} \times \begin{array}{l} \text{Trip Generation} \\ \text{per New Unit} \end{array} = \begin{array}{l} \text{Number of New} \\ \text{Peak Hour} \\ \text{Trips} \end{array}$$

A "unit" is a physical, measurable or predictable variable which quantifies the particular new development (e.g., floor area, employees, acres, dwelling units, etc.). The Peak Hour Trip Generation Rate shall be based upon the highest trip generation rate possible for the proposed new development. Eligible existing trips shall be deducted from the number of peak hour trips generated by the new development.

3.02. "Trip Generation per New Unit" shall be determined as follows:

- a) The trip generation rates, for the peak hour of adjacent streets, shall be based on that edition of the book "Trip Generation" most recently published by the Institute of Transportation Engineers, 525 School Street, S.W., Suite 140, Washington, D.C. 20024-2729.
- b) If no published rates are available from this source, trip generation rates may be determined by the County Engineer.
- c) If the County Engineer requires it or if the applicant for the new development so elects, the Trip Generation

per New Unit which will be caused or generated by the proposed new development may be determined by the County Engineer through the use of a Road Impact Fee Study rather than by the method set forth in Section 3.02(a) or 3.02(b) hereof. If a Road Impact Fee Study is to be used, the County Engineer shall request proposals for this work from engineers licensed as civil or traffic engineers by the State of California, and shall award a contract for the production of the RIFS with all costs and expenses of said contract to be borne by the applicant for the new development.

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**Exhibit A**  
**1992 Update**  
**North Coast Circulation Study**

On February 25, 1992 the Board of Supervisors approved the North Coast Circulation Study. Also on February 25, 1992 the Board adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. One of the provisions of the Ordinance is that the Circulation Study should be updated annually. This is the 1993 Update Report.

Since February 1992 building permits were issued for 24 single-family residences, three duplexes (total of six units), a 6,000 square foot warehouse, a 633 square foot restaurant and one public restroom within the North Coast study area. During that time, \$85,448 has been collected, and \$1,650 interest earned, in the North Coast Road Improvement Fund. The total balance as of February 28, 1993 is \$87,098.

**Transportation Improvements**

The North Coast Circulation Study contained a series of recommended transportation improvements. Initial progress has been made in the following areas:

Intersections. The intersection of Highway 1 with Ardath Drive and Main Street is planned for signalization by the California Department of Transportation (Caltrans). The contract was awarded January 27, 1993 to Safety Electric Company of Fresno. The total contract amount of \$374,993 includes three other intersections along Highway 1: both entrances to Cuesta College and the California Men's Colony. It is being financed by Assembly Bill 1145, the Petroleum Violation Escrow Account. This is the same source which financed the signals at the Tefft Street interchange on Highway 101. Construction of the Highway 1 signals is expected to begin in April, 1993, and the contractor has stated that there will be a crew assigned to each intersection so that the installations may proceed concurrently.

In June, 1992 a signalization study was performed at the intersection of Main Street and Cambria Drive. It does meet several of the warrants for installation of a traffic signal. These warrants include minimum levels of vehicle and pedestrian volumes, accident experience and intersection delay. At this time the signal has not been programmed for construction.

Caltrans also performed a signalization study at the intersection of Highway 1 and Cambria Drive. It met two of the warrants for installation of a traffic signal, and currently ranks approximately seventh in priority within District 5. Caltrans has recently been installing about four traffic signals per year in this District.

Bikeways. In its action February 25, 1992 the Board of Supervisors included a recommendation for Class II bicycle lanes along Ardath Drive in the West Lodge Hill area of Cambria. This action was in support of a staff recommendation, but in opposition to the



recommendation of the North Coast Advisory Council. County Engineering Department staff met with members of the Council November 18, 1992 and toured the length of the proposed bike lanes on Ardath Drive. Staff does not foresee the construction of the project at any time in the near future, while such opposition exists, but does feel that it is appropriate to leave the project in the Study as a long-range plan. However, the Council feels that the project should be removed from the Study, and voted unanimously to send that recommendation to the Board of Supervisors.

During the original adoption of the North Coast Circulation Study, the Board of Supervisors voted not to include a proposal for Class II bicycle lanes along Moonstone Beach Drive, because of lack of notice of this item given to the community and to the Advisory Council. However, the Board did direct staff to continue to research appropriate handling of bicycle facilities on this road and return with a recommendation in the following year's update. County Engineering Department staff met with members of the Moonstone Beach Association, as well as representatives from the State Parks and the North Coast Advisory Council on January 28, 1993 to discuss this topic. Engineering Department staff and the representative from the State Parks favor the inclusion of Class II bicycle lanes along Moonstone Beach Drive in the North Coast Circulation Study. However, the Association members present did not support the proposal, citing concerns about the amount of earthwork necessary at some embankment slopes along the roadway, possible tree removal, and parking enforcement necessary to keep cars from parking in such bike lanes. In subsequent action, the Association took formal "action" to oppose inclusion of bike lanes on Moonstone Beach Drive in the Circulation Study. The North Coast Advisory Council had already discussed that their position would basically be to respect the wishes of the Association.

Piney Way extension. At its meeting November 18, 1992 the North Coast Advisory Council expressed interest in advancing the priority of the Piney Way extension project, to see if it could be constructed sooner. The priority of the Piney Way project was determined by its role as a parallel route to Burton Drive as it runs down the hill from the Lodge Hill neighborhood to the commercial area on Main Street. Traffic volumes on Burton Drive have increased at a slightly faster rate than originally forecast in the Circulation Study. The calculations reveal that there has been just enough change to advance the project from 2010, as approved in the Study, to 2005.

Jitney service. In its action February 25, 1992 the Board of Supervisors included a recommendation for a jitney service in the commercial areas of Cambria. This action was in support of a staff recommendation, but in opposition to the recommendation of the North Coast Advisory Council. At its meeting November 18, 1992 the Council revisited this issue and took action to reverse their previous action. They stated that they had been concerned about the cost, and that the business community had little interest or ability to fund the service, as recommended in the Study. However, they now favor the concept of a jitney service and no longer object to it remaining as a long-range plan.

## Road Improvement Fees

Over the course of the past year, road construction costs have increased. Our standard reference for this is the rolling 12-month cost index prepared by the California Department of Transportation (Caltrans). Between the end of the Fiscal Year 1990-91 (the index at the time of the study), and the end of the Fiscal Year 1991-92 (the most recent data available), costs increased 6.3%. Accordingly, we are recommending a corresponding increase in the North Coast Road Improvement Fee. Additionally, the categories of "Local Commercial" and "Visitor Commercial," for which the same fees have been charged, are recommended to be combined as a single line for clarity. And this fee is now shown for Area E, where it had been omitted previously. The table below shows the recommended fee schedule:

### North Coast Area Road Improvement Fee Recommended Fee Schedule

Land Use Type Area E	Units	--- Calculated Cost per Land Use Unit ---				
		Area A	Area B	Area C	Area D	
Single Family Res.	DU	\$2,683	\$3,866	\$2,439	\$2,426	\$693
Multi-Family Res.	DU	1,851	2,666	1,681	1,673	478
Camping	site	2,298	n/a	n/a	n/a	n/a
Motel	room	1,676	2,415	1,523	1,516	n/a
Commercial	trip	585	585	585	585	585

DU: Dwelling Unit

n/a: Not Applicable -- Area does not include increase in this land use.

## **Attachments**

Attached to this report are the following exhibits from the North Coast Circulation Study:

Figure 1, Study Area

Figures 19 and 19a, Bicycle Circulation System

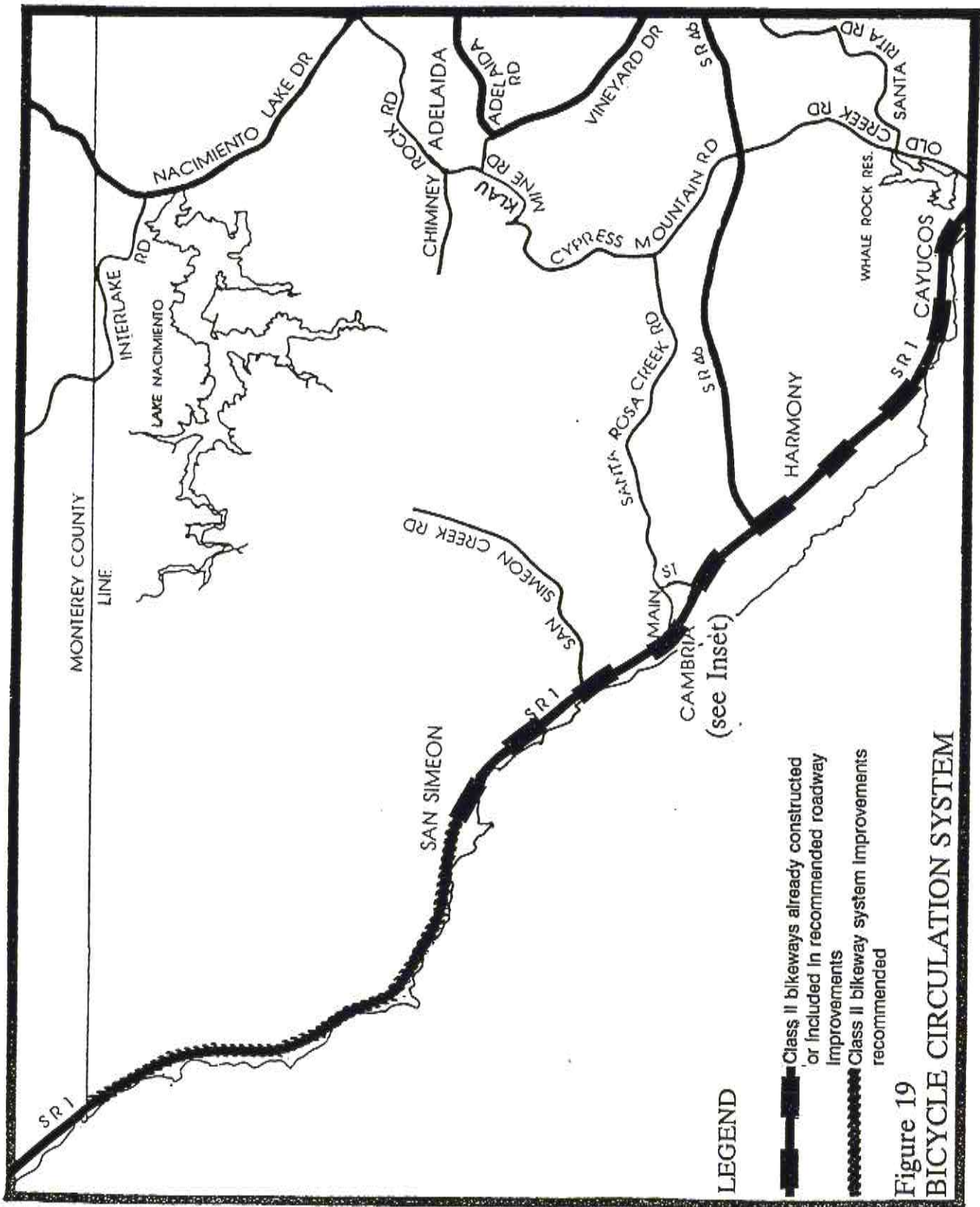
Figures 20 and 20a, Proposed Circulation Network

Figures 21 and 21a, Subareas for Fee Allocation

Table 10, Project Timetable

Table 11, North Coast Area Transportation Improvements

On the tables, *italic type* has been used to show new or changed information, and ~~strikeout type~~ used to show information which has been deleted.





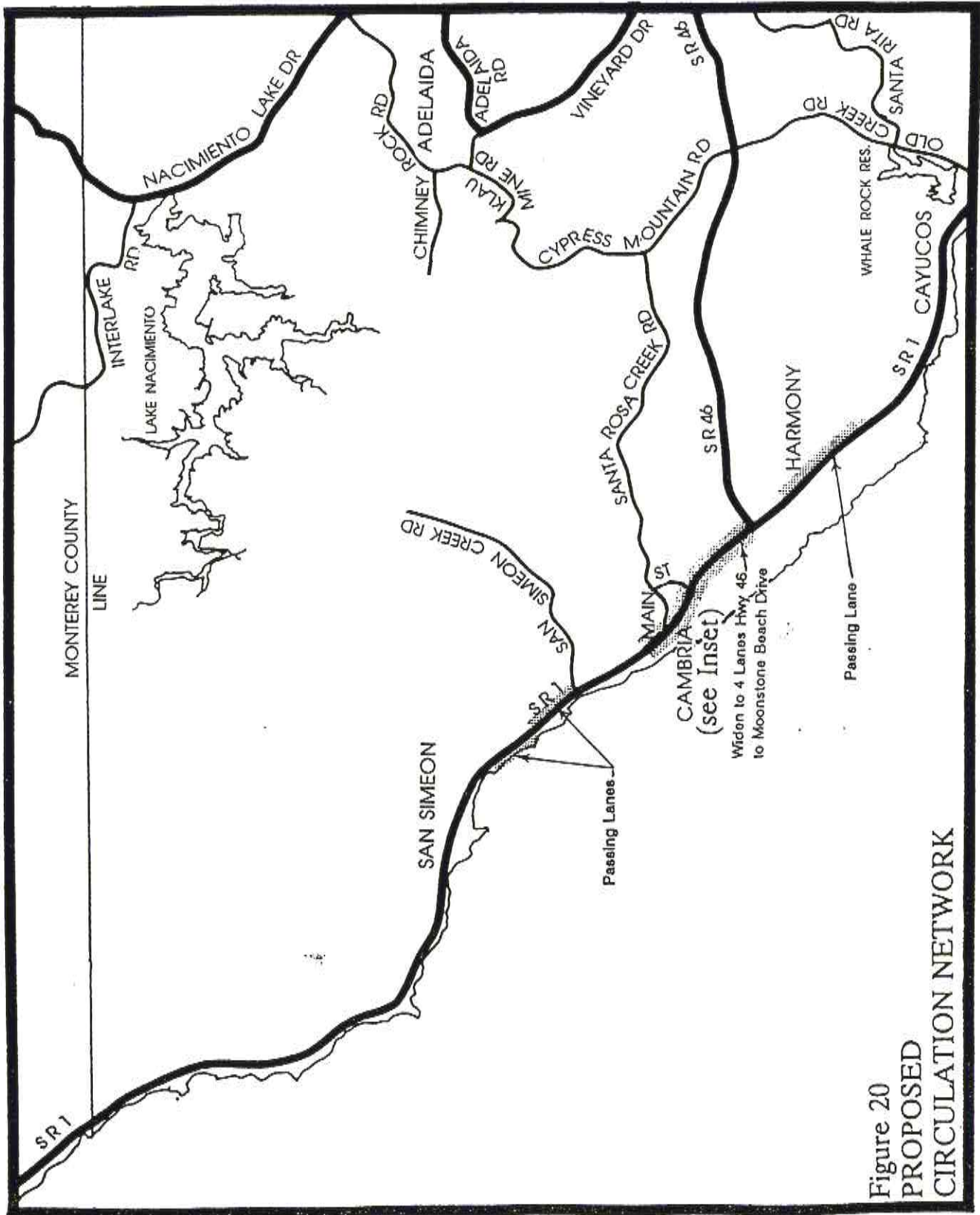


Figure 20  
 PROPOSED  
 CIRCULATION NETWORK

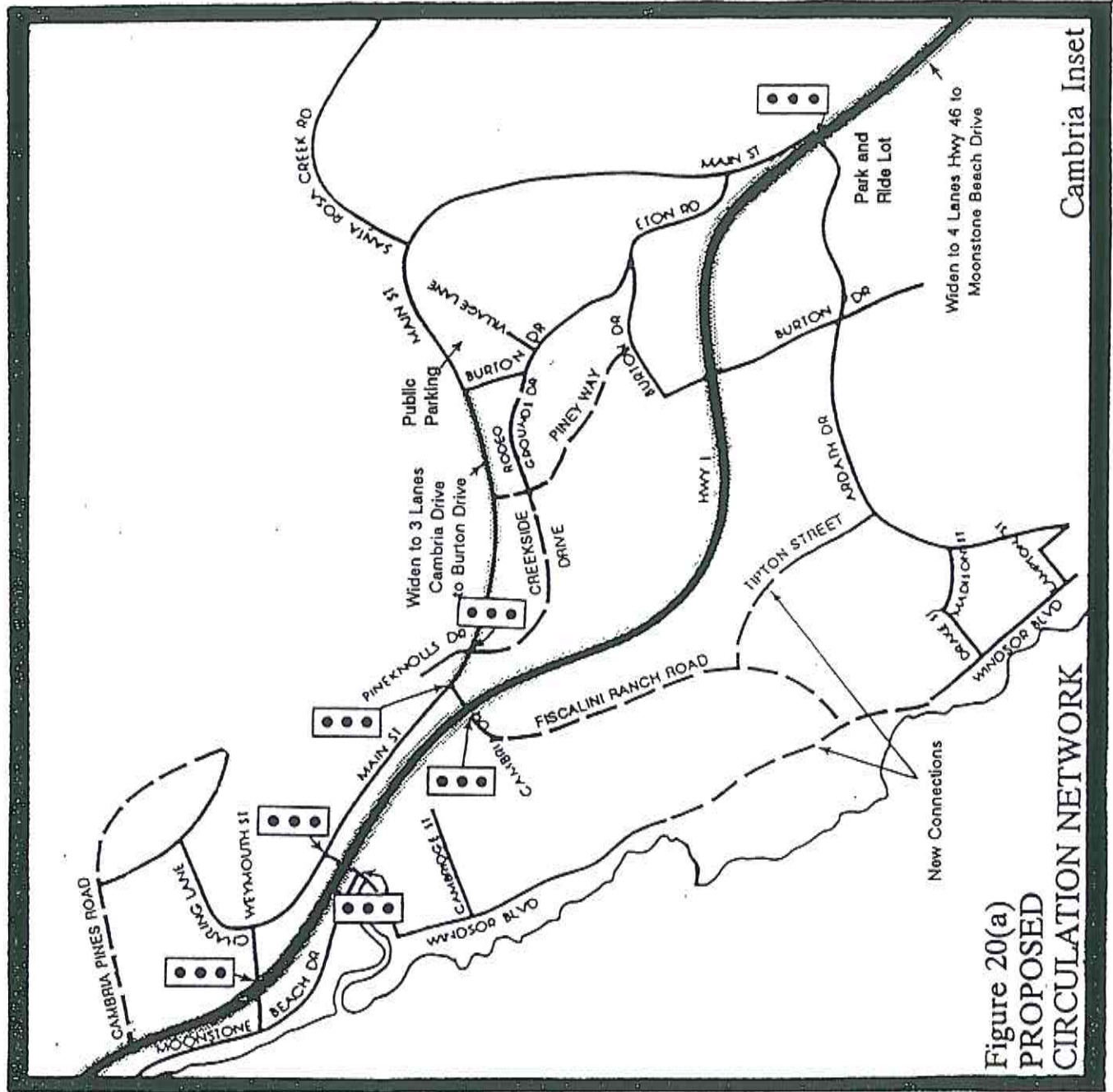


Figure 20(a)  
**PROPOSED**  
**CIRCULATION NETWORK**

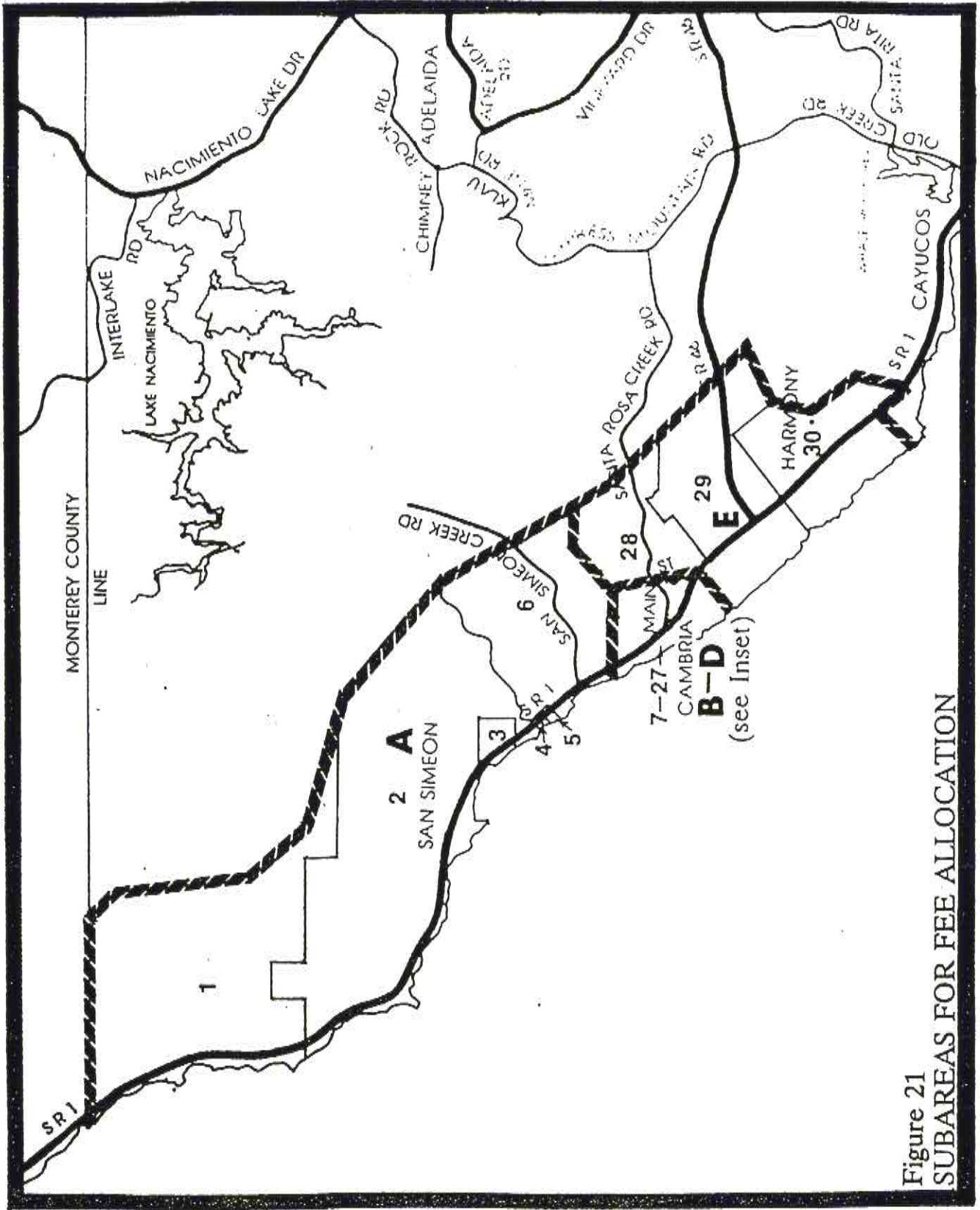


Figure 21  
SUBAREAS FOR FEE ALLOCATION



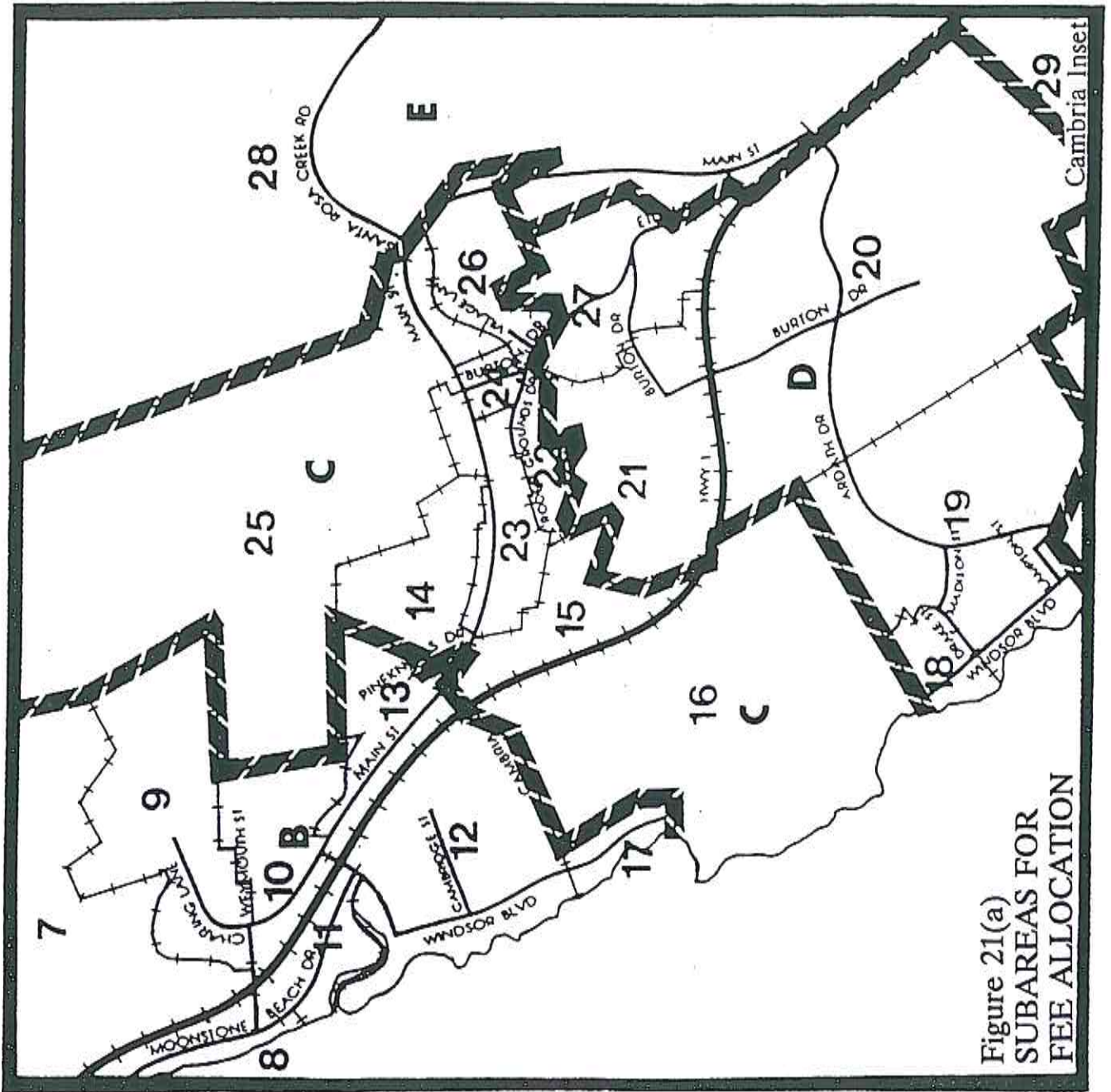


Figure 21(a)  
SUBAREAS FOR  
FEE ALLOCATION

North Coast Circulation Study

**Table 10**  
Project Timetable

Year	Population		Recommended Projects Schedule		
	Cambria Urban	Planning Area	Roads	Signals	Other
1990	5,382	6,310		Hwy 1/Main/Ardath	
1995	6,030	7,070	Begin Hwy 1	Hwy 1/Cambria Main/Cambria	Parking Facility Jitney Service Park & Ride Dial-A-Ride
2000	6,670	7,920	Main St.	Windsor/Main/Moonstone	
2005	7,570	8,880	<i>Piney Way</i>		
2010	8,480	9,940	<i>Piney Way</i>		
2015	9,500	11,140			
2020	10,650	12,480	Complete Hwy 1		
2025	11,930	13,990		Hwy 1/Weymouth Main/Pine Knolls	
2030	13,370	15,670			
2035	14,970	17,560			
2040	16,780	19,670			
2045	18,800	22,040			

North Coast Circulation Study

**Table 11**  
North Coast Area Transportation Improvements

Transportation Improvement	LESS:				Attributable to New Development**
	Cost (\$000)	Existing Deficiency	Through Trips	Other Sources*	
<b>Highway 1: Hwy 46 - Moonstone Beach Dr.</b>					
4 - 12' lanes	\$19,134		\$3,721		\$15,414
2 - 8' shoulders					
<b>Highway 1: Cayucos - Hwy 46</b>					
Moonstone Beach Dr. - San Simeon	532				532
3 - 12' lanes	532				532
2 - 8' shoulders					
<b>Main Street: Burton Dr. - Cambria Dr.</b>					
3 - 12' lanes	585				585
2 - 8' shoulders					
<b>Piney Way: Burton Dr. - Main St.</b>					
2 - 12' lanes	1,655				1,655
2 - 8' shoulders					
<b>Intersections: 7 locations</b>					
Traffic Signals, Channelization	680				680
<b>System Improvements: Channelization</b>					
Bicycle Lanes	85			85	
	4,252			4,232	
<b>Transit: Dial - A - Ride</b>					
Jitney	90/year			90/year	
	64/year			64/year	
<b>Park &amp; Ride</b>					
	21			21	
<b>Transportation System Management</b>					
Parking Facility	532			532	
<b>TOTALS:</b>	<b>28,007</b>		<b>3,721</b>	<b>4,465</b>	<b>19,397</b>
	+ 154/year			+ 154/year	
					<b>\$8,185 + 154/year</b>

\* Other Sources include Transportation Development Act, State Bikeway Account, Air Quality Mitigation Fee, and Proposition 116 and Transit Occupancy Tax.  
 \*\* Attributable to New Development are those projects which may be funded by impact fees.

**Exhibit A**  
**1994 Update**  
**North Coast Circulation Study**

On February 25, 1992 the Board of Supervisors approved the North Coast Circulation Study. The most recent update of that study was adopted by the Board of Supervisors on April 6, 1993. Also on February 25, 1992 the Board adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The most recent update of the North Coast Road Improvement Fee Resolution was also adopted by the Board on April 6, 1993. This is the 1994 Update Report.

During 1993, building permits were issued for 68 single-family residences, one duplex, a 50,000 square foot shopping center, a 140 square foot restaurant and an 880 square foot modular office within the North Coast study area. During that time, \$407,428 has been collected, and \$14,513 interest earned, in the North Coast Road Improvement Fund. The total balance as of January 31, 1994 is \$509,039. An appeal was filed for waiver of the Road Improvement Fee for restoration of a single-family residence which is to be converted to a five-unit bed & breakfast inn. An adjustment of the fee was granted by the Board of Supervisors at their meeting March 8, 1994; however, the appellant subsequently requested a continuation for further consideration of his request. This item will be heard again by the Board of Supervisors May 3, 1994.

**Transportation Improvements**

The North Coast Circulation Study (NCCS) contained a series of recommended transportation improvements. Initial progress has been made in the following areas:

Intersections

Highway 1/Main Street/Ardath Drive. Traffic signals were installed at the intersection of Highway 1 with Ardath Drive and Main Street by the California Department of Transportation (Caltrans), and began operations in May, 1993.

Main Street/Cambria Drive. In June, 1992, and again in July, 1993, a signalization study was performed at the intersection of Main Street and Cambria Drive. It met several of the warrants each time for installation of a traffic signal. These warrants include minimum levels of vehicle and pedestrian volumes, accident experience and intersection delay. Federal legislation in 1991, the Intermodal Surface Transportation Efficiency Act, (ISTEA), allocated funds to each of the County's urban areas. For Cambria, a total of \$142,482 is expected over the six-year life of the Act. Using the Circulation Study as a reference, the County project which qualifies for these funds and which has the highest recommended priority is this signal. On July 20, 1993, the Board of Supervisors approved County Engineering's recommendation that this project be approved for federal funds from the ISTEA program. The proposed Mid State Bank project is a key factor in the traffic patterns at this intersection. Although street improvement plans for that project have been submitted for processing by the Engineering Department, the

project is not moving very rapidly toward completion. In recognition of that, as well as the concerns of the community and the original recommendation of the Circulation Study, it was recommended and approved to designate the ISTEPA funding for this signal in Fiscal Year 1996-97, the last year of funding under this Act. The North Coast Advisory Council (NCAC) has, by motion, recommended that this signal not be installed until at least the year 2000, unless the Mid State Bank project is constructed sooner. They also recommend that the ISTEPA funding be redirected to other transportation improvement projects in the area.

Highway 1/Cambria Drive. Caltrans also performed a signalization study at the intersection of Highway 1 and Cambria Drive in 1992. It met two of the warrants for installation of a traffic signal, and currently ranks approximately thirteenth in priority within District 5. Caltrans has recently been installing about four traffic signals per year in this District.

Main Street/Burton Drive. Beginning in 1982, and ending with the adoption of the NCCS in 1992, environmental impact mitigation fees were collected on new development in the Cambria area for the installation of a traffic signal at the intersection of Main Street and Burton Drive. As a result of more-detailed studies conducted as part of the Circulation Study, it was determined that this intersection would continue to operate satisfactorily in the future under the current all-way stop control. County Engineering worked with the County Counsel's office, to determine what to do with the traffic signal fees which were collected. Counsel indicated that the transportation improvement projects recommended in the NCCS may be considered an "equivalent substitute mitigation measure" for those developments which paid the traffic signal fee. The Board of Supervisors adopted a Resolution transferring the approximately \$14,000 which has been collected, into the Road Improvement Fund.

### Bikeways

In its action April 6, 1993 the Board of Supervisors approved the 1993 Update of the Circulation Study, but deleted references to constructing bike lanes on both Ardath Drive and Moonstone Beach Drive. By their action the same date, they referred these proposals to the County Bicycle Advisory Committee (BAC) for further study, requesting that the BAC work together with the NCAC to address the issues involved. The BAC has recently begun working on the preparation of a County Bicycle Plan, and has initiated contact with the NCAC. At the time of this update, that process is still underway. As a result, this 1994 Update of the Circulation Study recommends no further modification of the proposed bikeway system, pending completion of the County Bicycle Plan.

### Roadways

Main Street. In October, 1991, and again in July, 1993, a study was performed to check the warrants for installing a left-turn pocket at the entrance to the Redwood Center, just west of Burton Drive on Main Street. This location does not yet meet the warrants for installation of a left-turn pocket, although an increase in traffic was observed between the two studies. The warrants include minimum levels of left-turning traffic, in proportion to the amount of vehicle volumes in each direction. The NCAC has, by motion, communicated their support of

improvements to this portion of Main Street earlier than recommended in the Circulation Study.

Future roadways. There are development projects currently being reviewed which may affect the specifics of the alignments of some of the new roadways recommended in the Circulation Study. These include Piney Way, Creekside Drive and the roads within the area of the proposed "East-West Ranch" development. The details of these alignments will be monitored as these developments progress through the review process, and will be reported in future Updates of the Circulation Study.

Roadway maintenance. The NCAC has also addressed their concerns with roadway maintenance in the North Coast area. Their action at their January 19, 1994 meeting was to recommend the overlay of Burton Drive between Ardath Drive and Highway 1. This roadway is not constructed entirely within the right-of-way, and County Engineering has recommended that it should be reconstructed to correct that situation when any major maintenance project, such as an overlay, is needed. However, either treatment, (overlay or reconstruction), is considered maintenance and cannot be funded with the impact fees. The County's road maintenance budget has suffered greatly over recent years, due primarily to the State government's shift of property tax revenue from the County to school districts.

### Road Improvement Fees

Over the course of the past year, road construction costs have decreased. Our standard reference for this is the rolling 12-month cost index prepared by the California Department of Transportation (Caltrans). Between the end of the Fiscal Year 1991-92 (the index at the time of the last Update), and the end of the Fiscal Year 1992-93 (the most recent data available), costs decreased 8.4%. Accordingly, we are recommending a corresponding decrease in the North Coast Road Improvement Fee. The table below shows the recommended fee schedule:

#### North Coast Area Road Improvement Fee Recommended Fee Schedule

Land Use Type	Units	Calculated Cost per Land Use Unit				
		Area A	Area B	Area C	Area D	Area E
Single Family Res.	DU	\$2,458	\$3,541	\$2,234	\$2,222	\$635
Multi-Family Res.	DU	1,696	2,442	1,540	1,532	438
Camping	site	2,105	n/a	n/a	n/a	n/a
Motel	room	1,535	2,212	1,395	1,389	n/a
Commercial	trip	536	536	536	536	536

DU: Dwelling Unit

n/a: Not Applicable -- Area does not include increase in this land use.

## Attachments

Attached to this report are the following exhibits from the North Coast Circulation Study:

Figure 1, Study Area

Figures 20 and 20a, Proposed Circulation Network

Figures 21 and 21a, Subareas for Fee Allocation

Table 11, North Coast Area Transportation Improvements

In Table 11, *italic type* has been used to show new or changed information.

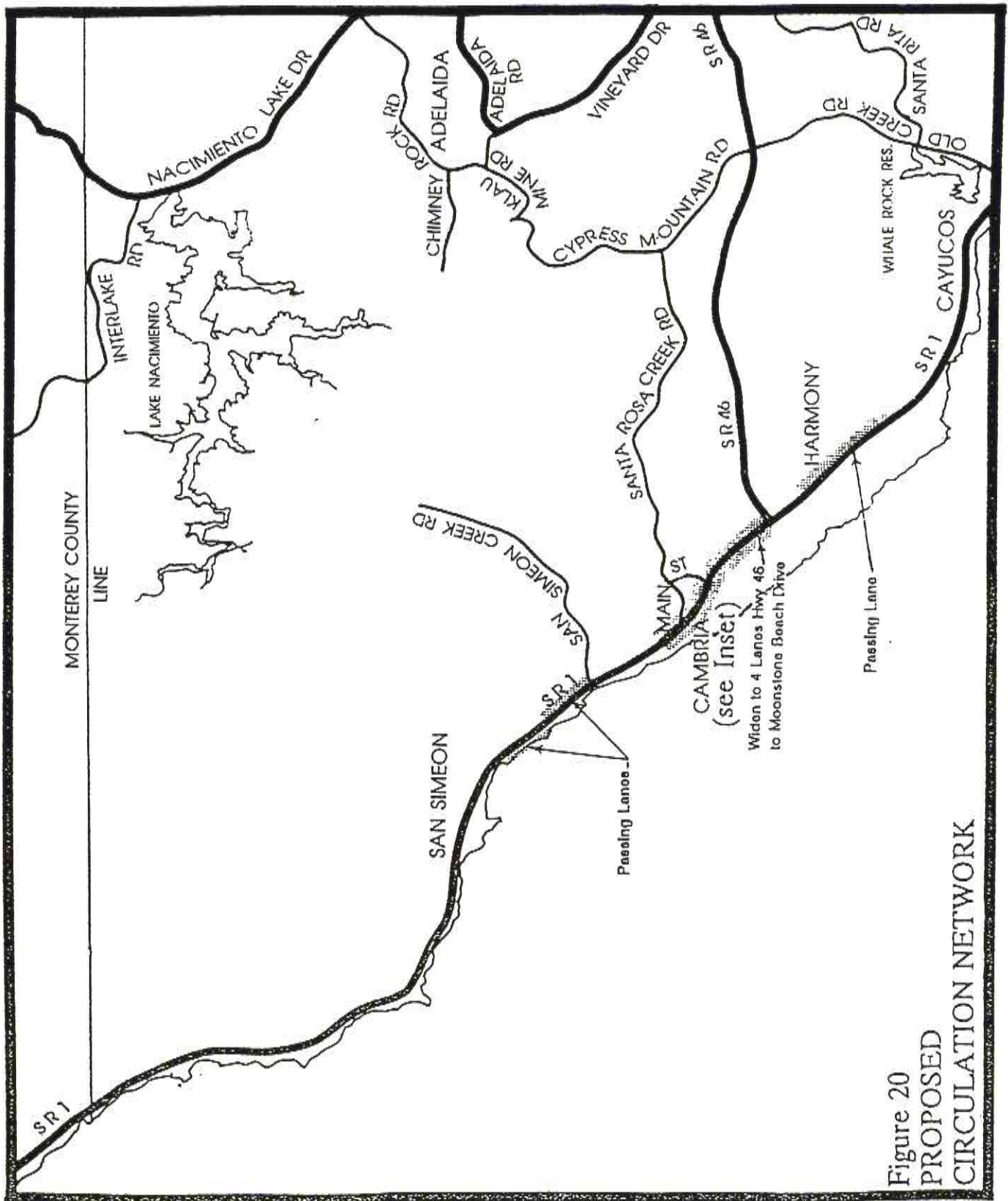


Figure 20  
**PROPOSED  
 CIRCULATION NETWORK**



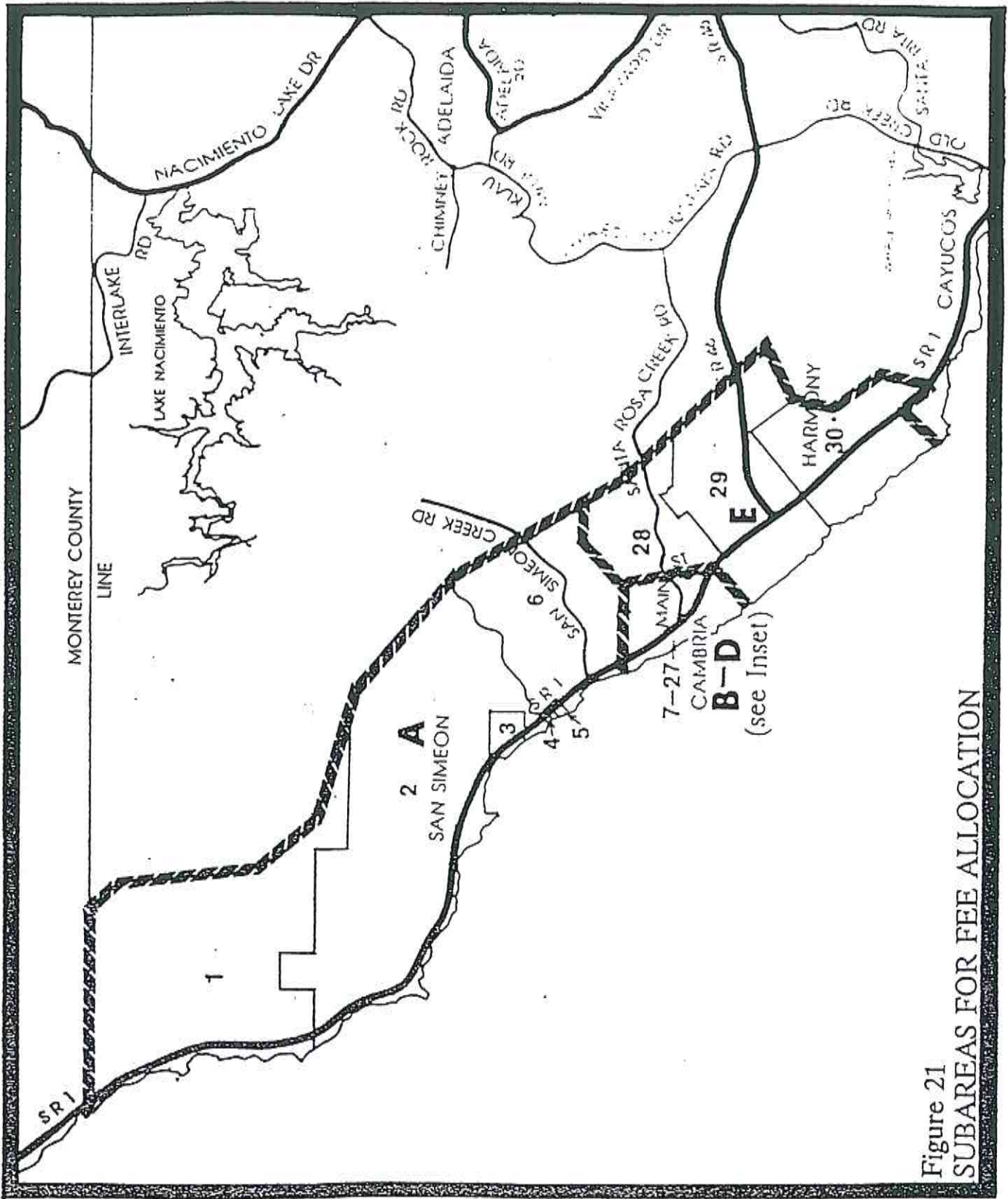


Figure 21  
SUBAREAS FOR FEE ALLOCATION

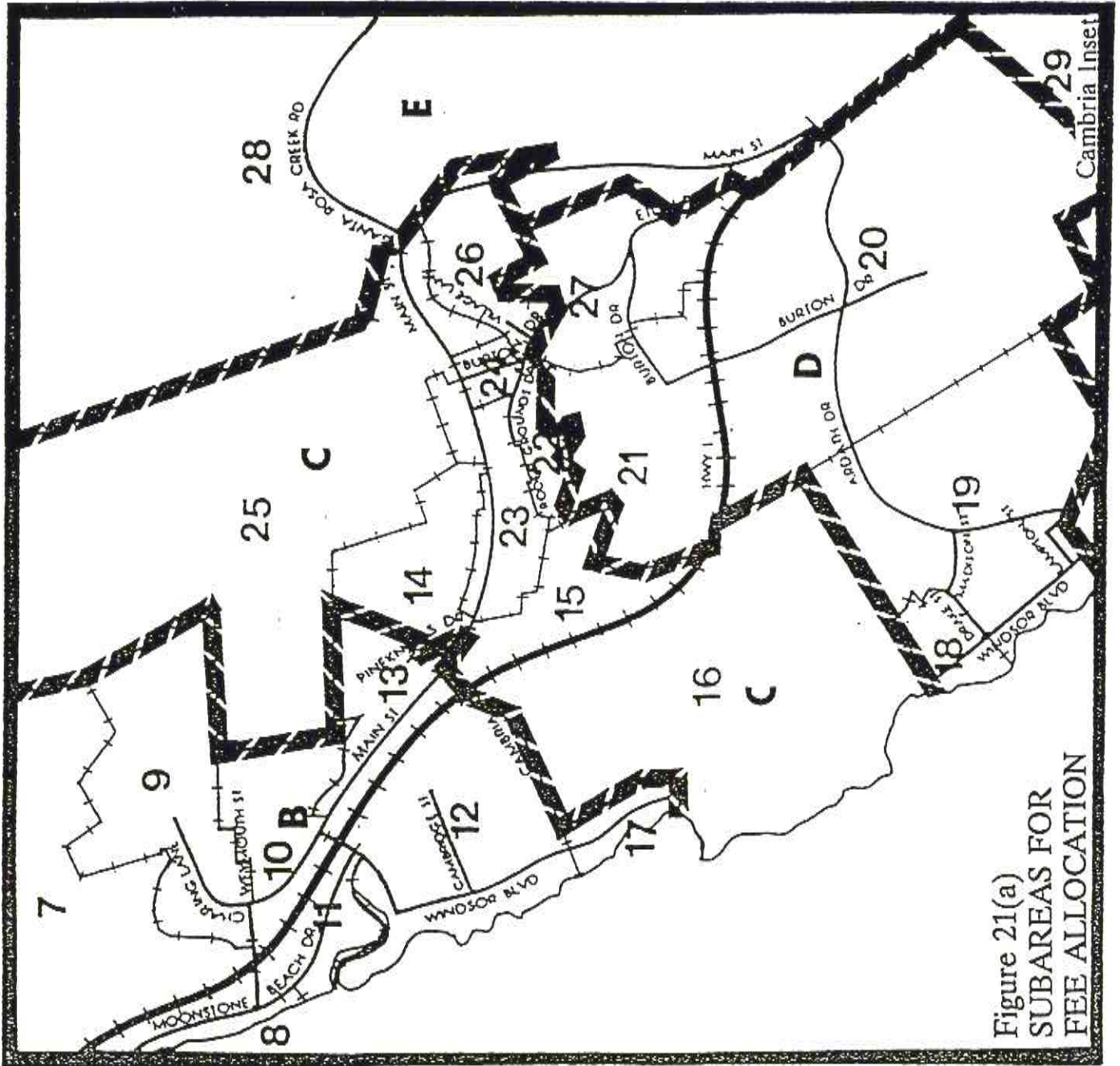


Figure 21(a)  
SUBAREAS FOR  
FEE ALLOCATION

**Table 11**  
**North Coast Area Transportation Improvements**

Transportation Improvement	Cost (\$000)	LESS:			Attributable to New Development**
		Existing Deficiency	Through Trips	Other Sources*	
Highway 1: Hwy 46 - Moonstone Beach Dr. 4 - 12' lanes 2 - 8' shoulders	\$17,527		\$3,408		\$14,119
Highway 1: Cayucos - Hwy 46 also: Moonstone Beach Dr. - San Simeon 3 - 12' lanes 2 - 8' shoulders	487 487				487 487
Main Street: Burton Dr. - Cambria Dr. 3 - 12' lanes 2 - 8' shoulders	536				536
Piney Way: Burton Dr. - Main St. 2 - 12' lanes 2 - 8' shoulders	1,516				1,516
Intersections: 7 locations Traffic Signals, Channelization	623				623
System Improvements: Channelization Bicycle Lanes	78 3,399			78 3,399	
Transit: Dial - A - Ride Jitney	82/year 59/year			82/year 59/year	
Park & Ride	19			19	
Transportation System Management Parking Facility	487			487	
<b>TOTALS:</b>	<b>25,159 + 141/year</b>		<b>3,408</b>	<b>3,594 + 141/year</b>	<b>17,768</b>
					<b>\$7,498 + 141/year</b>

\* Other Sources include Transportation Development Act, State Bike Lane Account, and Air Quality Mitigation Fee, and Proposition 116.  
 \*\* Attributable to New Development are those projects which may be funded by impact fees.

North Coast Circulation Study

**Table 10**  
Project Timetable

Year	Population		Recommended Projects Schedule		
	Cambria Urban	Planning Area	Roads	Signals	Other
1990	5,382	6,310		Hwy 1/Main/Ardath	
1995	6,030	7,070	Begin Hwy 1	Hwy 1/Cambria	Parking Facility Jitney Service Park & Ride Dial-A-Ride
2000	6,670	7,920	Main St.	<i>Windsor/Main/Moonstone Main/Cambria</i>	
2005	7,570	8,880	Piney Way		
2010	8,480	9,940			
2015	9,500	11,140			
2020	10,650	12,480	Complete Hwy 1		
2025	11,930	13,990		Hwy 1/Weymouth Main/Pine Knolls	
2030	13,370	15,670			
2035	14,970	17,560			
2040	16,780	19,670			
2045	18,800	22,040			

The item shown in *italic type* is a change made by the Board of Supervisors in their consideration of the 1994 Update of the North Coast Circulation Study.

**NORTH COAST CIRCULATION STUDY**

Exhibit A  
1995 Update  
North Coast Circulation Study

On February 25, 1992 the Board of Supervisors approved the North Coast Circulation Study. The most recent update of that study was adopted by the Board of Supervisors on April 12, 1994. Also on February 25, 1992 the Board adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The most recent update of the North Coast Road Improvement Fee Resolution was also adopted by the Board on April 12, 1994. This is the 1995 Update Report.

During 1994, building permits were issued for 70 single-family residences, four duplexes, 17,000 square feet of "shell" buildings on Village Lane, and reconstruction and tenant improvements to the Cambria Village Square on Tamson Way, within the North Coast study area. To date, \$730,539.11 has been collected, and \$42,120 interest earned, in the North Coast Road Improvement Fund. The total balance as of April 3, 1995 is \$772,659.11.

**Transportation Improvements**

The North Coast Circulation Study (NCCS) contained a series of recommended transportation improvements. Initial progress has been made in the following areas:

Roadways

Main Street. The North Coast Advisory Council has, in past years, requested evaluation of the operation of the entrance to the Redwood Center on Main Street. Engineering Department has monitored this location with morning and afternoon peak counts over the last couple years. Most recently, counts were taken Friday, June 17, 1994, from 9:00 a.m. to 10:00 a.m. and from 3:00 p.m. to 4:00 p.m. The counts showed increased traffic volumes over previous years, but the traffic activity due to the Redwood Center still did not yet meet the warrants for the installation of a left turn pocket there. Additionally, our records show that over the past five years, there have been no traffic collisions reported at this location.

Over the past year, a new major traffic generator has opened, with the completion of the Cambria Village Square on Tamson Lane in the central portion of town. A count conducted on Main Street east of Pine Knolls Drive in February, 1995, showed a 40% increase over the count in February, 1994, and an increase of 23% over the 1994 annual average. During the same period, counts conducted by Caltrans show little traffic growth on Highway 1 in the North Coast area. This finding is consistent with the "local-serving" commercial nature of the Cambria Village Square development.

The combined effect of the Redwood Center and Cambria Village Square traffic is sufficient to warrant the installation of turn lanes. Our recommendation is as follows:

- Modify the recommended Project Timetable (Table 10 in the North Coast Circulation Study) to increase the priority of the Main Street improvement to the 1995 category, and to decrease the priority of the "begin Highway 1" improvement to the 2000 category. Table 10 from the Study has been revised to reflect this new recommendation, and a copy of the updated table is included following this report.
- Engineering Department begin working on the design of widening Main Street to three lanes, from Burton Drive to Cambria Drive, to provide for a continuous two-way left turn lane in Fiscal Year 1995-96. This will improve traffic operations and safety for all driveways and streets entering Main Street within this segment.
- Necessary right-of-way acquisition and environmental review would occur during Fiscal Year 1996-97.
- Construction of the improvement would begin during Fiscal Year 1997-98.

The processes of right-of-way acquisition, environmental review and construction may occur earlier if Department scheduling permits.

Highway 1. In its adoption of the 1994 Update of the Circulation Study, the Board of Supervisors directed the Engineering Department to return in mid-year with a more detailed analysis of forecast traffic conditions on Highway 1. Board members cited their concerns with the recommendation in the Study which called for ultimately widening the highway to four lanes between Highway 46 and Moonstone Beach Drive. In December, 1994, the Board voted to delete this project from the Circulation Study, and directed staff to prepare a recommendation for the installation of passing lanes, where possible, in the same segment. That recommendation is summarized in Table 1 on the following page. The cost estimates given for each project have been updated, as explained further at the end of this report.

**Table 1  
Updated Recommendations for Highway 1**

Segment		Original Recommendation	Cost	Proposed Improvement	Cost
From	To				
Cayucos	Villa Creek Rd	2-lanes		2-mile 2-way passing lane	\$538,000
Villa Creek Rd	Highway 46	2-mile NB passing lane	\$538,000	2-mile NB passing lane	\$538,000
Highway 46	Ardath Dr	4-lanes	\$19,350,000	2-mile 2-way passing lane	\$538,000
Ardath Dr	Burton Dr			2-lanes	
Burton Dr	Cambria Dr			1-mile SB passing lane	\$269,000
Cambria Dr	Moonstone Beach Dr			2-lanes	
Moonstone Beach Dr	San Simeon Acres	2-mile 2-way passing lane	\$538,000	2-mile 2-way passing lane	\$538,000
San Simeon Acres	Hearst Castle	2-lanes		2-mile 2-way passing lane	\$538,000
Hearst Castle	Monterey County	2-lanes		2-mile 2-way passing lane	\$538,000
		<b>Previous total</b>	<b>\$20,426,000</b>	<b>New total</b>	<b>\$3,497,000</b>

Other roadways. The Circulation Study also identified the need to construct new collector roadways within portions of the urban area as large vacant parcels in those areas are developed. The owners of the property in central Cambria, currently known as East-West Ranch, are preparing a proposal for development of that area, which may involve adjustments to some of the alignments recommended in the study under the headings "Fiscalini Ranch" and "Mid State Bank." As these adjustments are identified, they will be evaluated for their traffic service characteristics, and if acceptable, incorporated into future updates of the Circulation Study.

Intersections

Main Street/Cambria Drive. At the time of the 1994 Update, money from the Intermodal Surface Transportation Efficiency Act (ISTEA) had been designated for the construction of a traffic signal at this location. However, the North Coast Advisory Council expressed its

opposition to the construction of the signal prior to the year 2000, or the completion of the adjacent Mid State Bank project, whichever came first. As a result, the Board of Supervisors in December, 1994, voted to defer the signalization, and instead to allocate the funds to be used for pavement overlays on Burton Drive between Ardath Drive and Highway 1; Charing Lane between Windsor Boulevard and Weymouth Street; Main Street between Bridge Street and Santa Rosa Creek Road; and other area locations that are to be determined by 1996, the program year for which the funds are allocated.

### Public Transit

During the 1995 "Unmet Transit Needs" hearing, the San Luis Obispo Council of Governments received a petition requesting the implementation of fixed-route local transit service within the community of Cambria. In the process of evaluating this request, the Council will attempt to determine if the request meets the definition of an unmet need, and additionally, whether it is reasonable to meet. These are the two tests to determine whether the County must allocate funding from the Transportation Development Act (TDA) for this service, prior to expending the balance on street and road maintenance. The County will be working together with SLOCOG staff, the Community Services District and interested community members to address concerns about cost effectiveness and routing options which will provide substantial coverage of the community. The Council of Governments is expected to conclude its deliberations on the "unmet needs" process at its June, 1995 meeting. Progress in the development of community transit service in Cambria will continue to be reported in future updates of the Circulation Study.

### Bikeways

In September, 1994, the Board of Supervisors adopted the County Bikeways Plan. It contains recommendations for regional and local bikeways throughout the County's unincorporated area, as well as supporting programs to encourage more and safer use of bicycles for personal transportation. The adopted local bikeway plan for Cambria largely mirrors the bikeways which were recommended in the Circulation Study, but is more detailed in its analysis.

During the preparation and adoption of the Bikeways Plan, there was a great deal of debate among Cambria residents and the County's Bicycle Advisory Committee (BAC) as to the appropriateness of some of the improvements recommended for area bikeways. In many cases, compromise was reached and incorporated into the final report of the Bikeways Plan. In a few cases only, lingering dissatisfaction remains on the part of some parties. The BAC will work together with the North Coast Advisory Council to attempt to resolve these differences of opinion.



Some of the recommendations of the Bikeways Plan have already been implemented. These include Class III Bike Routes on Cornwall Street, Windsor Boulevard (near Shamel Park), and several streets known collectively as the West Lodge Hill bike route.

It is the recommendation of this Update Report that the Circulation Study now incorporate, by reference, the local bikeway plan for Cambria as presented in the County Bikeways Plan.

### Parking Management

Park & Ride. Caltrans District 5 recently evaluated potential sites in the East Village area of Cambria for development of a Park & Ride (P+R) lot. The locations studied do not meet their specifications for P+R implementation at State expense, due to the distance from State Highway 1 and the lack of strong commuting patterns which could be served by such a facility. It is our recommendation to continue to pursue development of a P+R facility near the Ardath Drive/Highway 1 intersection, as was described in original Circulation Study.

Community Parking. The Department of Planning & Building has also been looking into the topic of providing a parking facility in the East Village area, as identified in the Circulation Study. Although some potential sites have been identified, the cost of acquisition remains a major impediment to its realization. Recent surveys of local business owners have noted some perceived need for additional parking in the area, and somewhat less desire to participate in funding improvements. Planning and Engineering staff will continue to work together with the Community Services District investigating possible funding sources, including an assessment district and/or establishment of parking in-lieu fees on new development.

## Road Improvement Fees

Over the course of the past year, road construction costs have increased. Our standard reference for this is the rolling 12-month cost index prepared by the California Department of Transportation (Caltrans). Between the end of the Fiscal Year 1992-93 (the index at the time of the last Update), and the end of the Fiscal Year 1993-94 (the most recent data available), costs increased 10.4%. Accordingly, we are recommending a corresponding increase in the cost estimates of the projects funded by the North Coast Road Improvement Fee. The fee calculations summarized in Table 11 (updated from the Circulation Study, attached following this report), acknowledge the removal of the 4-laning of Highway 1, the replacement with additional recommended passing lanes, and the increase in cost for the other circulation improvements. The result is a substantial decrease in the total cost of the improvement package, and a corresponding decrease in the recommended fee structure. Additionally, we are recommending revising the fee structure to simplify it and make it compatible with the fee structures in other areas of the County. The table below shows the recommended fee schedule.

**Table 2**  
**North Coast Area Road Improvement Fee**

Land Use Type	Units	Calculated Cost per Land Use Unit				
		Area A	Area B	Area C	Area D	Area E
Residential	pk hr trip	\$392	\$611	\$1,131	\$583	\$221
Retail	pk hr trip	\$213	\$213	\$213	\$213	\$213
Other	pk hr trip	\$328	\$328	\$328	\$328	\$328

### Notes

The "Residential" category includes single-family and multi-family dwellings, hotels, motels and camping facilities.

The "Retail" category includes retail merchandise, restaurants, service stations, post offices and financial institutions.

All other types of land use will be charged at the rate listed above as "Other."

## Attachments

Attached to this report are the following exhibits from the North Coast Circulation Study:

Figure 1, Study Area

*Figures 20 and 20a, Proposed Circulation Network*

Figures 21 and 21a, Subareas for Fee Allocation

*Table 10, Project Timetable*

*Table 11, North Coast Area Transportation Improvements*

*Table 12, Cost Allocations by Subarea*

Those figures and tables above listed in *italic type* have been updated to reflect the recommendations of this report.

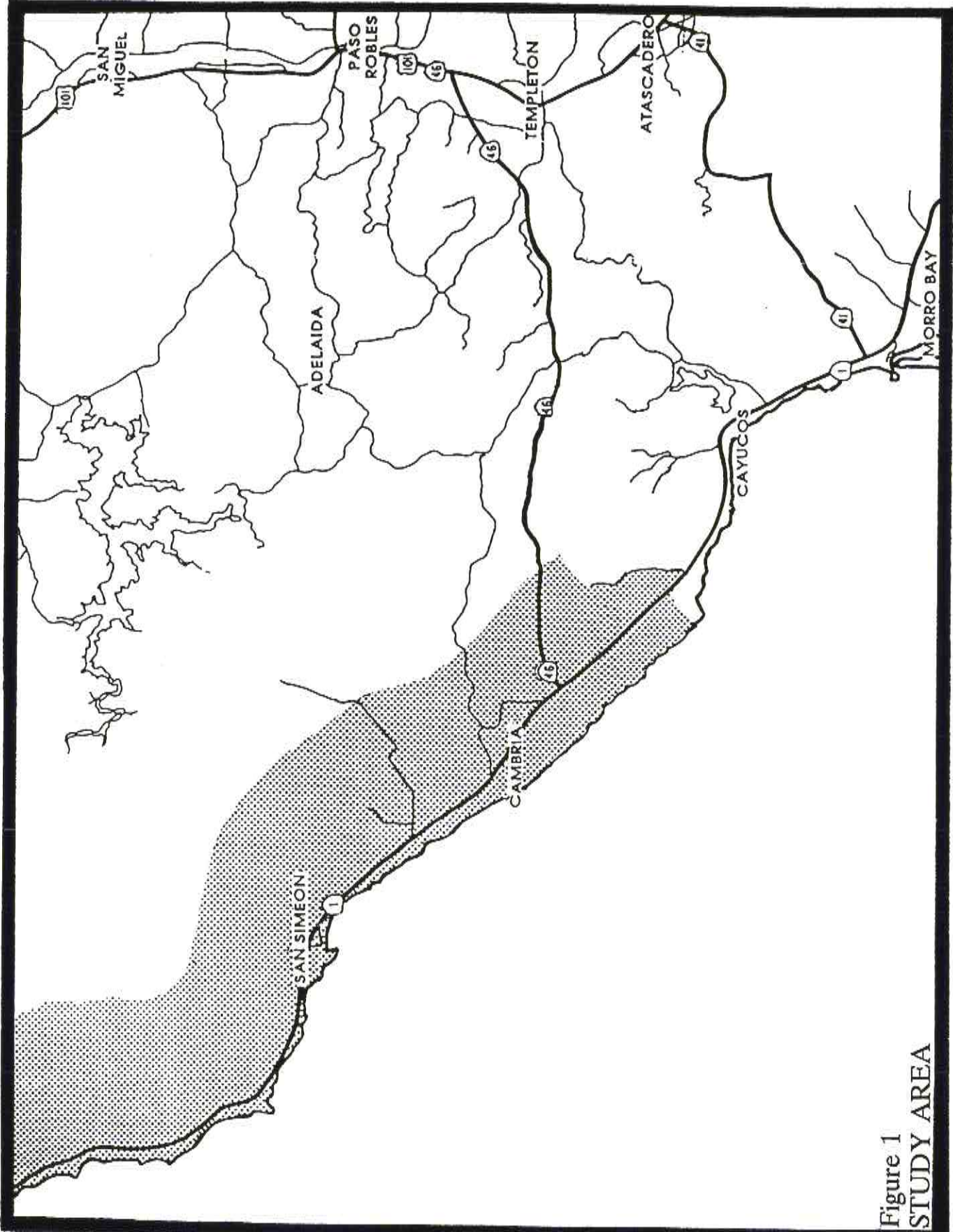


Figure 1  
STUDY AREA

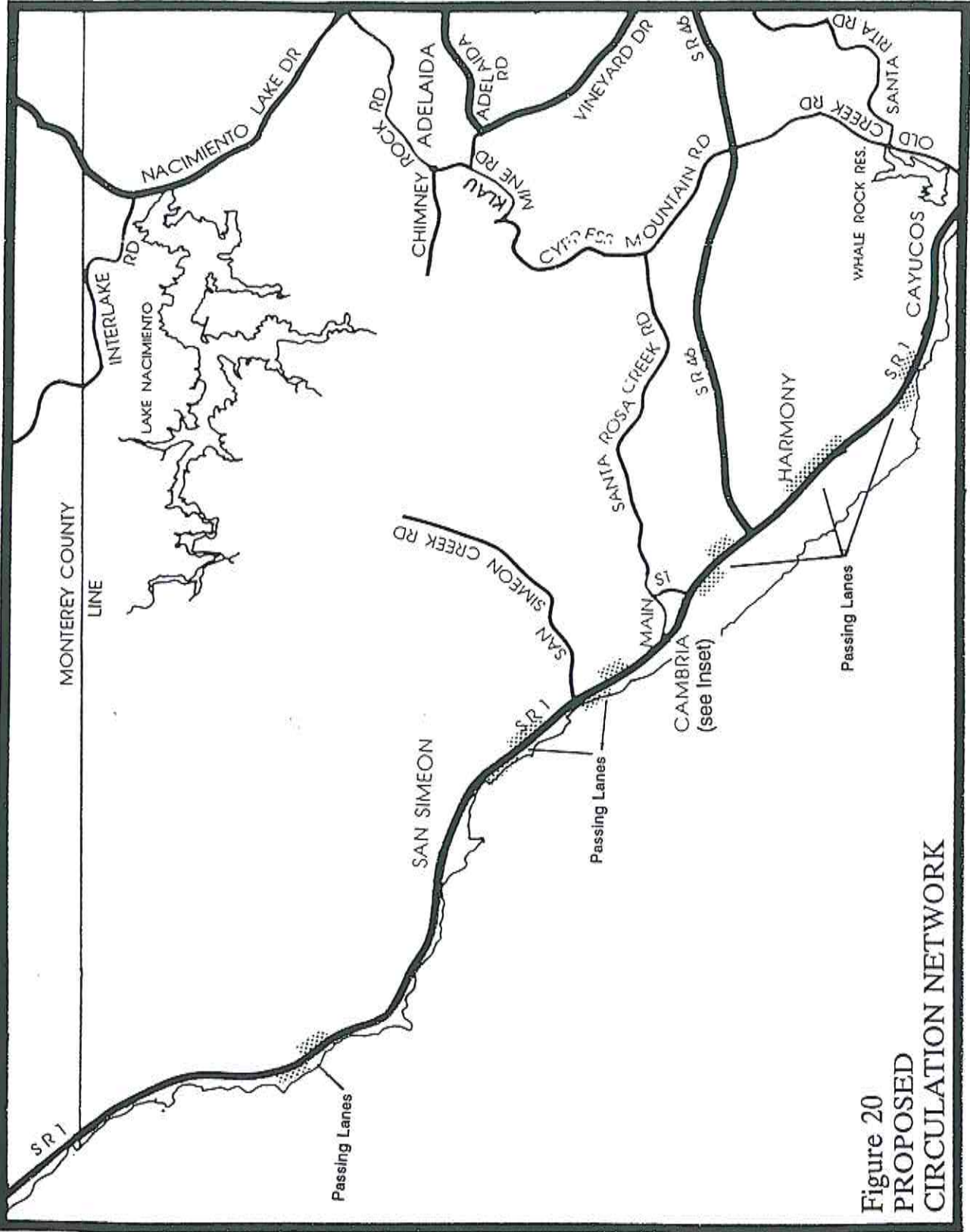
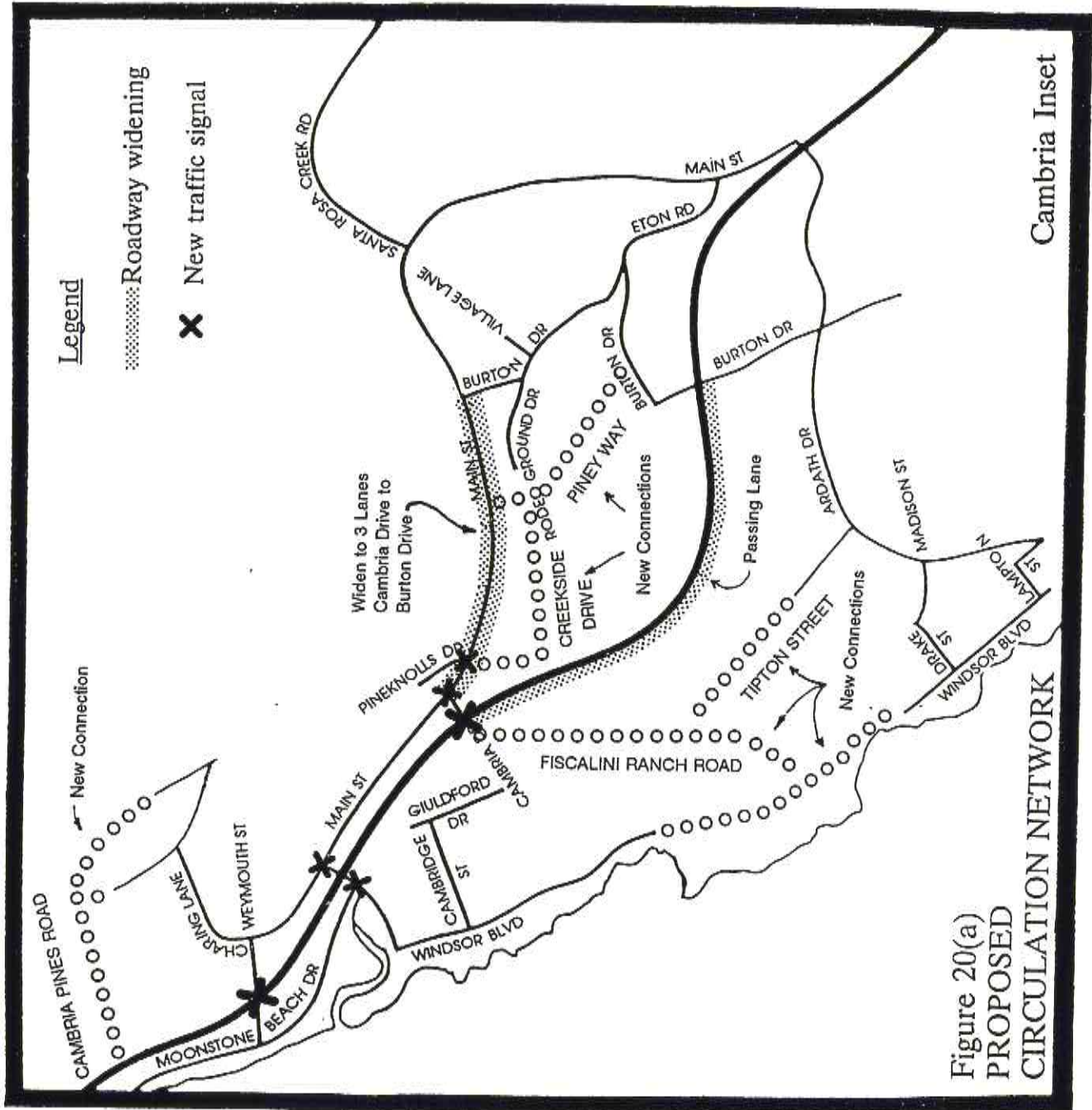


Figure 20  
**PROPOSED  
 CIRCULATION NETWORK**

Revised 1995



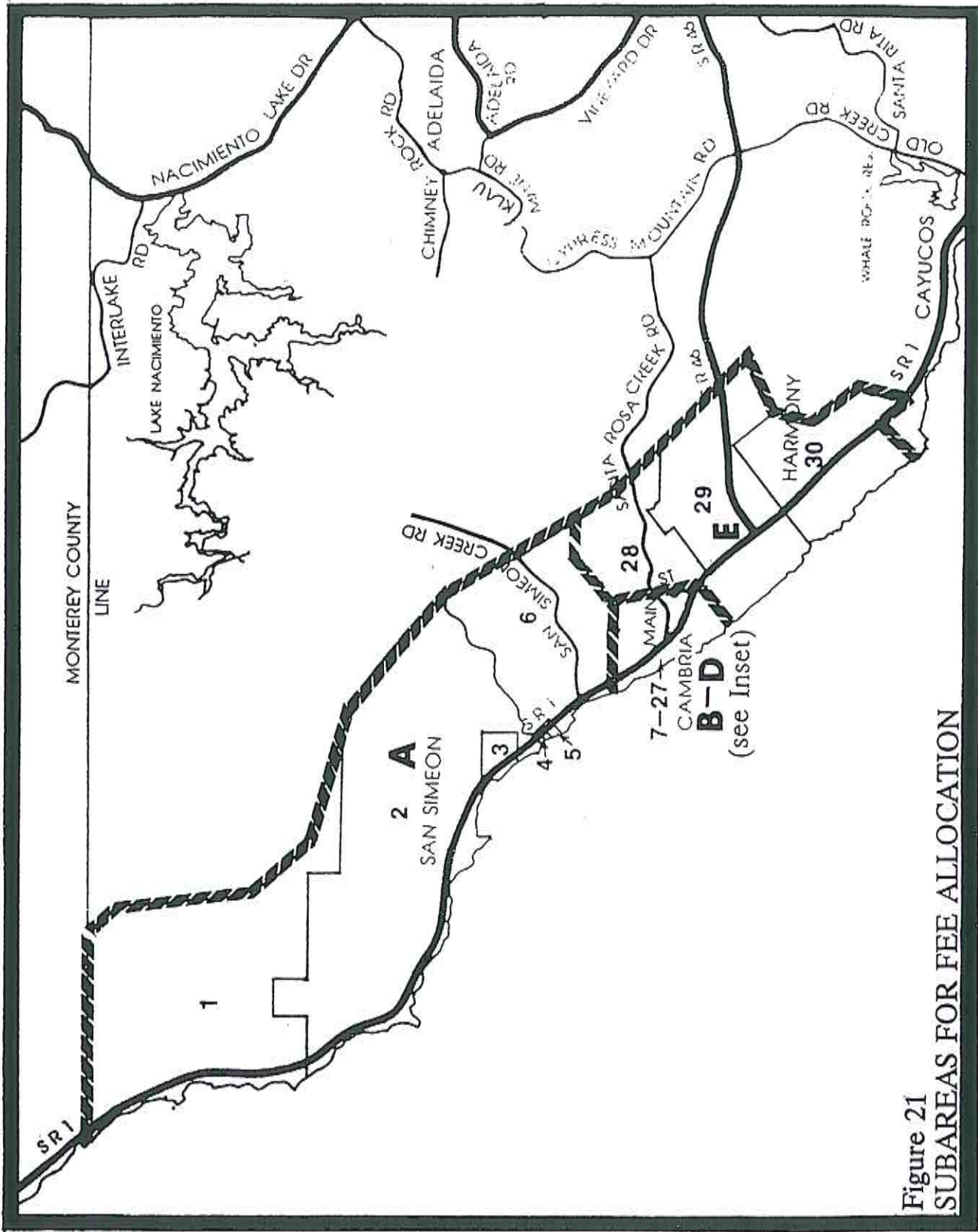


Figure 21  
SUBAREAS FOR FEE ALLOCATION

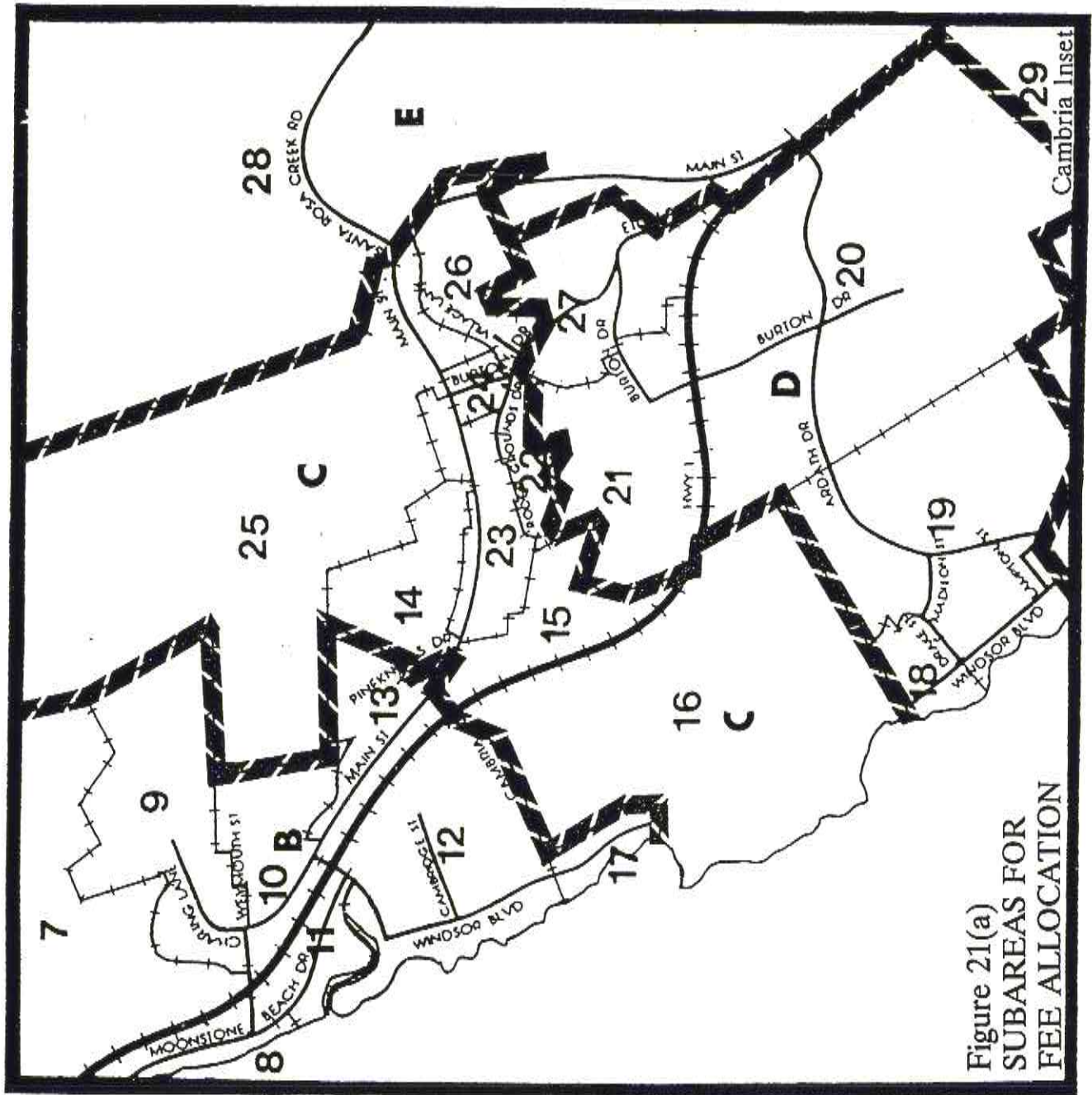


Figure 21(a)  
 SUBAREAS FOR  
 FEE ALLOCATION



North Coast Circulation Study

**Table 10**  
Project Timetable

Year	Population		Recommended Projects Schedule		
	Cambria Urban	Planning Area	Roads	Signals	Other
1990	5,382	6,310		Hwy 1/Main/Ardath	
1995	6,030	7,070	<i>Main St.</i>	Hwy 1/Cambria	Parking Facility Jitney Service Park & Ride Dial-A-Ride
2000	6,670	7,920	<i>Begin Hwy 1</i>	Windsor/Main/Moonstone Main/Cambria	
2005	7,570	8,880	Piney Way		
2010	8,480	9,940			
2015	9,500	11,140			
2020	10,650	12,480	Complete Hwy 1		
2025	11,930	13,990		Hwy 1/Weymouth Main/Pine Knolls	
2030	13,370	15,670			
2035	14,970	17,560			
2040	16,780	19,670			
2045	18,800	22,040			

The items shown in *italic type* are changes recommended for inclusion in the 1995 Update of the North Coast Circulation Study.

North Coast Circulation Study

Table 11

North Coast Area Transportation Improvements

Transportation Improvement	Cost	LESS:			Attributable to New Development**
		Existing Deficiency	Through Trips	Other Sources*	
Highway 1 passing lanes	\$3,497,000		\$699,000		2,798,000
Main Street - Burton Dr to Cambria Dr	592,000				592,000
Piney Way - Burton Dr to Main St	1,674,000				1,674,000
Intersections - 7 locations	688,000				688,000
System Improvements - channelization	86,000			86,000	0
Bikeways	942,000			942,000	0
Transit - Dial-a-Ride	91,000/year			91,000/year	0
Transit - Jitney	65,000/year			65,000/year	0
Park & Ride	21,000			21,000	0
Community Parking	538,000			538,000	0
<b>TOTALS</b>	<b>8,194,000</b>	<b>0</b>	<b>699,000</b>	<b>1,743,000</b>	<b>5,752,000</b>

\* Other Sources include Transportation Development Act, State Bike Lane Account and Air Quality Mitigation Fee.

\*\* Attributable to New Development are those projects which may be funded by impact fees.

North Coast Circulation Study

**Table 12**  
Cost Allocations by Sub-Area

Sub-Area	Highway 1 Cayucos - Monterey Co		Main Street Burton Dr - Cambria Dr		Piney Way Burton Dr - Main St		TOTALS		
	% added trips	Allocated cost (\$000s)	% added trips	Allocated cost (\$000s)	% added trips	Allocated cost (\$000s)	Allocated cost (\$000s)	NEW pk hr motel/camp /res. trips	Cost per pk hr trip
A	24.6	516	4.8	33	0.9	13	562	1,432	392
B	28.7	602	12.1	82	2.4	34	718	1,176	611
C	12.0	252	63.2	428	52.5	749	1,429	1,264	1,131
D	34.0	713	18.2	123	43.0	613	1,449	2,484	583
E	0.7	15	1.7	12	1.2	17	44	199	221
Totals	100	2,098	100	678	100	1,426	4,202	6555	641 average
					Fees charged to new retail trips		805		@ \$213/trip
					Fees charged to other non-res. trips		47		@ \$328/trip
					Allocation for through trips		699		
					Total cost of impact fee projects		5,753		

**Exhibit A**  
**1996 Update**  
**North Coast Circulation Study**

On February 25, 1992 the Board of Supervisors approved the North Coast Circulation Study. The most recent update of that study was adopted by the Board of Supervisors on August 15, 1995. Also on February 25, 1992 the Board adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The most recent update of the North Coast Road Improvement Fee Resolution was also adopted by the Board on August 15, 1995. This is the 1996 Update Report.

During 1995, building permits were issued for 68 single-family residences, one duplex, two mobile homes, 2,600 square feet of warehouse, 1,600 square feet of office, 2,100 square feet of retail use and tenant improvements, one small restaurant and one public restroom, within the North Coast study area. Since the 1995 Update Report, \$112,000 has been collected, and \$69,193 interest earned, in the North Coast Road Improvement Fund. The total balance as of October 3, 1996 is \$953,852.60.

**Transportation Improvements**

The North Coast Circulation Study (NCCS) contained a series of recommended transportation improvements. Progress has been made in the following areas:

Roadways

**Main Street.** The segment of Main Street between Cambria Drive and Burton Drive has historically had the highest traffic volumes within the community. In recent years, there has been a tremendous increase in measured traffic. Between 1994 and 1995, a 40% increase was observed. 1996 traffic levels have held steady with the higher level measured in 1995. As a result, the 1995 Update of the North Coast Circulation Study, as adopted by the Board of Supervisors, recommended that it was time to initiate a road-widening project to increase the traffic-carrying capacity of this critical segment of Main Street. The County Engineering Department is proposing to implement the project which was recommended in the Circulation Study. The main element of the street widening will be the provision of a continuous two-way left-turn lane, similar to that which has already been installed between Cambria Drive and Tamson Way. The Engineering Department is working with the North Coast Advisory Council to address some of the details of the design, such as parking, bikeways, sidewalks and streetscape design. Staff will be working with property owners and business owners to identify the time of year the construction would cause the least impact, and estimates construction of the first phase during 1997, lasting approximately four to six weeks. The first phase will involve the easterly end of the street segment, from Burton Drive to approximately "the Goldsmith." This part is being done separately from the rest as it involves removal and reconstruction of existing sidewalk, which will be the more difficult construction process.

## Intersections

**Highway 1/Windsor Boulevard/Main Street/Charing Lane.** Recently, the North Coast Advisory Council has expressed interest in a modification to the existing traffic signals at the intersection of Highway 1 and Windsor Boulevard. In response, County Engineering has contacted Caltrans District 5 regarding a modification which would include the Main Street and Charing Lane approaches in those which are controlled by the signal, rather than by Stop signs as they currently are. The feasibility and status of this will be investigated over the coming year, and the results reported in more detail in the next update of the Circulation Study.

**Highway 1/Cambria Drive.** The 1995 Update reported an action by the Board of Supervisors to defer the signalization of this intersection until the year 2000, or the completion of the adjacent Mid State Bank project, whichever came first. However, the revisions to Table 10, Project Timetable, omitted this change. Table 10 is included in the attachments to this year's Update, with this change incorporated.

## Public Transit

**Dial-a-Ride/Jitney Service.** During the 1995 "Unmet Transit Needs" hearing, the San Luis Obispo Council of Governments (SLOCOG) received a petition requesting the implementation of fixed-route local transit service within the community of Cambria. Subsequent evaluation of the request determined that the service did meet the established criteria for an "unmet need" but would not be reasonable to meet. The latter is part of the requirement for the County to be mandated to provide the service. This determination initiated a series of discussions involving SLOCOG, County, Air Pollution Control District and Cambria Community Services District staff, as well as representatives of the Advisory Council and the Chamber of Commerce. This "working group" decided it would be of value to conduct a survey of local residents to determine more specifically what type of transit service would be used. The survey was conducted in February, 1996 by students and staff from Cal Poly State University. Its results were sufficiently positive that the working group concluded that a fixed-route local transit service should be operated on a trial basis, beginning in March, 1997. The CCSD has taken on the role of the lead agency in developing the operating plan for the proposed service, which will be funded by the County with funds from the Transportation Development Act.

## Bikeways

In October, 1996, the Board of Supervisors adopted an Update of the County Bikeways Plan. Changes for the northern coastal area included the deletion of bikeway recommendations for the Lodge Hill area, with a recommendation for additional further study; the recommendation for a Class I bike path along Moonstone Beach Drive; and the inclusion of a bike path along Santa Rosa Creek which is being proposed by the Community Services District.

## Parking Management

**Community Parking.** The Department of Planning & Building has been working with some property owners in the East Village toward providing a parking facility in that area, as identified in the Circulation Study. A site has been identified on Center Street, west of Burton Drive, which consists of two adjoining vacant lots. One lot is owned by the County, the other by a private party. This is also the site of a proposed public restroom for the area. A site layout has been developed which accommodates the restroom and maximizes the number of parking spaces provided (23). At this time, Planning is working with area property owners and businesses to identify funding for construction of the parking improvements.

## **Road Improvement Fees**

Over the course of the past year, road construction costs have decreased. Our standard reference for this is the rolling 12-month cost index prepared by the California Department of Transportation (Caltrans). Between the end of the Fiscal Year 1993-94 (the index at the time of the last Update), and the end of the Fiscal Year 1995-96 (the most recent data available), costs decreased 8.1%. Accordingly, we are recommending a corresponding decrease in the cost estimates of the projects funded by the North Coast Road Improvement Fee. The table below shows the recommended fee schedule.

**Table 2**  
**North Coast Area Road Improvement Fee**

		Area A	Area B	Area C	Area D	Area E
Residential	pk hr trip	\$360	\$562	\$1,040	\$536	\$203
Retail	pk hr trip	\$196	\$196	\$196	\$196	\$196
Other	pk hr trip	\$301	\$301	\$301	\$301	\$301

### Notes

- The "Residential" category includes single-family and multi-family dwellings, hotels, motels and camping facilities.
- The "Retail" category includes retail merchandise, restaurants, service stations, post offices and financial institutions.
- All other types of land use will be charged at the rate listed above as "Other."

## Attachments

Attached to this report are the following exhibits from the North Coast Circulation Study:

Figure 1, Study Area

Figures 20 and 20a, Proposed Circulation Network

Figures 21 and 21a, Subareas for Fee Allocation

*Table 10, Project Timetable*

*Table 11, North Coast Area Transportation Improvements*

Those figures and tables above listed in *italic type* have been updated to reflect the recommendations of this report.

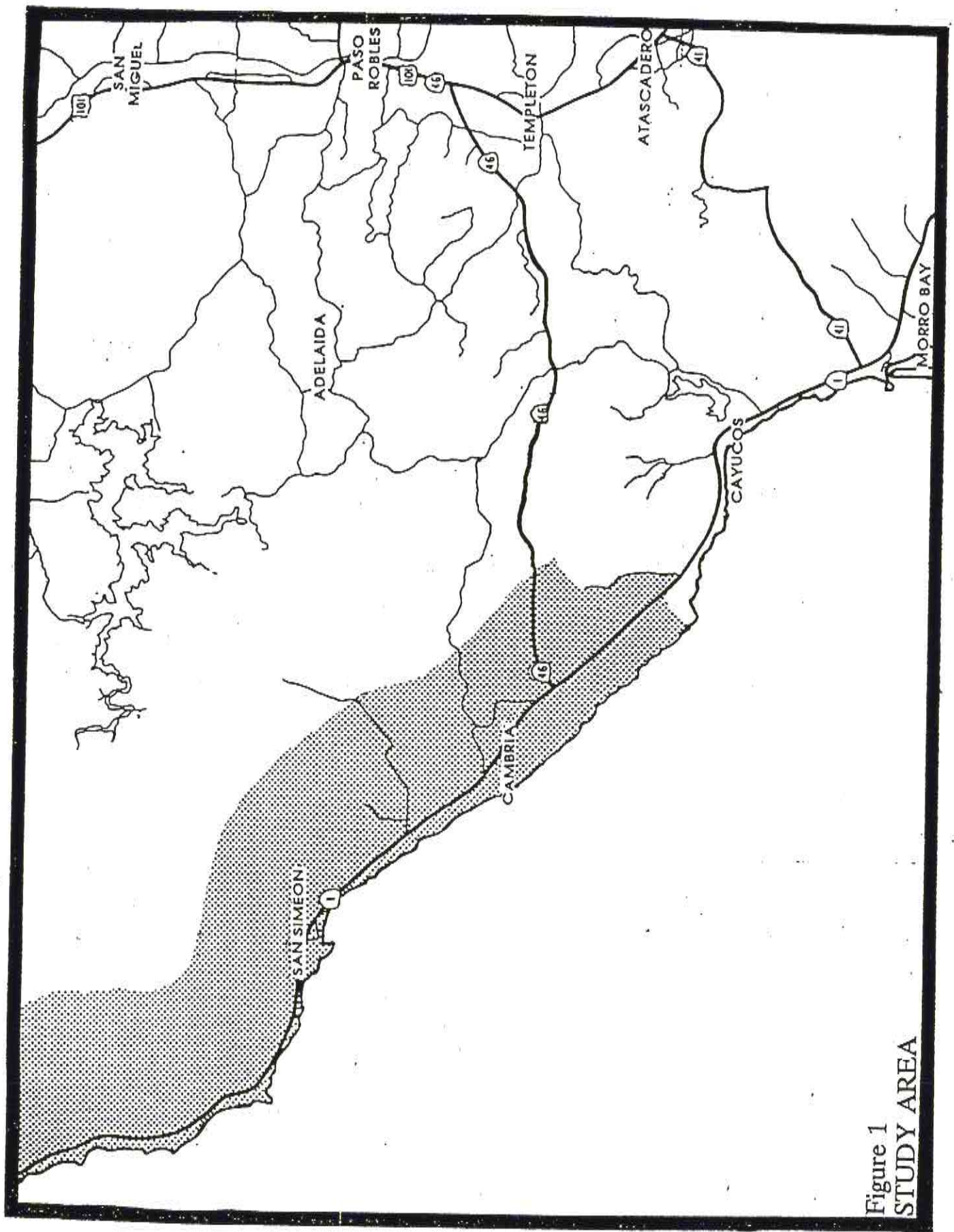


Figure 1  
STUDY AREA



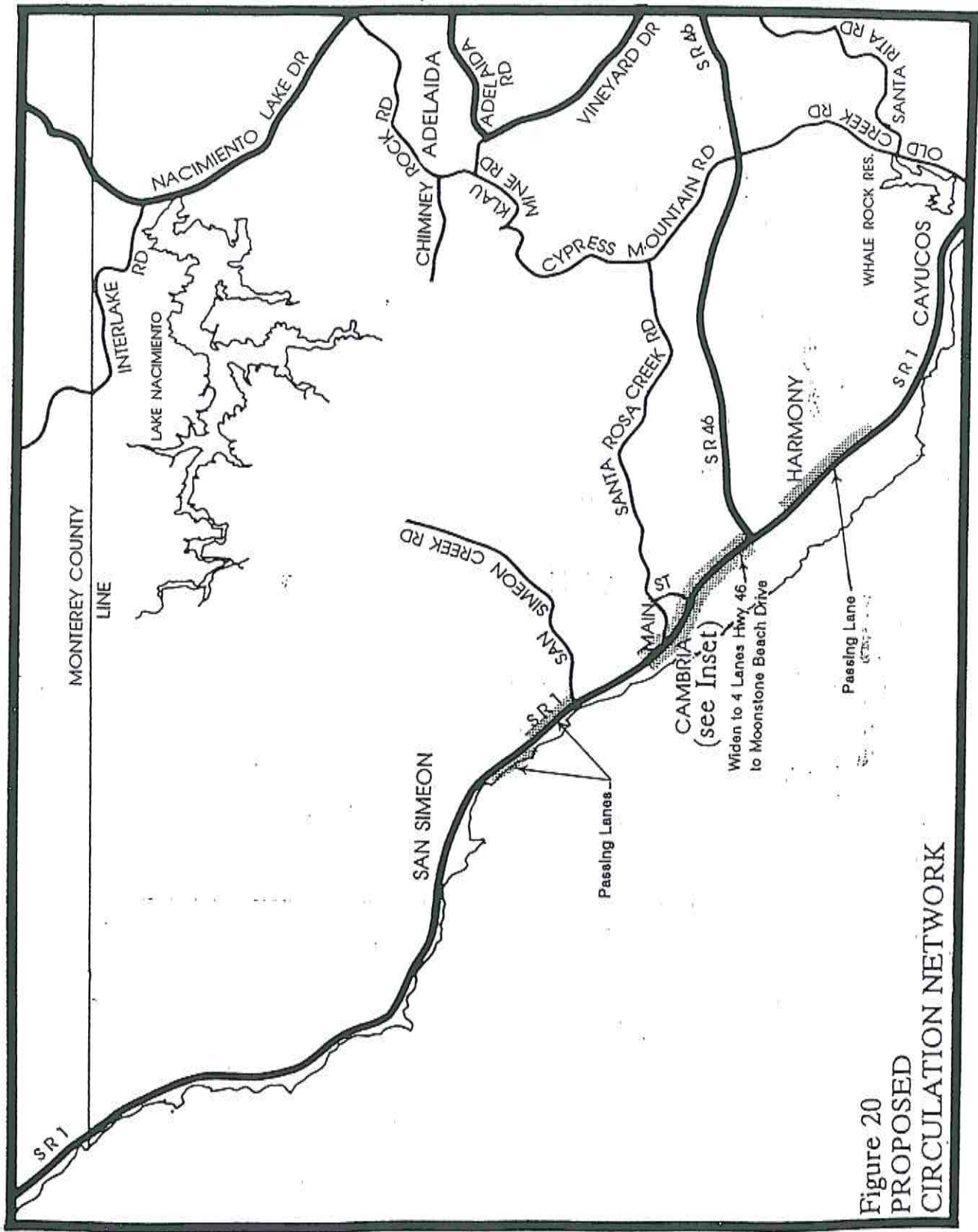


Figure 20  
**PROPOSED  
 CIRCULATION NETWORK**

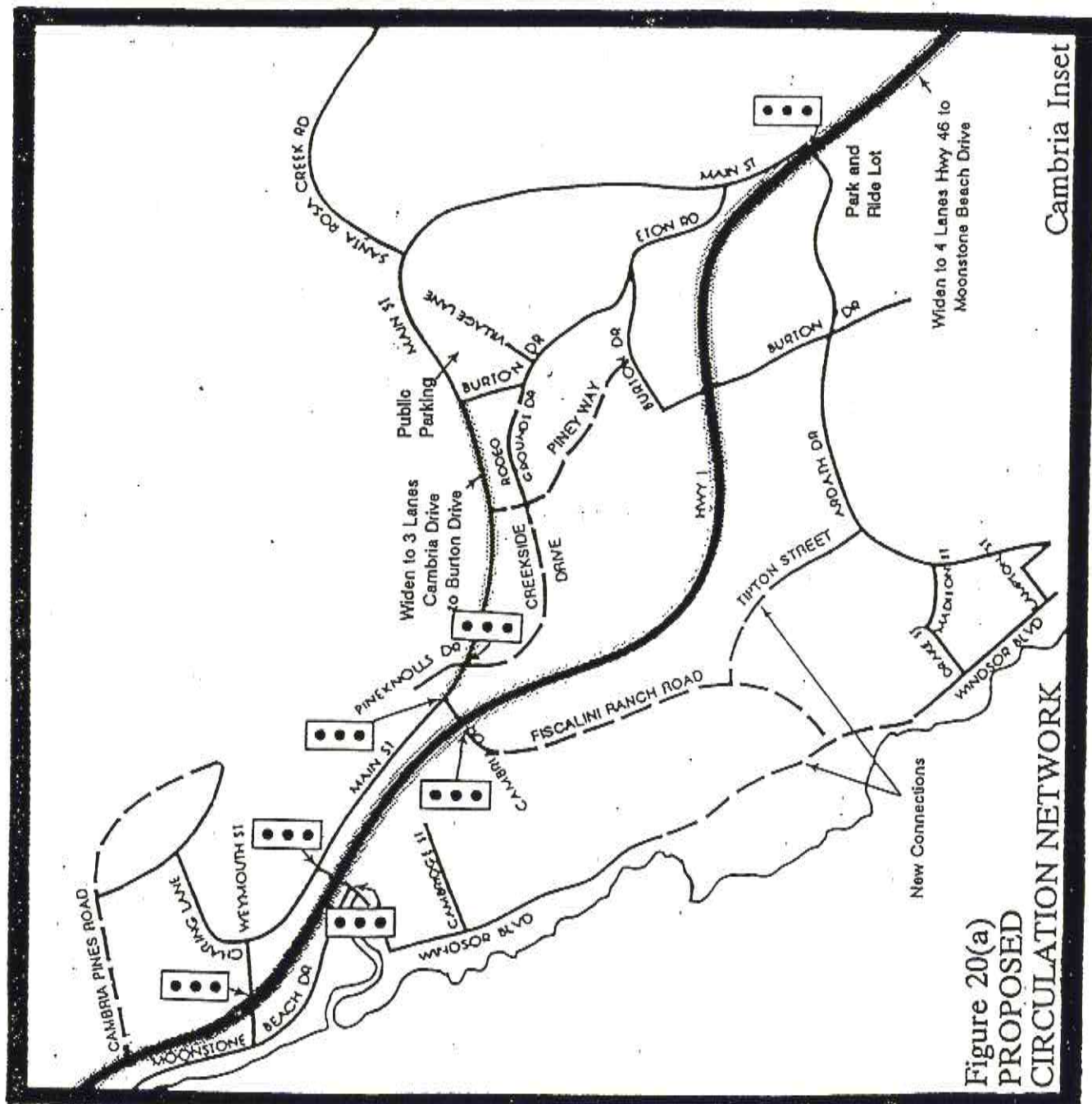


Figure 20(a)  
**PROPOSED**  
**CIRCULATION NETWORK**

Cambria Inset

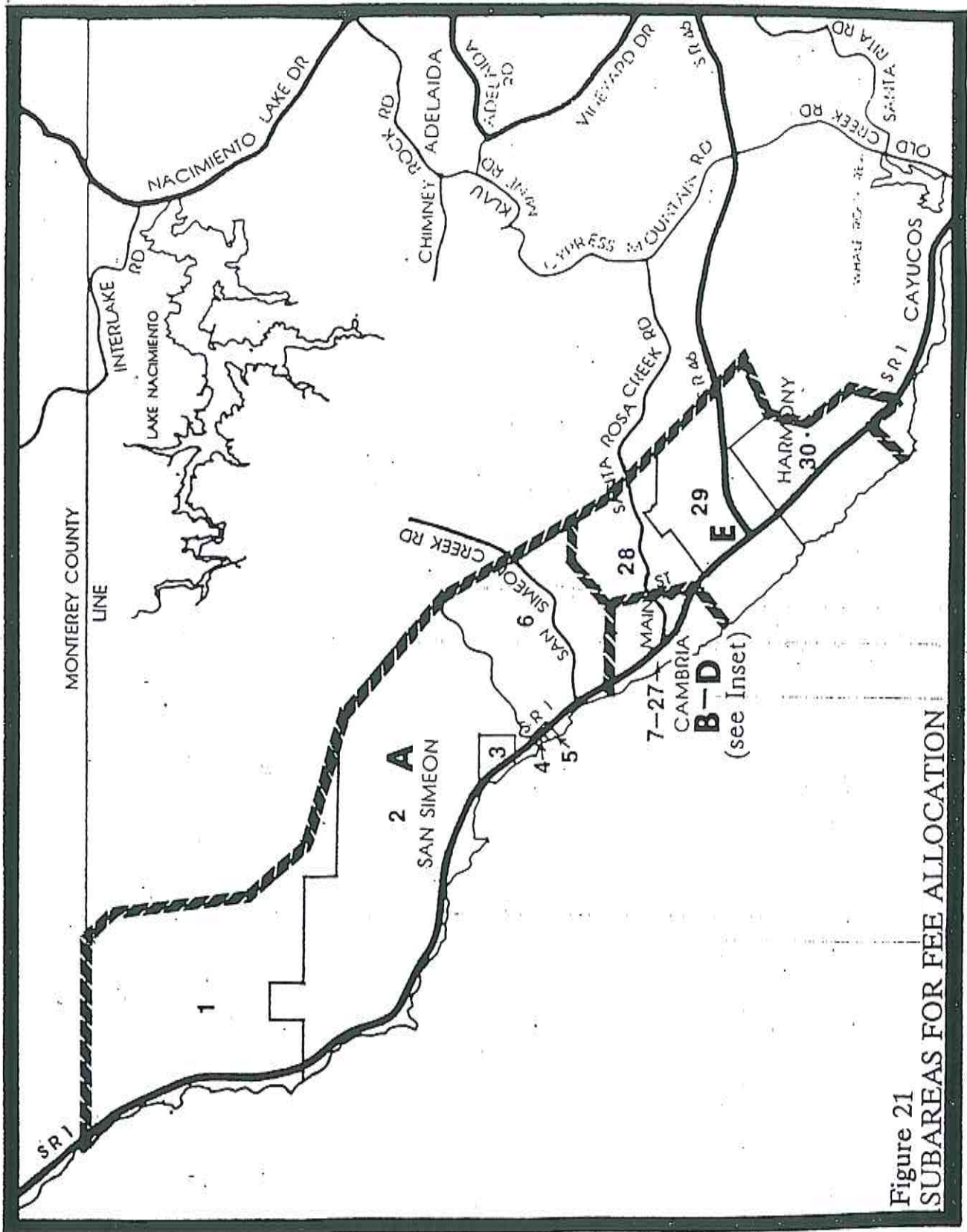


Figure 21  
SUBAREAS FOR FEE ALLOCATION

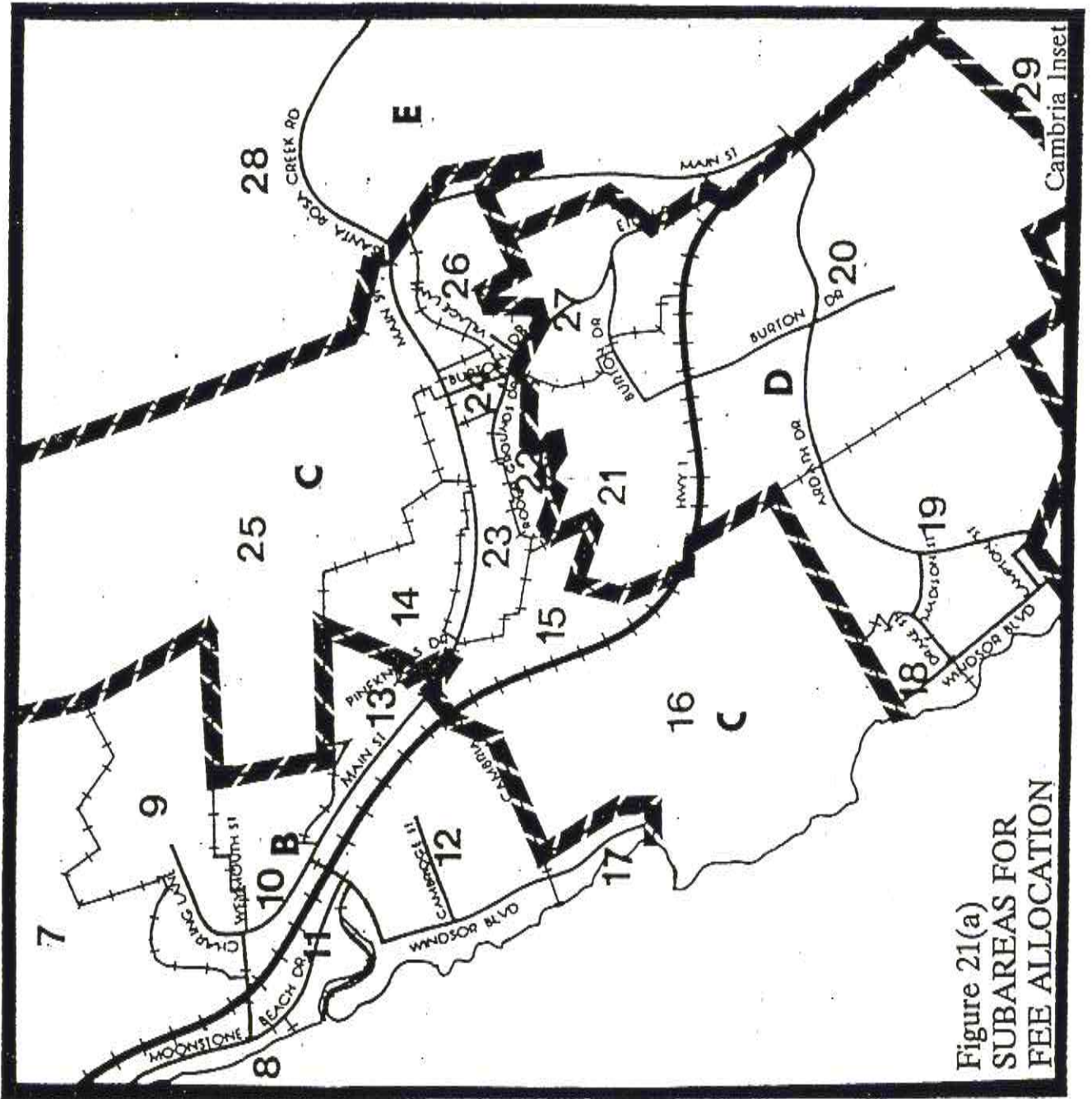


Figure 21(a)  
SUBAREAS FOR  
FEE ALLOCATION

# North Coast Circulation Study

**Table 10**  
Project Timetable

Year	Population		Recommended Projects Schedule		
	Cambria Urban	Planning Area	Roads	Signals	Other
1990	5,382	6,310		Hwy 1/Main/Ardath	
1995	6,030	7,070	Main St.		Parking Facility Jitney Service Park & Ride Dial-A-Ride
2000	6,670	7,920	Begin Hwy 1	Windsor/Main/Moonstone Main/Cambria <i>Hwy 1/Cambria</i>	
2005	7,570	8,880	Piney Way		
2010	8,480	9,940			
2015	9,500	11,140			
2020	10,650	12,480	Complete Hwy 1		
2025	11,930	13,990		Hwy 1/Weymouth Main/Pine Knolls	
2030	13,370	15,670			
2035	14,970	17,560			
2040	16,780	19,670			
2045	18,800	22,040			

The items shown in *italic type* are changes recommended for inclusion in the 1996 Update of the North Coast Circulation Study.

North Coast Circulation Study

**Table 11**  
North Coast Area Transportation Improvements

Transportation Improvement	Cost	LESS:			Attributable to New Development**
		Existing Deficiency	Through Trips	Other Sources*	
Highway 1 passing lanes	\$3,214,400		\$643,000		2,571,400
Main Street - Burton Dr to Cambria Dr	544,000				544,000
Piney Way - Burton Dr to Main St	1,539,000				1,539,000
Intersections - 7 locations	632,000				632,000
System Improvements - channelization	79,000			79,000	0
Bikeways	866,000			866,000	0
Transit - Dial-a-Ride	84,000/year			84,000/year	0
Transit - Jitney	60,000/year			60,000/year	0
Park & Ride	19,000			19,000	0
Community Parking	495,000			495,000	0
<b>TOTALS</b>	<b>7,532,400</b>	<b>0</b>	<b>643,000</b>	<b>1,602,000</b>	<b>5,287,000</b>

\* Other Sources include Transportation Development Act, State Bike Lane Account and Air Quality Mitigation Fee.  
 \*\* Attributable to New Development are those projects which may be funded by impact fees.

**Exhibit A  
1998 Update  
North Coast Circulation Study**

On February 25, 1992 the Board of Supervisors approved the North Coast Circulation Study. The most recent update of that study was adopted by the Board of Supervisors on February 4, 1997. Also on February 25, 1992 the Board adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The most recent update of the North Coast Road Improvement Fee Resolution was also adopted by the Board on February 4, 1997. This is the 1998 Update Report.

Building Activity. Since the last Update, building permits were issued for 184 single-family residences, thirty-one multi-family residences, one mobile home, forty-six motel units, a fire station and 2,448 square feet of office improvements within the North Coast study area.

Road Improvement Fund. With this year's Update Report, we are presenting a new format for summarizing the flow into and out of the Road Improvement Fund during the update period. Table A, attached to this report, summarizes:

- all payments received since the inception of the Road Improvement Fee,
- each year's interest credited to the fund,
- all expenditures from the fund.

**Transportation Improvements**

The North Coast Circulation Study (NCCS) contained a series of recommended transportation improvements. Progress has been made in the following areas:

Roadways

**Main Street.** The County Engineering Department is working on implementing the Main Street improvement project which was recommended in the North Coast Circulation Study, which was originally adopted by the Board of Supervisors in 1992. The main element of the street widening will be the provision of a two-way left-turn lane, similar to that which has already been installed between Cambria Drive and Tamson Way. Other components of the improved street environment will include parking lanes, a two-way bicycle path separated from the street, and pedestrian sidewalks, as well as landscaping and other streetscape enhancements. At the same time, the Cambria Community Services District is proposing to implement its own plan for a multipurpose trail which will connect Shamel Park with the East Village area. A significant portion of the corridor will consist of a mixed-use pedestrian and bicycle trail along Santa Rosa Creek, entirely separate from any motor vehicle roadway. In some areas where it is not possible to construct such a path along the creek, the pedestrian

and bicycle traffic will be accommodated with facilities incorporated into the roadway cross-section on Windsor Boulevard, Main Street, Piney Way and Rodeo Grounds Road, and possibly on Cambria Drive and/or Cornwall Street. [Piney Way will be a new street connecting Main Street with Lodge Hill, intersecting Main Street between the Bluebird Motel and the China Restaurant. The first segment to be constructed will be the portion connecting Main Street with Rodeo Grounds Road.] If the alignment of the trail crosses Highway 1 at Cambria Drive, it is recommended that a traffic signal be installed at that intersection at that time, to provide for safety of pedestrians and bicyclists crossing the highway, if it has not already been installed.

The County and the Community Services District are now working together to finalize the definition of the project, and then will proceed with the necessary environmental determination. It may be necessary to prepare an Environmental Impact Report (EIR) for the construction, if potential impacts are expected to be substantial enough. Following completion of the necessary documentation, the agencies will then determine what is the preferred way to sequence the project: one large construction contract, or two (or more) separate, smaller projects.

#### Public Transit

**Dial-a-Ride/Jitney Service.** In the last Update, it was reported that the County was working on a proposal to initiate local public transit service within the community of Cambria. Since that time, the Cambria Community Services District has taken the lead in developing the potential service plan and soliciting proposals to operate the service. The District is now getting ready to receive proposals, and expects to begin service June 1, 1998 for a four-month trial. The proposed system will circulate a loop between Moonstone Beach, Shamel Park and the East and West Village areas, on a half-hour frequency. The service will be funded by Transportation Development Act (TDA) funds, generated by sales tax revenue, which the County receives for the unincorporated areas.

#### Parking Management

**Community Parking.** The Department of Planning & Building has been working with some property owners in the East Village toward providing a parking facility in that area, as identified in the Circulation Study. A site has been identified on Center Street, west of Burton Drive, which consists of two adjoining vacant lots. One lot is owned by the County, the other by a private party. This is also the site of a public restroom for the area. A site layout has been developed which accommodates the restroom and maximizes the number of parking spaces provided (23). At this time, Planning is working with area property owners and businesses to identify funding for construction of the parking improvements. Over half of the needed funding has been received, but about \$2,500 remains to be collected. Proposed donations of landscaping and other construction materials will be of great assistance in completing the project. The current outlook is for paving the parking lot in the near future.



## Study Recommendations

### Surface Transportation Program

One significant event of the past year was the opportunity for the County to propose its program for the use of the federal Surface Transportation Program (STP) urban funds, a portion of which are reserved for Cambria (as for each of the other urban communities in the County, and the seven cities). The funds, (over \$150,000 for Cambria), were anticipated to become available in Fiscal Year 1998-99, following the passage by Congress of a new transportation appropriation bill. However, since that time, Congress' action on the necessary legislation has been substantially delayed, so the funds may not be available until the following year. Following is a description of the projects in the study area, listed in the priority order which County staff proposed, for the use of the STP funds. Due to the delay in the enabling legislation, there is opportunity with this Update process to amend the list of projects or the proposed sequence.

- 1. Main Street.** As noted above, the County is working cooperatively with the CCSD on a consolidated project for the improvement of the Main Street corridor. One of the improvements most frequently requested by the community has been the completion of sidewalks along the southerly side of the street, to improve pedestrian safety for the elementary school children and business customers, since these are primarily on that side of the street. The construction of sidewalks has not been included in the estimate for the widening of Main Street which was used for calculation of the Road Improvement Fee, and thus was not eligible for the use of that money. As such, it is proposed to use the STP funds to incorporate the sidewalk construction with the other improvements currently proposed for this corridor. . . . . estimated cost \$158,000
- 2. Burton Drive Path.** There is an existing pedestrian path along Burton Drive, between Eton Road and Santa Rosa Creek, which is in need of rehabilitation following severe winter storm damage. The repair of this pathway is recommended for the use of the STP funds, as it will benefit pedestrian travel between Lodge Hill and downtown. estimated cost \$75,000
- 3. Santa Rosa Creek Road Bike Lanes.** The rehabilitation of the existing bike lanes on Santa Rosa Creek Road, between Main Street and Coast Union High School, is also proposed for the use of the STP funds, as it could significantly improve access to the high school, but is not eligible for use of the Road Improvement Fee revenue. . . . . estimated cost \$94,000
- 4. Charing Lane.** The improvement of Charing Lane, between Windsor Boulevard and Weymouth Street, is also proposed for the use of the STP funds, to improve deterioration of the pavement condition and drainage handling. . . . . estimated cost \$118,000

## Road Improvement Fees

Over the course of the past year, road construction costs have increased. Our standard reference for this is the rolling 12-month cost index prepared by the California Department of Transportation (Caltrans). Between the end of the Fiscal Year 1995-96 (the index at the time of the last Update), and the end of the Fiscal Year 1996-97 (the most recent data available), costs increased 3.1%. Accordingly, we are recommending a corresponding increase in the cost estimates of the projects funded by the North Coast Road Improvement Fee. The table below shows the recommended fee schedule.

**Table 2  
North Coast Area Road Improvement Fee**

<i>Existing fees</i>		Area A	Area B	Area C	Area D	Area E
Residential	pk hr trip	\$360	\$562	\$1,040	\$536	\$203
Retail	pk hr trip	\$196	\$196	\$196	\$196	\$196
Other	pk hr trip	\$301	\$301	\$301	\$301	\$301

<i>Proposed fees</i>		Area A	Area B	Area C	Area D	Area E
Residential	pk hr trip	\$371	\$579	\$1,072	\$553	\$209
Retail	pk hr trip	\$202	\$202	\$202	\$202	\$202
Other	pk hr trip	\$310	\$310	\$310	\$310	\$310

Notes

- pk hr trip: P.M. peak hour trips, as determined by Board of Supervisors' policy.
- The "Residential" category includes single-family and multi-family dwellings, hotels, motels and camping facilities.
- The "Retail" category includes retail merchandise, restaurants, service stations, post offices and financial institutions.
- All other types of land use will be charged at the rate listed above as "Other."

## Attachments

Attached to this report are the following exhibits from the North Coast Circulation Study:

- Figure 1, Study Area
- Figures 20 and 20a, Proposed Circulation Network
- Figures 21 and 21a, Subareas for Fee Allocation
- Table 10, Project Timetable
- *Table 11, North Coast Area Transportation Improvements*

Those figures and tables above listed in *italic type* have been updated to reflect the recommendations of this report.

Also attached to this report, new since the 1996-97 Update:

- Table A, Summary of Road Improvement Fee Activity

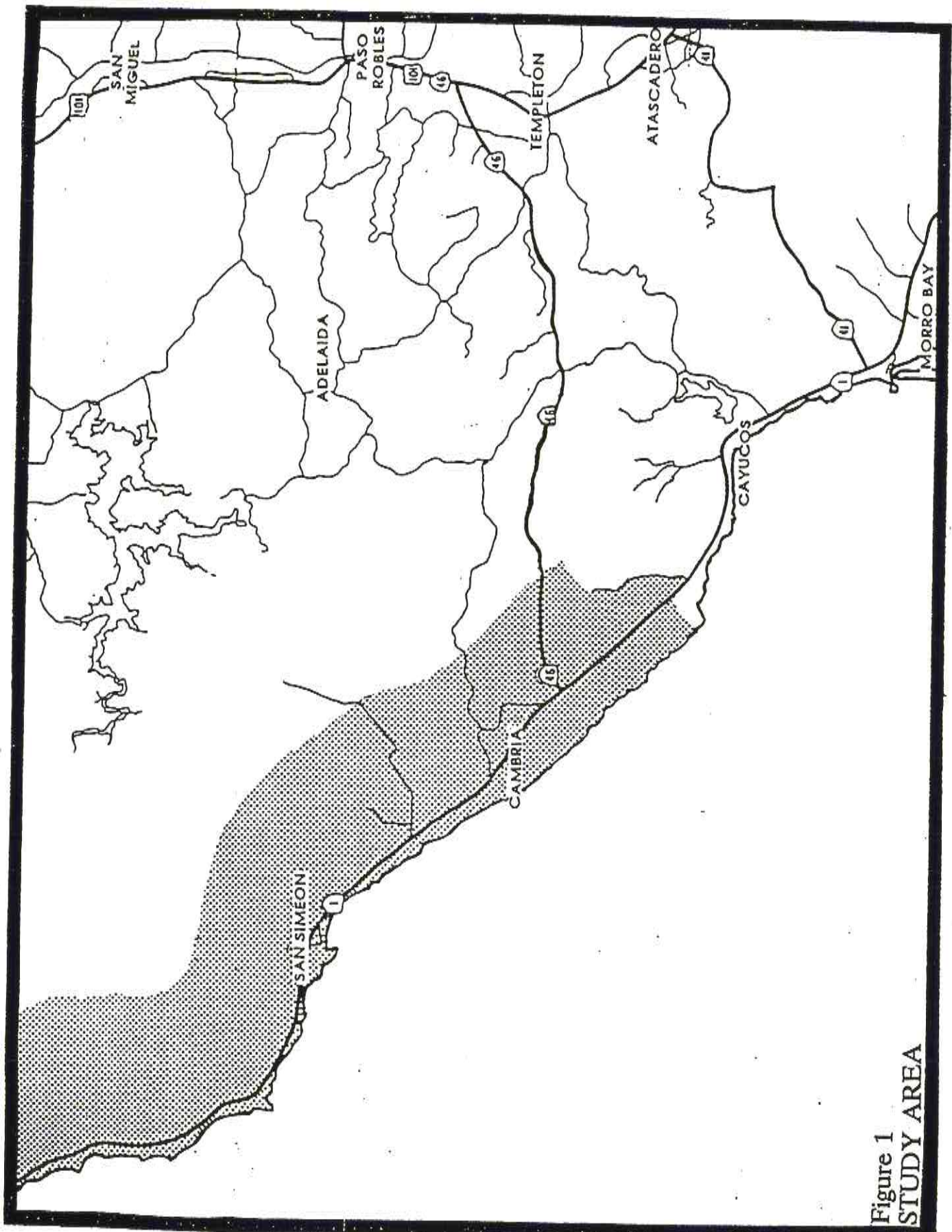
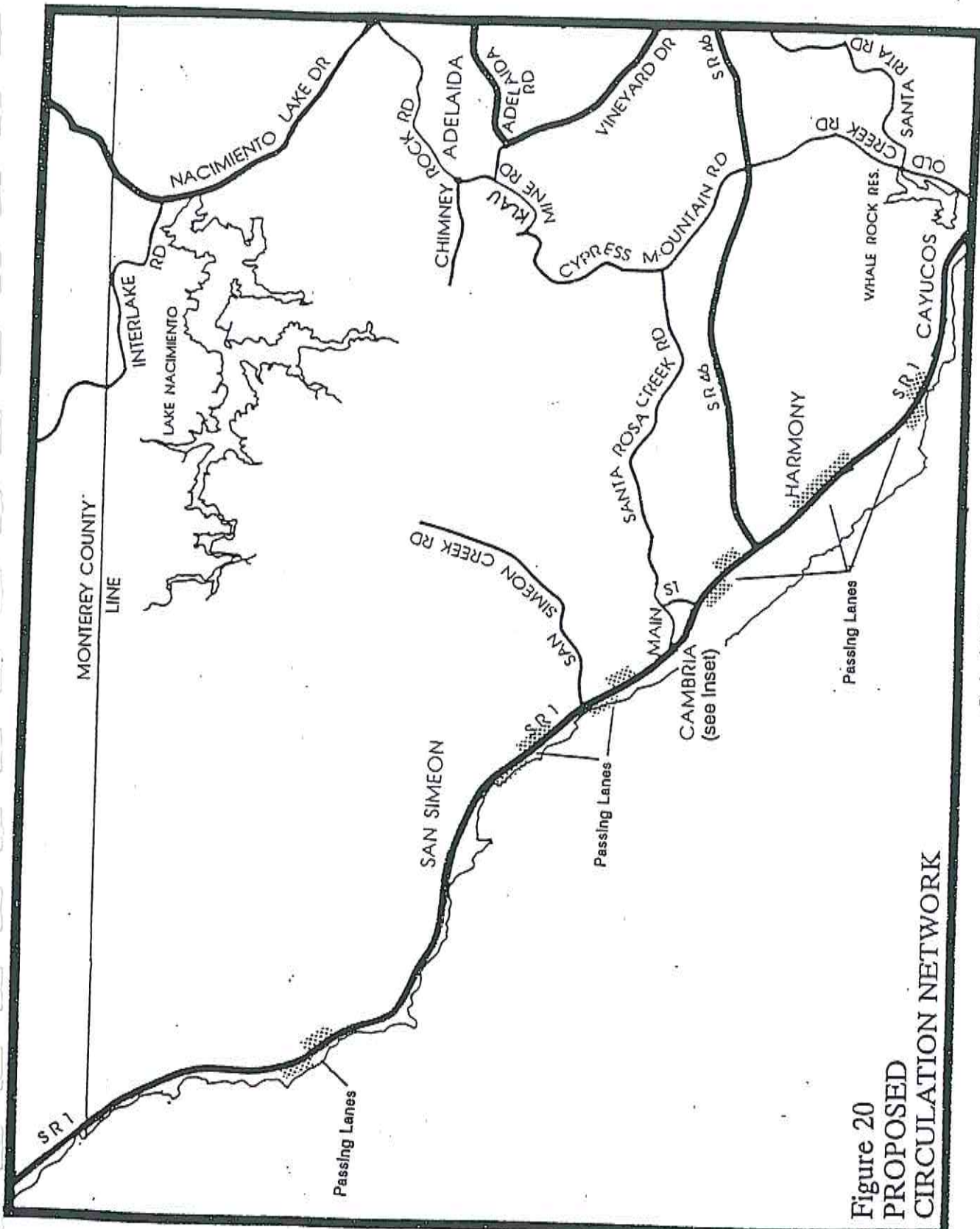


Figure 1  
STUDY AREA



**Figure 20**  
**PROPOSED**  
**CIRCULATION NETWORK**

Revised 1995



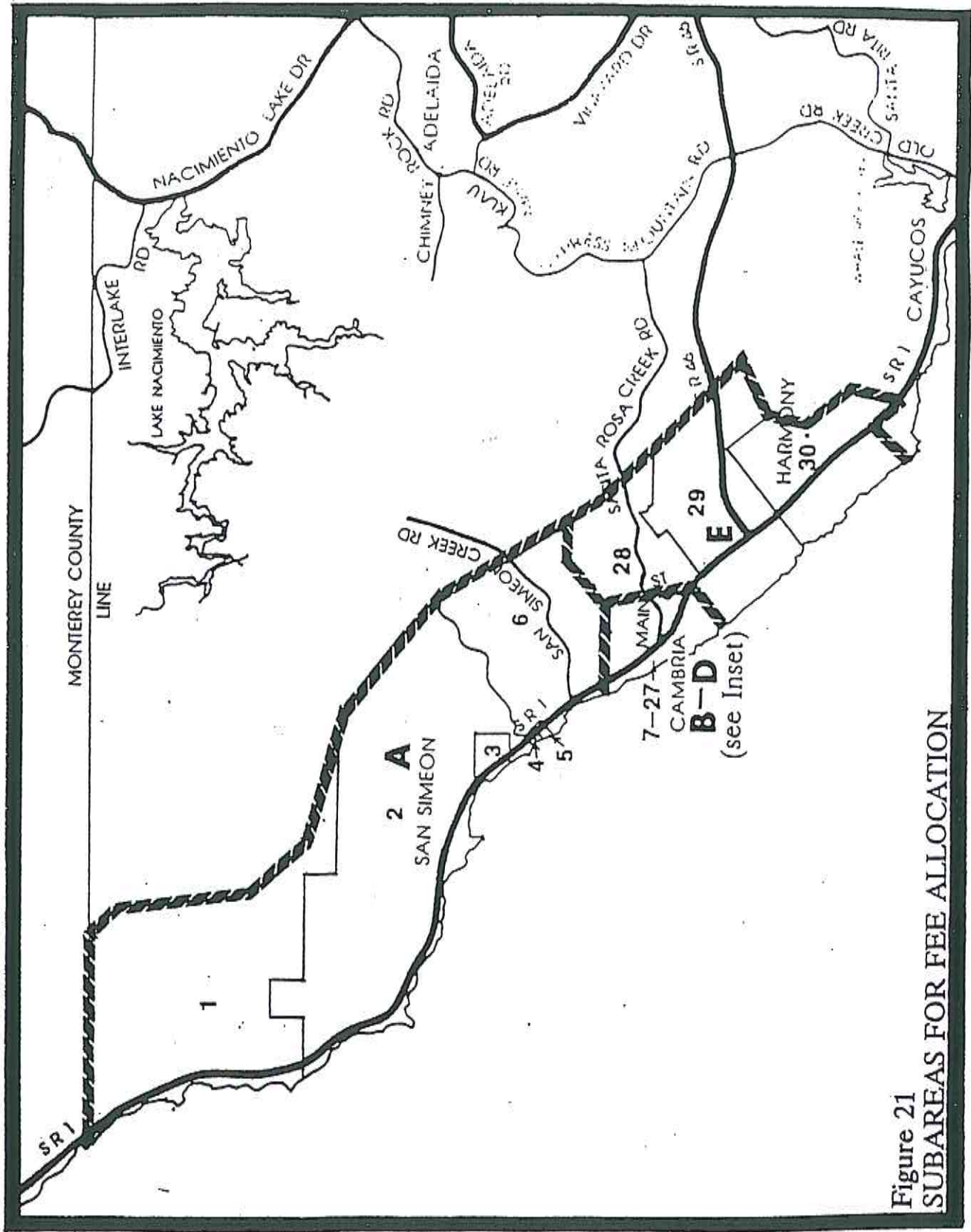


Figure 21  
SUBAREAS FOR FEE ALLOCATION

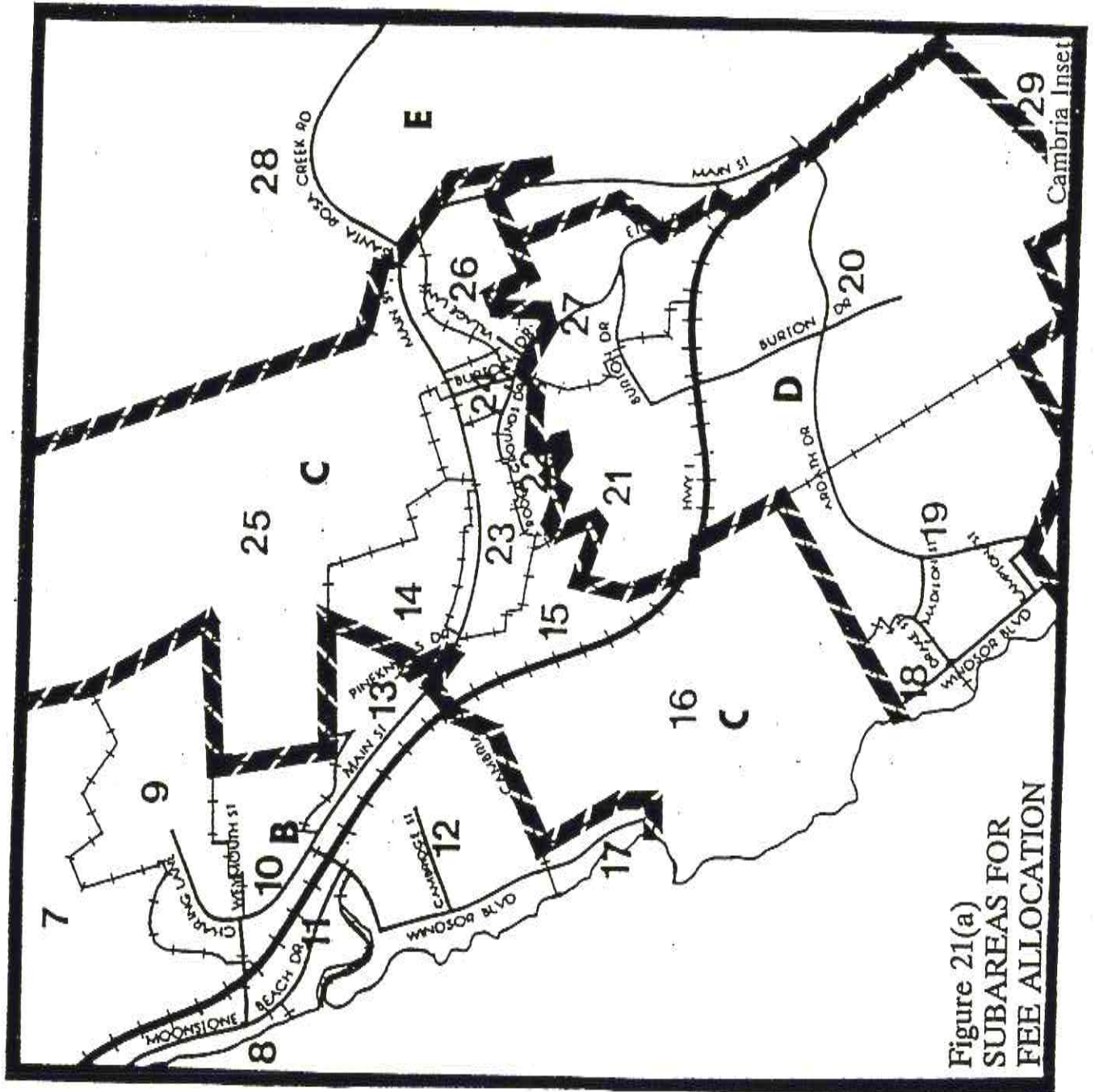


Figure 21(a)  
SUBAREAS FOR  
FEE ALLOCATION



North Coast Circulation Study

**Table 10**  
Tentative Project Timetable

Year	Population		Recommended Projects Schedule		
	Cambria Urban	Planning Area	Roads	Signals	Other
1990	5,382	6,310		<del>Hwy 1/Main/Ardath</del>	
1995	6,030	7,070	Main Street		<i>Parking Facility Jitney Service Park &amp; Ride Dial-A-Ride</i>
2000	6,670	7,920	Begin Hwy 1	Windsor/Main/Moonstone Main/Cambria Drive Hwy 1/Cambria Drive	
2005	7,570	8,880	Piney Way		
2010	8,480	9,940			
2015	9,500	11,140			
2020	10,650	12,480	Complete Hwy 1		
2025	11,930	13,990		Hwy 1/Weymouth Street Main/Pine Knolls Drive	
2030	13,370	15,670			
2035	14,970	17,560			
2040	16,780	19,670			
2045	18,800	22,040			

~~Shaded entries~~ indicate projects already completed.

*Italic print* indicates projects which have been initiated but not yet completed.

North Coast Circulation Study

**Table 11**  
North Coast Area Transportation Improvements

Transportation Improvement	Cost	LESS:			Attributable to New Development**
		Existing Deficiency	Through Trips	Other Sources*	
Highway 1 passing lanes	\$3,313,700		\$663,000		2,650,700
Main Street - Burton Dr to Cambria Dr	560,900				560,900
Piney Way - Burton Dr to Main St	1,586,800				1,589,800
Intersections - 7 locations	651,600				651,600
System Improvements - channelization	81,500			81,500	0
Bikeways	892,900			892,900	0
Transit - Dial-a-Ride	86,600/year			86,600/year	0
Transit - Jitney	61,900/year			61,900/year	0
Park & Ride	19,600			19,600	0
Community Parking	510,400			510,400	0
<b>TOTALS</b>	<b>7,617,400</b>	<b>0</b>	<b>663,000</b>	<b>1,504,000</b>	<b>5,453,000</b>

\* Other Sources include Transportation Development Act, State Bike Lane Account and Air Quality Mitigation Fee.  
 \*\* Attributable to New Development are those projects which may be funded by impact fees.

Table A.

**San Luis Obispo County  
Road Improvement Fund  
North Coast  
(as of February 26, 1998)**

Fiscal Year (Jul - Jun)	Fees Received	Interest Allocated	Project Expenditures	Project Name
91-92	4,187			
92-93	369,991	6,783		
93-94	220,473	18,603		
94-95	166,823	37,932		
95-96	56,363	47,995		
96-97	88,579	50,894	10,096	Main Street
97-98	32,439		3,795	Main Street
<b>Totals</b>	<b>938,855</b>	<b>162,207</b>	<b>13,891</b>	

Total Financing Sources	1,101,062
Total Project Expenditures	13,891
<b>Remaining Balance</b>	<b>1,087,171</b>

# FINAL DRAFT

## Exhibit A 1999 Update North Coast Circulation Study

On February 25, 1992, the Board of Supervisors approved the North Coast Circulation Study. The most recent update of that study was adopted by the Board of Supervisors on August 28, 1998. Also on February 25, 1992, the Board adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The most recent update of the North Coast Road Improvement Fee Resolution was also adopted by the Board on August, 1998. This is the 1999 Update Report.

**Building Activity.** Since the last Update, building permits were issued for 60 single-family residences and five commercial developments within the North Coast study area.

**Road Improvement Fund.** The fund has received over \$42,000 in new fees and over \$42,000 in interest during the 1998/99 fiscal year. The current fund balance is \$ 1,238,619.

### Transportation Improvements

The North Coast Circulation Study contains a list of recommended improvements for all modes of transportation in the community. The following is a list of completed, pending, and recommended projects.

#### I. Completed Projects

##### **Cambria Trolley**

**Funding:** Transportation Development Act, Cambria Community Services District, Chamber of Commerce

A fixed route transit service was implemented along Main Street and Moonstone Beach Drive in July of 1998. The service was initiated through the unmet transit needs survey. The County and the CSD entered into an agreement for the CSD to manage a private vendor to operate the trolley. The CSD is responsible for a 10% fare box revenue. The County and the CSD have committed to service until at least July 2000. The CSD has recently expanded service hours. The trolley serves tourist, residents and students.

## II. Projects in Development

- A) Main Street (Cambria Drive to Burton Drive), Street Enhancements**  
 Funding: Road Improvement Fees, Urban State Highway Account  
 Estimate: \$750,000 (tentative)  
 Construction: Fall 2001

At the August 12, 1999 Board of Supervisor meeting, a proposed project scope and description was approved. The plan calls for constructing a two lane facility with median/turn lanes between Cambria Drive and Burton Drive. A right edge stripe will be placed along the travel way to distinguish areas for vehicles from those area for bikes. A portion of the project will integrate the proposed cambria trail system. With the scope agreed to, it is expected that an environmental document will be prepared in 2000 and utility coordination done in 2001 to facilitate construction fall of 2001. This remains the top project for funding by road impact fees. All of the \$156,000 of Urban State Highway Account funding designated to Cambria will be direct to this project to provide sidewalk from Burton Drive to Bluebird Lane on the south side only. The cross town trail will be constructed from Bluebird Lane to Cambria Drive under separate construction contract by Cambria Community Services District.

Attached Figures 3,5 and 10 are part of the adopted Main Street Enhancement Plan of August 1999.

In developing the scope of impact and future improvements on Main Street at Cambria Drive, a roundabout alternative to a traffic signal will be considered. Due to the additional right of way necessary to properly design and layout such a roundabout, it is expected that this will be a separate improvement project outside of the Main Street Enhancements currently under development.

- B) East Village Parking Lot**  
 Funding: Area Funds for Parking  
 Estimate: \$ 5,000  
 Construction: To be determined

Paving of the lots adjacent to Center Street in East Village has been a long term objective for the business community. Planning Department is working towards parking fees to pay for improvement. Long term maintenance of the facility will need to be determined.

- C) Moonstone Beach Drive, Road Rehabilitation**  
 Funding: State Transportation Improvement Program  
 Estimate: \$165,000  
 Construction: Fall 2000

The State has provided one-time funding source for local road rehabilitation and overlay. Moonstone Beach Drive was selected for overlay and minor widening of the pavement. The project would provide 28 feet of pavement along the length of the road which would be striped for 11 foot lanes and three foot shoulders. The project scope was arrived at from discussions in spring and summer of 1999 between the Moonstone Beach Association, Cambria Community Services District, State Parks, North Coast Advisory Council and the San Luis Obispo Council of Government. In conjunction with this direction by the various parties, there would be a pedestrian boardwalk along the bluff which State Parks will develop. There will be no Class 1 bikeway; bike traffic will utilize the improved paved width of Moonstone Beach Drive. Parking restrictions along the road will be reviewed in the future with the Moonstone Beach Association and the North Coast advisory Council. It is also planned to replace the Leffingwell Landing Bridge as a separate project some time after the year 2002.

**D) Mid-State Bank Development**

Funding: Traffic Signals funding a combination of Road Improvement Fees and private funds.

Construction: To Be Determined

Environmental review of the proposed project is underway. The project scope would include the need to install traffic signals at Cambria Drive/ Main Street intersection and the Main Street/Pineknolls Drive, which would provide the main entrance to the development.

**E) Main Street (Santa Rosa Creek Road to Route 1), Road Rehabilitation**

Funding: State Transportation Improvement Program

Estimate: \$175,000

Construction: Fall 2000

The State has provided one-time funding source for local road rehabilitation and overlay. Main Street between Route 1 and Santa Rosa Creek Road would be scheduled for overlay in fall of 2000. The shoulders would be improved to provide one to two foot paved width.

**F) Main Street (Bridge Street to Burton Street)**

**Bridge Street (0.1 mile north of Main Street to Center Street)**

**West Street (Entire Length)**

Funding: Roads Fund

Estimate: \$130,000

Construction: Spring 2000

The general fund provides funding for overlay of these roads in the east village. Road grinding will be done to match existing grades. Work is schedule during spring to minimize disruption of traffic.

- G) San Simeon Pedestrian Study**  
 Funding: Regional State Highway Account  
 Estimate: \$25,000  
 Complete Study by January 2000

Study is in progress to investigate pedestrian travel and potential enhancement in San Simeon Acres. The development team includes the San Simeon CSD, North Coast Advisory representative, San Luis Obispo Council of Governments, Caltrans, San Simeon Chamber of Commerce, and the County. The final recommendation of the study would be advanced to the September 2000 State Highway Transportation Enhancement Activities fund application cycle.

### III. Recommended Projects for Improvement Fee Funding

- A) Cambria Drive at Route 1 Traffic Signal**  
 Funding: Road Improvement Fees, Caltrans  
 Estimate: \$140,000  
 Construction: Spring 2001

In conjunction with the trail crossing of Route 1, a signal will be installed at Cambria Drive. The County will act as lead agency and provide at least half the funding. This location has been previously defined in the circulation plan for funding from the road improvement fund.

- B) Route 1 Northbound Climbing Lane/Channelization (Harmony)**  
 Funding: Road Improvement Fees/Caltrans SHOPP  
 Estimate: \$ 1,300,000  
 Construction: 2004-5

This project is listed in the current circulation study for implementation in year 2000. County Staff is working with Caltrans to program this improvement in the State's 2002 State Highway Operations Protection Program (SHOPP). Work would include approximately 1.25 mile climbing lane for northbound traffic and channelization at Harmony Valley Road for southbound traffic. Up to \$600,000 of Road Improvement Fund revenue would go towards construction. Caltrans will be lead agency. This project is subject to review and approval by San Luis Obispo Council of Governments.

## **IV Modifications to Plan**

As part of the update, the status of the following elements of the circulation plan were discussed.

- A) Need for Piney Way extension - Lodgehill to Bluebird Lane
- B) Need for Creekside Road - Bluebird Lane to Mid-State Bank development
- C) Need for future signalization of Moonstone Beach Drive at Windsor Blvd.
- D) Need for showing future Tipton Road/ Fiscalini Ranch Road alignments

**A) Piney Way** - As part of the original circulation plan, Piney Way has been included to serve as an alternate route to Burton Drive serving Lodgehill. Due to increasing traffic on Burton Drive, there may be the need to provide this alternative route in the future. However, the final facility may be of a lesser improvement for bicycles, pedestrians and emergency vehicles. Further action on this element needs to be done when the circulation model is analyzed in depth. The portion of Bluebird Lane from Main Street to Santa Rosa Creek could be widened in the future to accommodate the road extension.

**Recommended Action:** Keep road extension in plan and Capital Improvement List but review need in next circulation model analysis.

**B) Creekside Drive** - The circulation plan provided for developing Creekside Drive from the Mid-State Bank development to Piney Way. The current Mid State Bank proposal does not include this connection and the improvement would not be done as part of the Road Impact Fee program.

**Recommended Action:** Delete road extension from plan and Capital Improvement List

**C) Moonstone Beach Drive/Windsor Blvd Signalization** - The existing intersection at Route 1 and Windsor Boulevard does not include local street operations on Main Street or Moonstone Beach Drive. On the east side of the existing signal, Main Street and Charing Avenue can be "hung up" due to the stacking of vehicles waiting to cross Route 1. As volumes on Route 1 increase, the need to control the queuing on the local streets will become more pressing. Signalization of both the west and east local street intersections would allow for providing clearly guided paths through the intersection and reduce delay due to queuing on local streets.

**Recommended Action:** Keep as part of Circulation Plan/Funding List.

**D) Tipton Road/Fiscalini Ranch Road** - The roadways were listed in the circulation plan in anticipation of East-West Ranch development. While it is no longer expected that development will occur at this location, it is beneficial to show a potential access road to serve the marine terrace area. This facility could be only for emergency access or for Bicycle/Pedestrian traffic into the village. As the roads were expected to be paid from development of the specific property, no impact to Road Impact Fees would occur. The construction of Windsor Boulevard through the East-West ranch will be needed for access in the future and will be listed as a separate improvement for Road Impact Fee funding in future updates.

**Recommended Action:** Keep as part of Circulation Plan enhancements as desirable future paths but delete from Capital Improvement Program. List Windsor Boulevard as future Road Impact Fee project.



### Road Improvement Fees

Over the course of the past year, road construction costs have increased. Our standard reference for this is the rolling 12-month cost index prepared by the California Department of Transportation (Caltrans). Between the end of Fiscal Year 1997-98 (the index at the time of the last update study), and the end of the Fiscal Year 1998-99 (the most recent data available), costs increased 2.2%. Accordingly, the following modifications in the calculations of the Road Improvement Fees are recommended:

Existing Fees		Area A	Area B	Area C	Area D	Area E
Residential	Pk Hr Tp	\$371	\$579	\$1072	\$553	\$209
Retail	Pk Hr Tp	\$202	\$202	\$202	\$202	\$202
Other	Pk Hr Tp	\$310	\$310	\$310	\$310	\$310

Proposed Fees		Area A	Area B	Area C	Area D	Area E
Residential	Pk Hr Tp	\$380	\$592	\$1095	\$565	\$214
Retail	Pk Hr Tp	\$206	\$206	\$206	\$206	\$206
Other	Pk Hr Tp	\$317	\$317	\$317	\$317	\$317

#### Notes

Pk Hr Tp: PM peak hour trips, as determined by the Board of Supervisors' Policy

The "Residential" category includes single-family and multi-family dwellings, hotels, motels and camping facilities.

The "Retail" category includes retail merchandise, restaurants, service stations, post offices and financial institutions.

All other types of land use will be charged at the rate listed above as "Other."

**Attachments**

Attached to this report are the following exhibits from the North Coast Circulation Study:

- Figure 1 - Map of Study Area
- Figure 20 and 20A - Proposed Circulation Network
- Figure 21 and 21A - Subareas for Fee Allocation
- Table 10 - Project Timetable
- Table 11 - North Coast Area Transportation Improvements
- Table A - Road Improvement Fund Balance

**List of Acronyms**

- USHA = Urban State Highway Account
- TEA = Transportation Enhancement Activities
- pht = peak hour trip
- TBD = To be determined
- SHOPP = State Highway Operations Protection Program
- STIP = State Transportation Improvement Program

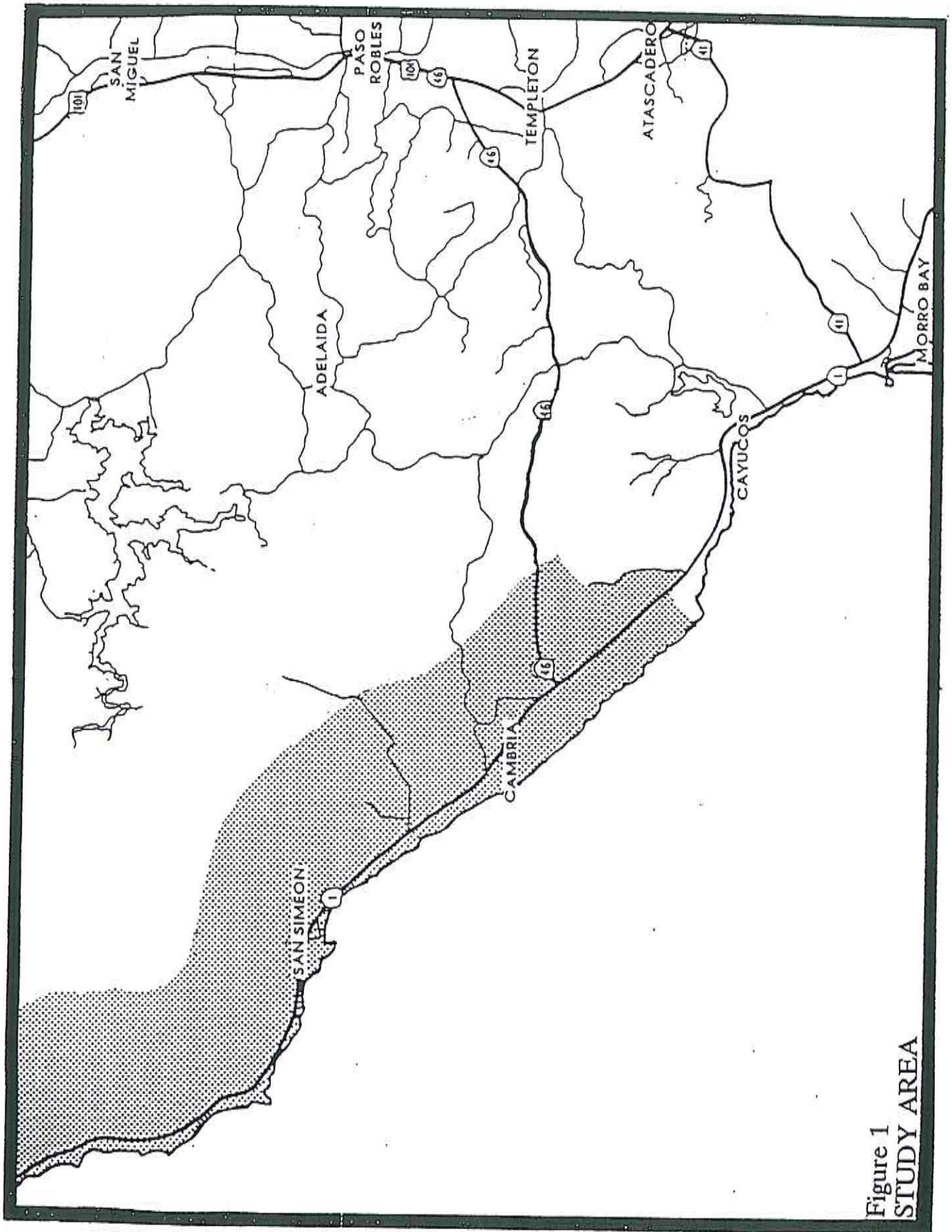


Figure 1  
STUDY AREA

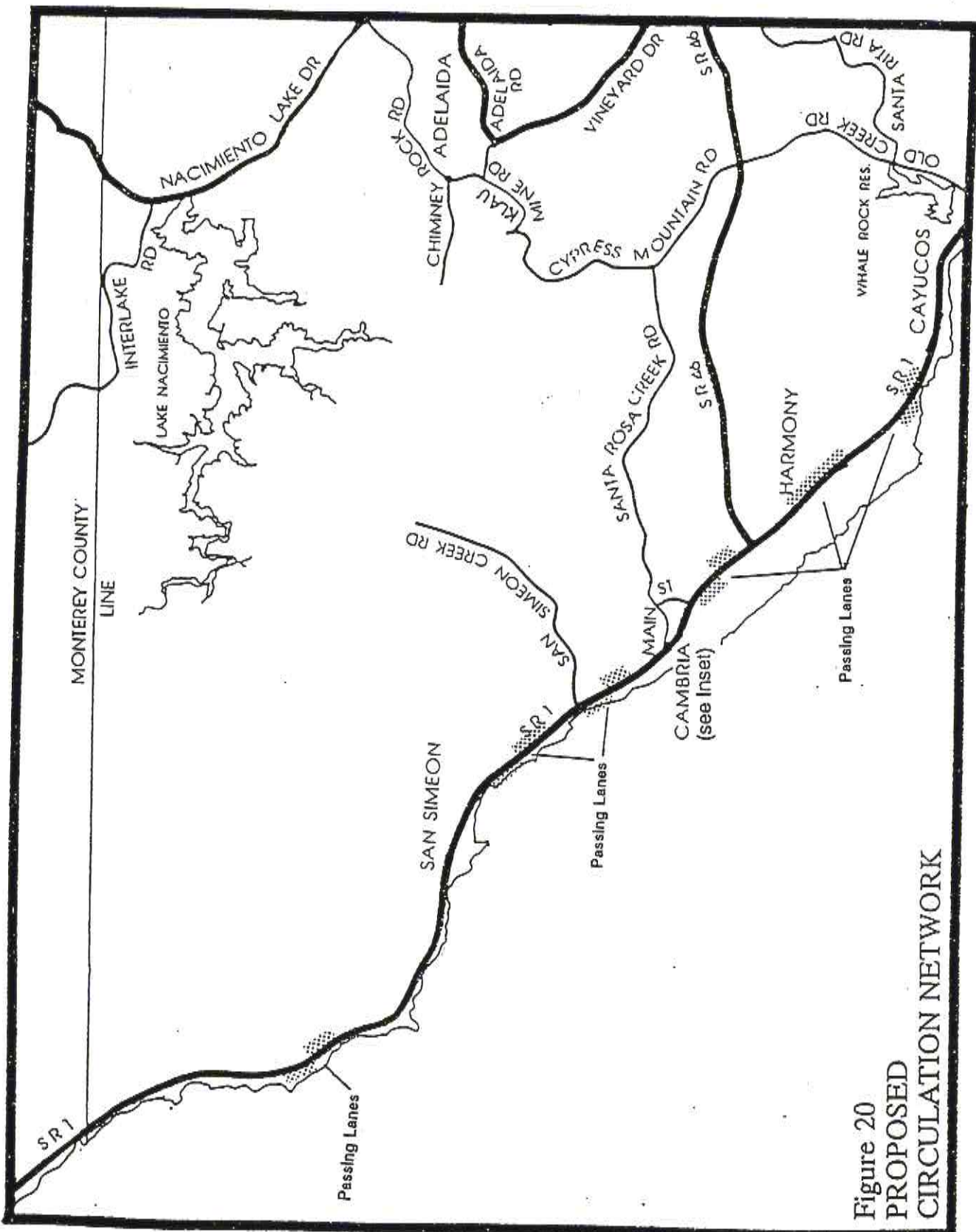


Figure 20  
**PROPOSED  
 CIRCULATION NETWORK**

Revised 1995



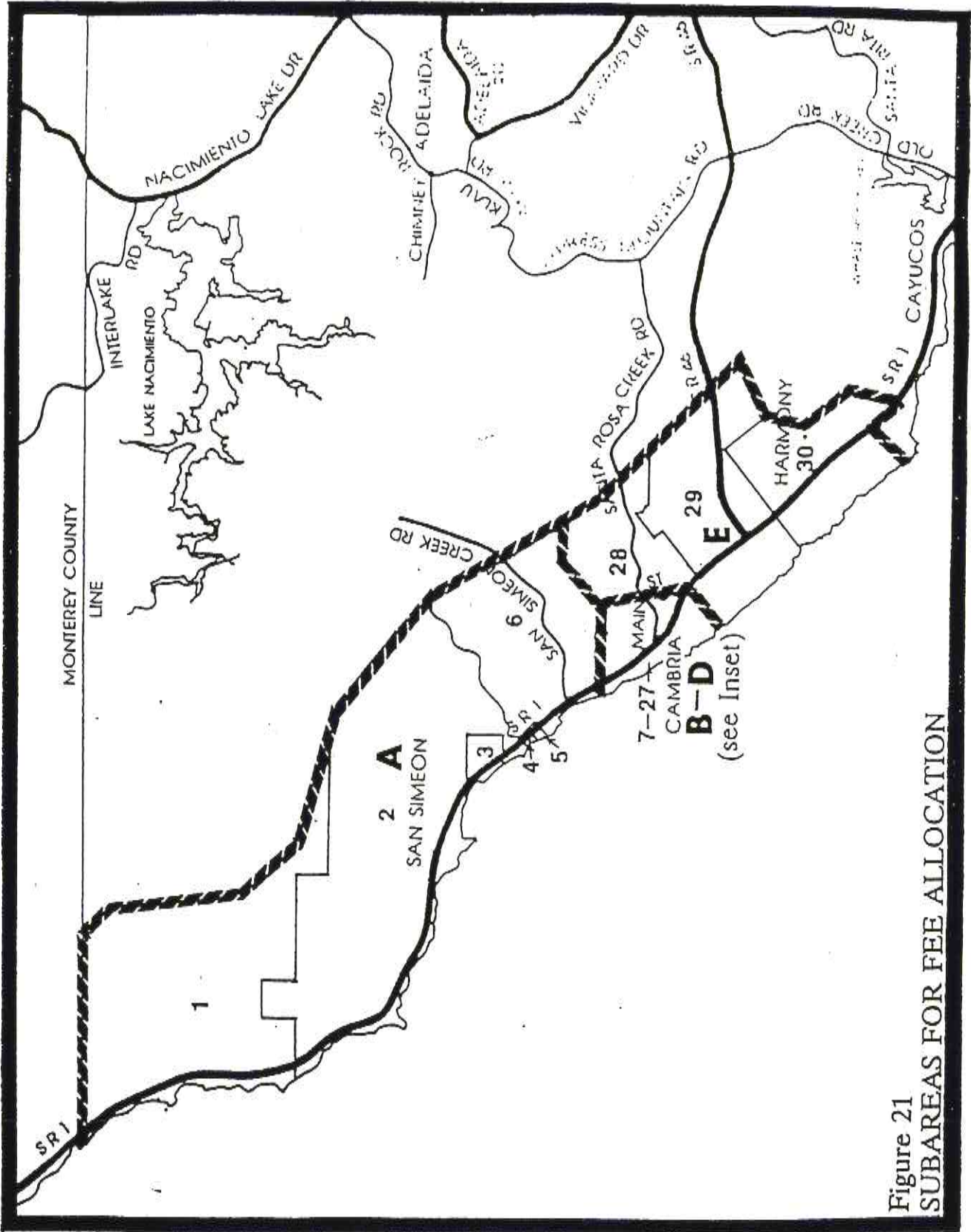


Figure 21  
SUBAREAS FOR FEE ALLOCATION

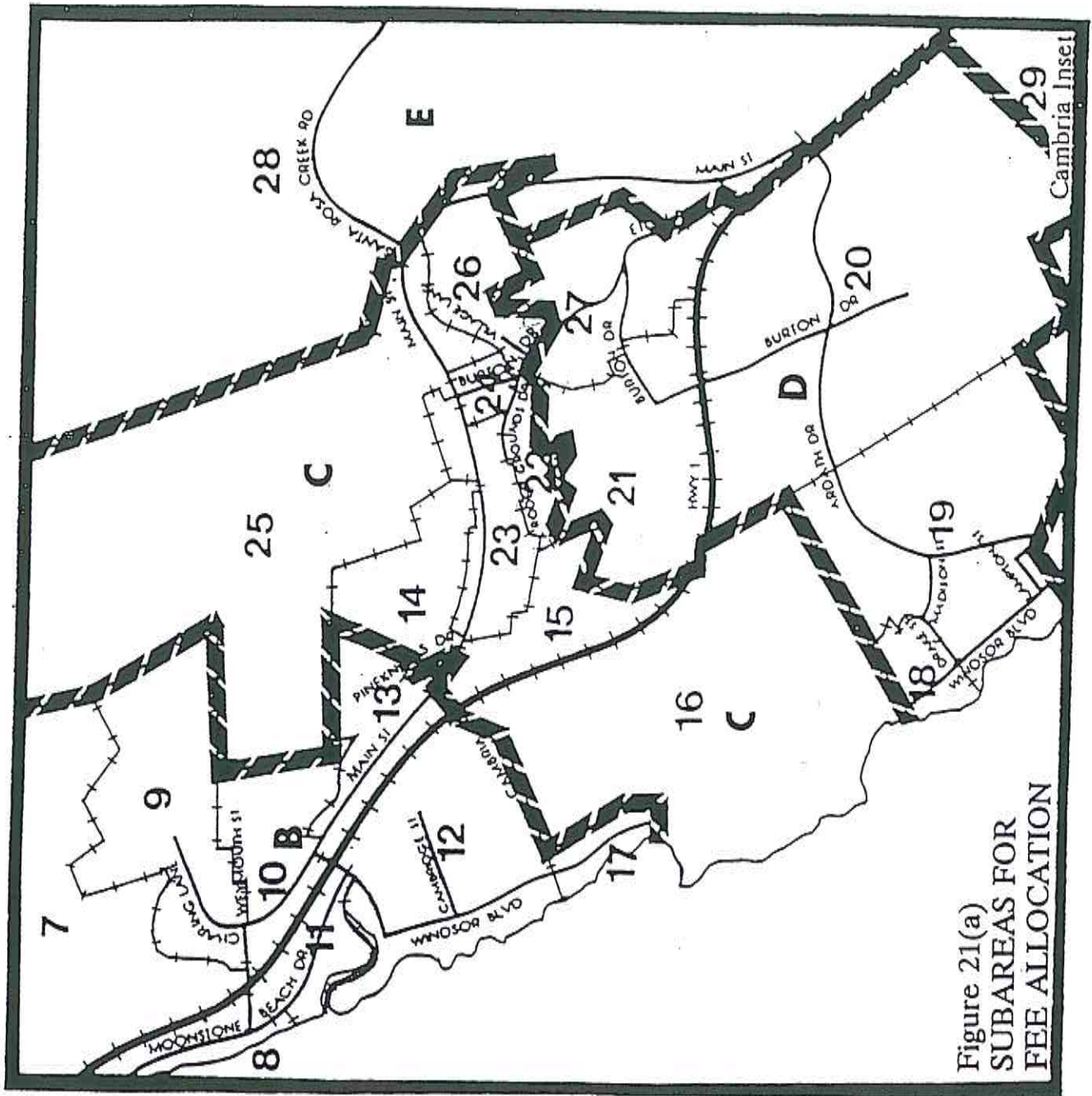


Figure 21(a)  
SUBAREAS FOR  
FEE ALLOCATION

North Coast Circulation Study

**Table 10**  
Tentative Project Timetable

Year	Population		Recommended Projects Schedule		
	Cambria Urban	Planning Area	Roads	Signals	Other
1990	5,382	6,310		<i>Hwy 1/Main/Ardath</i>	
2001	6,030	7,070	Main Street		
2002 to 2004	6,670	7,920	Begin Hwy 1	Main/Cambria Drive Hwy 1/Cambria Drive	
2005	7,570	8,880	Piney Way		
2010	8,480	9,940			
2015	9,500	11,140			
2020	10,650	12,480	Complete Hwy 1		
2025	11,930	13,990		Hwy 1/Weymouth Street Main/Pine Knolls Drive	
2030	13,370	15,670			
2035	14,970	17,560			
2040	16,780	19,670			
2045	18,800	22,040			

Shaded entries indicate projects already completed.

*Italic print* indicates projects which have been initiated but not yet completed.



North Coast Circulation Study

**Table 11**  
North Coast Area Transportation Improvements

Transportation Improvement	Cost	LESS:			Attributable to New Development**
		Existing Deficiency	Through Trips	Other Sources*	
Highway 1 passing lanes ***	\$3,313,700		\$663,000		2,650,700
Main Street - Burton Dr to Cambria Dr	560,900				560,900
<b>Bluebird Lane</b>					
Burton Dr to Main St	1,586,800				1,589,800
Intersections - 7 locations	651,600				651,600
System Improvements - channelization	81,500			81,500	0
Bikeways	892,900			892,900	0
Transit - Dial-a-Ride	86,600/year			86,600/year	0
Transit - Jitney	122,000 /year			122,000 /year	0
Park & Ride	19,600			19,600	0
Community Parking	510,400			510,400	0
<b>TOTALS</b>	<b>7,617,400</b>	<b>0</b>	<b>663,000</b>	<b>1,504,000</b>	<b>5,453,000</b>

\* Other Sources include Transportation Development Act, State Bike Lane Account and Air Quality Mitigation Fee.  
 \*\* Attributable to New Development are those projects which may be funded by impact fees.

\*\*\* Climbing Lane at Harmony initial project (est. \$1.3 million)

**San Luis Obispo County  
Road Improvement Fund  
North Coast  
(as of June 30, 1999)**

Fiscal Year (Jul - Jun)	Fees Received	Interest Allocated	Project Expenditures	Project Name	Fees Applied	Fees Remaining
91-92	4,187				4,187	0
92-93	369,991	6,783			23,185	346,806
93-94	220,473	18,603				220,473
94-95	166,823	37,932				166,823
95-96	56,363	47,995				56,363
96-97	88,579	50,894	13,895	Main Street, Cambria (P12A272)		88,579
97-98	55,358	57,117	1,636	Main Street, Cambria (P12A272)		55,358
98-99	42,615	42,278	11,841	Main Street, Cambria (P12A272)		42,615
<b>Totals</b>	<b>1,004,389</b>	<b>261,602</b>	<b>27,372</b>		<b>27,372</b>	<b>977,017</b>

Total Fees and Interest	1,265,991
Total Project Expenditures	<u>27,372</u>
<b>Remaining Balance</b>	<b>1,238,619</b>

**Purpose:**  
To summarize & reconcile activity in North Coast Road Improvement Fund

**Source:**  
Trust Fund Account Detail Report & Access file v:\reserves\roadfees\\_access97\roadfees.

**File Name:** V:\RESERVES\ROADFEES\NO\_COAST\Sumry99.123  
**Last Revised By:** Annette Young/CountyofSLO  
**Last Revision Date:** 09/01/99

**Exhibit A  
2000/01 Update  
North Coast Circulation Study**

On February 25, 1992, the Board of Supervisors approved the North Coast Circulation Study. The most recent update of that study was adopted by the Board of Supervisors on August 28, 1998. Also on February 25, 1992, the Board adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The most recent update of the North Coast Road Improvement Fee Resolution was also adopted by the Board on November 1999. This is the 2000/01 Update Report.

**Building Activity.** Since the last Update, building permits were issued for 181 single-family residences and 16 commercial developments within the North Coast study area. (January 1999 through November 2000).

**Road Improvement Fund.** The fund has received over \$ 50,700 in new fees and over \$ 62,000 in interest during the 1999/00 fiscal year. Over the past year, approximately \$ 40,000 has been expended on Main Street project development activities and \$ 40,000 has been spent on developing the Project Study Report for the proposed Harmony Route 1 passing lane/channelization project. The current fund balance is \$ 1,264,000.

**Transportation Improvements**

The North Coast Circulation Study contains a list of recommended improvements for all modes of transportation in the community as well as an adopted Capital Improvement Program list for funding by Road Impact Fees. The following is a list of completed projects since the last update and the projects currently being developed in the North Coast Area.

**I. Completed Projects**

**1) Main Street (Santa Rosa Creek Road to Route 1), Road Rehabilitation**

Funding: State Transportation Improvement Program  
Cost: \$175,000  
Completed: August 2000

The State has provided one-time funding source for local road rehabilitation and overlay. There was insufficient right of way width to develop a useable shoulder within the project limits.

- 2) **San Simeon Pedestrian Study**  
Funding: Regional State Highway Account  
Cost: \$25,000  
Completed: March 2000

Study has been completed to investigate pedestrian travel and potential enhancement in San Simeon Acres. The development team included the San Simeon CSD, North Coast Advisory representative, San Luis Obispo Council of Governments, Caltrans, San Simeon Chamber of Commerce, and the County. The final recommendation of the study has been submitted to the State Highway Transportation Enhancement Activities fund application cycle this past summer with a project estimate of \$940,000. Improvements included to enhanced landscaping, gateway, and pedestrian facilities.

3) **Main Street (Bridge Street to Burton Street)**

Funding: Roads Fund  
Cost: \$130,000  
Completed: November 2000

The County's General Fund provided funding for overlay of Main Street in the east village.

4) **Route 1 at Harmony Project Study Report**

Funding: STIP/Road Impact Fees  
Cost: \$40,000  
Completed: November 2000

The County has completed the necessary scoping document and has reserved funding for construction of a northbound climbing lane and southbound left turn pocket at Harmony.

## **II. Projects in Development**

- 1) **Main Street (Cambria Drive to Burton Drive), Street Enhancements**  
Funding: Road Improvement Fees, Urban State Highway Account  
Estimate: \$1,200,000 (tentative)  
Construction: 2003

At the August 12, 1999 Board of Supervisor meeting, a proposed project scope and description was approved. The plan calls for constructing an enhancement project, consistent with the Board adopted plan of September 1999 (Figure 30), between Cambria Drive and Burton Drive. A right edge stripe will be placed along the travel way to distinguish areas for vehicles from those area for bikes. A portion of the project will integrate the proposed cambria trail system. The schedule calls for an environmental document be prepared in 2001 and utility/right-of-way

coordination done in 2002 to facilitate construction in 2003. This remains the top project for funding by road impact fees. All of the \$156,000 of Urban State Highway Account funding designated to Cambria will be direct to this project to provide sidewalk from Burton Drive to Bluebird Lane on the south side only. The cross town trail will be constructed from Bluebird Lane to Cambria Drive under separate construction contract by Cambria Community Services District.

North Coast Engineering is currently developing the preliminary engineering plan and environmental document for the project.

2) **East Village Parking Lot**

Funding: Area Funds for Parking  
 Estimate: \$25,000  
 Construction: To be determined

Paving of the lots adjacent to Center Street in East Village has been a long term objective for the business community. Planning Department is working towards parking fees to pay for improvement. Long term maintenance of the facility will need to be determined. Work is on hold pending Service Station remediation work.

3) **Moonstone Beach Drive, Road Rehabilitation**

Funding: State Transportation Improvement Program  
 Estimate: \$250,000  
 Construction: Fall 2001

The State has provided one-time funding source for local road rehabilitation and overlay. Moonstone Beach Drive was selected for overlay and minor widening of the pavement. The project would provide 28 feet of pavement along the length of the road which would be striped for 11 foot lanes and three foot shoulders. The project scope was arrived at from discussions in spring and summer of 1999 between the Moonstone Beach Association, Cambria Community Services District, State Parks, North Coast Advisory Council and the San Luis Obispo Council of Government. There would be a pedestrian boardwalk along the bluff which State Parks will develop. There will be no Class 1 bikeway; bike traffic will utilize the improved paved width of Moonstone Beach Drive. Parking restrictions along the road will be reviewed in the future with the Moonstone Beach Association and the North Coast advisory Council. It is also planned to replace the Leffingwell Landing Bridge as a separate project some time after the year 2003.

4) **Mid-State Bank Development**

Funding: Traffic Signals funding a combination of Road Improvement Fees and private funds.  
 Construction: To Be Determined

Environmental review of the proposed project is underway. The project scope has been greatly reduced. Will await the final environmental document and review the need for

signalization of Main Street and Pineknolls at that time.

5) **Cambria Drive at Route 1 Traffic Signal**

Funding: Road Improvement Fees, Caltrans

Estimate: \$140,000

Construction: With the West Village Flood Control Improvement project

In conjunction with the trail crossing of Route 1, a signal will be installed at Cambria Drive. The County will act as lead agency and provide at least half the funding. This location has been previously define in the circulation plan for funding from the road improvement fund and will include widening of Cambria drive to support intersection operations.

6) **Route 1 Northbound Climbing Lane/Channelization (Harmony)**

Funding: Road Improvement Fees/STIP

Estimate: \$ 3,000,000

Construction: 2005

This project is listed in the current circulation study for implementation in year 2000. County Staff have completed a Project Study Report for Caltrans approval which will program this improvement in the 2000 State Transportation Improvement Program(STIP). Work would include approximately 1.25 mile climbing lane for northbound traffic and channelization at Harmony Valley Road for southbound traffic. Up to \$600,000 of Road Improvement Fund revenue would go towards construction. Caltrans will be lead agency. The project has been programmed in the amount of \$2.7 million dollars by the San Luis Obispo Council of Governments at their October 2000 meeting. The County will be initiating environmental studies for the project.

7) **San Simeon Creek Road, Bridge Replacement**

Funding: Federal Bridge Replacement Funding, Roads Fund

Estimate: To be determined

Construction: To be determined

The County is currently working on environmental studies/documents to replace the first two bridge structures on San Simeon Creek Road. Both structures have been rated by State Inspectors for replacement.

### **III Modifications to Plan**

As part of the update, the status of the following elements of the circulation plan will be discussed.

- A) Signalization at Main Street and Burton Drive.
- B) Removal of Tipton Road/ Fiscalini Ranch Road alignments in east-west ranch.
- C) Windsor Boulevard extension through east-west ranch for emergency access.
- D) Signalization at Cambria Drive and Main Street.
- E) Piney Way Roadway

**A) Main Street at Burton Drive** - Presently, this intersection is an all-way stop controlled intersection serving the east village. In the initial circulation study adopted eight years ago, the issue of signalization at this intersection was not pursued due to public opinion at the time. The Engineering Department has conducted a signal warrant study in Fall 2000 and found that warrants are met for several conditions. With the volume of both vehicle and pedestrian traffic, it is advisable to pursue signalization. The traffic committee has concerns regarding need and aesthetics

**Recommended Action:** Amend Road Impact Fee to include signal at this location.

**B) Tipton Road/Fiscanlini Ranch Road** - The roadways were listed in the circulation plan in anticipation of East-West Ranch development. With the acquisition of the ranch, the roads are no longer necessary to support traffic. Future plans for the ranch should incorporate the need for pedestrian/bicycle facilities in this area as well as potential emergency access.

**Recommended Action:** Delete from plan. The deletion has no affect on the Capital Improvement Program as the roads had not been previously included.

**C) Windsor Boulevard extension** – While there is no need to develop a roadway to support development, there may be opportunity to develop an emergency access route along the terrace. This would need to be reviewed as part of future Ranch plans.

**Recommended Action:** Indicate emergency route inconjunction with future CSD plans.

**D) Cambria Drive at Main Street** – As a side issue to the Main Street enhancement project, the future traffic control at the intersection of Main Street and Cambria Drive is under review. The existing circulation study and Road Impact Fee program has indicated a future traffic signal. As an alternative, the North Coast Advisory Council's Traffic Subcommittee and the Cambria Design Plan Committee has recommended installing a roundabout at this location. There have been discussions over the past four months regarding a temporary (demonstration) and permanent roundabout at this location. Any option will have specific impacts to existing properties. The Advisory Council has decided to not put in temporary roundabout. Moreover if a roundabout was to be pursued, the diameter would need to be a minimum of 110 feet. If a roundabout alternative is selected, the updated would need to reflect the increased cost of three times that of a traffic signal. The Public Works Department has analyzed both alternatives and find that both will provide an equal Level of Service B for future traffic. There is not a pressing need to install the signal at this

time. Public Works Department is pursuing the addition of a right turn lane on Cambria Drive as part of the West Village drainage project. This improvement will improve operations to about 2005 when the signal would most likely be needed. The traffic committee would like to reevaluate the options in subsequent updates. This project scope should be advanced on a separate timetable than the Main Street enhancement project so as not to hinder progress on the Main Street project.

**Recommended Action:** Retain the Traffic Signal in the Road impact Fee program.

**E) Piney Way Roadway** – The original; Capital Improvement Program provided for the construction of Piney Way access road to relieve existing Burton Drive access to Lodgehill. With the removal or retirement of lots in the East-West Ranch, the need for the roadway is reduced. Construction of this roadway would be a difficult undertaking.

**Recommended Action:** Remove Piney Way from Capital Improvement Program and adjust fees to remaining lots accordingly.

Other issues that have been discussed with the North Coast Advisory Council's Traffic Committee included working on the County Bikeway Plan to be in conformance with community expectations and Route 1 passing lane locations.

One element of the Bikeway Plan calls for a Class 2 bike lane along Main Street from Cambria Drive to Route 1. The portion from Cambria Drive to Burton Drive will be removed with the Bikeway Plan update. The portion between Burton Drive and Santa Rosa Creek Road will be evaluated with the Bikeway Plan update to see if the committee's suggestion of a Class 1 facility along the creek would be preferable.

The committee reviewed the passing lanes along Route 1 suggesting that several be eliminated. There is a need to retain passing lanes, in each direction between Cambria and Cayucos, and between Cambria and San Simeon. The passing lanes north of San Simeon have been removed from the plans. The passing lane shown in Cambria between Cambria Drive and Burton Drive should not be removed without concurrence of Caltrans.



## Road Improvement Fees

Over the course of the past year, road construction costs have increased. Our standard reference for this is the rolling 12-month cost index prepared by the California Department of Transportation (Caltrans). Between the end of Fiscal Year 1998-99 (the index at the time of the last update study), and the end of the Fiscal Year 1999-2000 (the most recent data available), costs increased 6.0%.

Fee revision reflects both cost estimate increases from the Route 1 passing lane, Cambria Drive/Route 1 signal, and Main Street enhancement projects as well as the elimination of the Piney Way project.

Accordingly, the following modifications in the calculations of the Road Improvement Fees are recommended:

Existing Fees		Area A	Area B	Area C	Area D	Area E
Residential	Pk Hr Tp	\$380	\$592	\$1095	\$565	\$214
Retail	Pk Hr Tp	\$206	\$206	\$206	\$206	\$206
Other	Pk Hr Tp	\$317	\$317	\$317	\$317	\$317

Proposed Fees		Area A	Area B	Area C	Area D	Area E
Residential	Pk Hr Tp	\$329	\$619	\$790	\$366	\$176
Retail	Pk Hr Tp	\$163	\$163	\$163	\$163	\$163
Other	Pk Hr Tp	\$252	\$252	\$252	\$252	\$252

### Notes

Pk Hr Tp: PM peak hour trips, as determined by the Board of Supervisors' Policy

The "Residential" category includes single-family and multi-family dwellings, hotels, motels and camping facilities.

The "Retail" category includes retail merchandise, restaurants, service stations, post offices and financial institutions.

All other types of land use will be charged at the rate listed above as "Other."

## Attachments

Attached to this report are the following exhibits from the North Coast Circulation Study:

Figure 1 - Map of Study Area

Figure 20 and 20A - Proposed Circulation Network

Figure 21 and 21A - Subareas for Fee Allocation

Figure 30 - Main Street Enhancement Project Diagram (Adopted September 1999)

Table 11 - North Coast Area Transportation Improvements (Revised January 2001)

Table A - Road Improvement Fund Balance

## List of Acronyms

USHA = Urban State Highway Account

TEA = Transportation Enhancement Activities

pht = peak hour trip

TBD = To be determined

SHOPP = State Highway Operations Protection Program

STIP = State Transportation Improvement Program

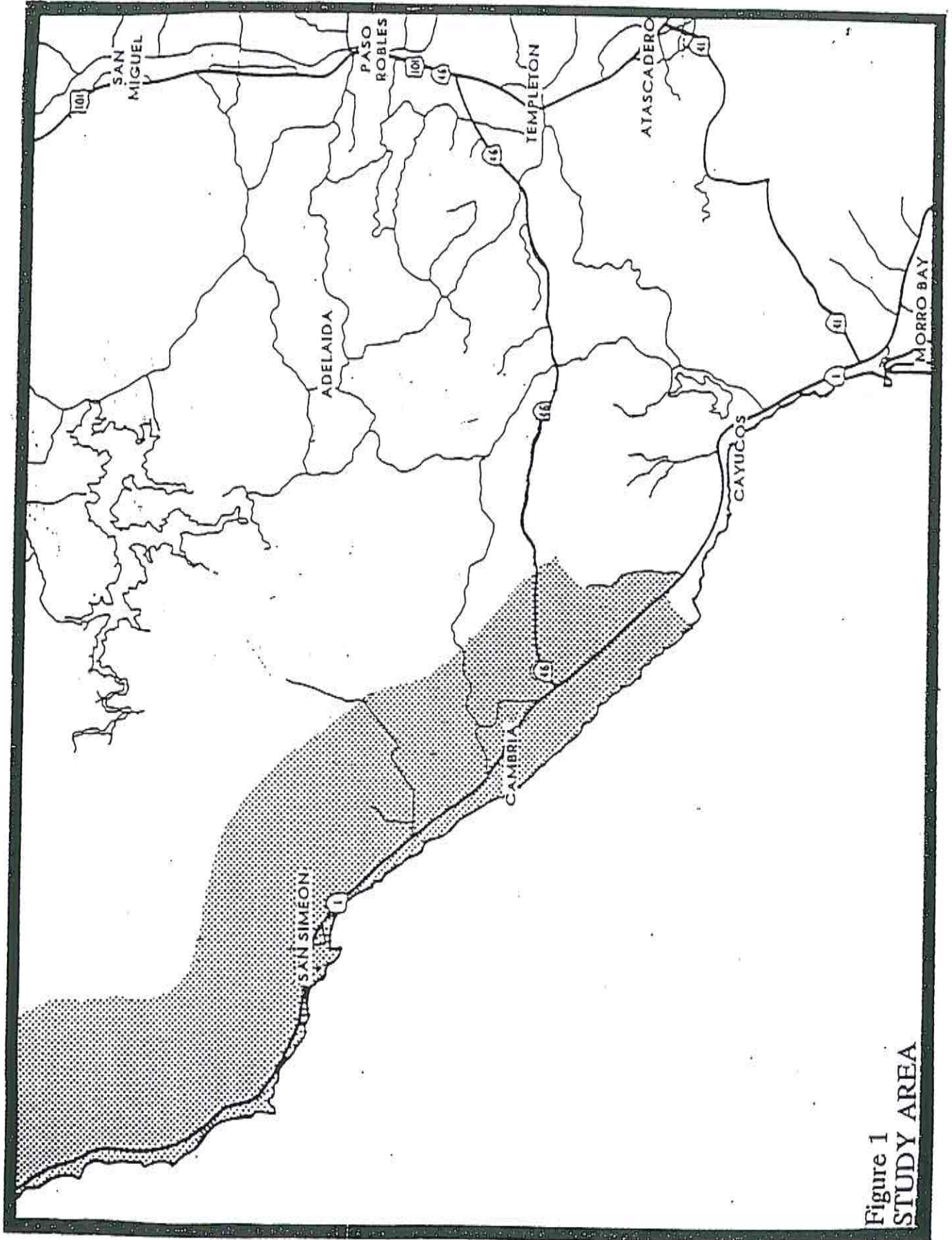


Figure 1  
STUDY AREA

