

CIRCULATION ELEMENT

OBJECTIVES AND POLICIES

Streets and Highways Standards

CT1. Plan and develop a coordinated and efficient, functional classification system of local streets and highways throughout the community that designates the purpose and physical characteristics of the roadway, composed of the five categories.

- CT1-1 State Freeway 101, 4 to 6 lane with interchange access: Caltrans design standards or as mutually approved. Typically 120' or more.
- CT1-2 Major Arterial Street – 4 lane with or without median; City controlled access, on-street parking optional; include bike lanes, sidewalks, transit turnouts and other design features: 80' – 104' r of w.
- CT1-3 State Highway 227 or Minor Arterial Streets – 2 to 4 lanes with or without median/turn lane: State or City controlled access, on-street parking optional; includes bike lanes, sidewalks, some transit and other design features: 64' – 104' r of w.
- CT1-4 Collector Streets – 2 lanes with or without turn lane, controlled access, on-street parking optional; includes bike lanes, sidewalks, some transit and other design features: 84' r of w.
- CT 1-5 Local Streets – 2 lanes, access and on-street parking; includes some bike lanes, sidewalks on one or both sides, other design variables in hillside, cul-de-sac, or other special conditions: 42' – 60' r of w.
- CT1-6 All street standards shall be reviewed and revised as determined appropriate including optional features such as landscaped medians, curb bulbouts and parkways and/or street trees and similar design amenities when approved by the City. Alternative local street standards for neo-traditional subdivisions or Planned Developments/Specific Plans will also be considered.

Level of Service

CT2. Attain and maintain Level of Service (LOS)'C' or better on all streets and controlled intersections.

- CT2-1 Where deficiencies exist, mitigate to an LOS 'D' at a minimum and plan improvement to achieve LOS 'C' (Los 'E' or 'F' unacceptable = significant adverse impact unless Statement of Overriding Considerations or CEQA Findings approved). The design and funding for such planned improvements shall be sufficiently definite to enable construction within a reasonable period of time.
- CT2-2 The City should conduct periodic traffic counts, monitor selected streets and model arterial and collector street network to determine where LOS 'C' is not attained and provide a current baseline for development project impact analyses.

- CT2-3 Require that General Plan Amendments, Rezoning Applications or development projects involving 20 or more estimated peak hour trip additions provide traffic studies according to City LOS policy, including subsequent amendments and refinements.
 - CT2-3.1 Traffic studies shall include roadway capacity, safety and design analysis using Highway Capacity Manual methodology.
 - CT2-3.2 Traffic studies shall describe possible mitigation measures available to attain LOS 'C' or better and project-related methods of funding.
 - CT2-3.3 Public Works Director should meet with applicants prior to application to discuss study scope, probable impacts and mitigation.
- CT2-4 The City should periodically review LOS policy and actual system performance to identify model deficiencies and consider Capital Improvement Programs, mitigation measures and/or policy revision and refinement.

Circulation/Transportation Map-3
Scenic Routes
Bikeways and pedestrian Facilities
Recreation Trails
(Refer to Parks and Recreation Element)

Alternative Circulation and transportation Systems

CT3. Maintain and improve existing “multi-modal” circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction.

- CT3-1 In cooperation with SCAT and CCAT or other operators, provide for safe and efficient transit system for local and regional travel, particularly for youth, elderly, low-income or disabled persons.
 - CT3-1.1 The City should encourage convenient routes and schedules on arterial and/or collector streets including stops, shelters, bus benches, turnouts, park and ride, transfer and other facilities or features to be provided in connection with new developments.
 - CT3-1.2 The City should encourage major employers to promote use of public transit and/or provide van/car pools, private shuttles or other trip reduction (flex time, telecommuting, bike) and transportation demand management.
- CT3-2 Cooperate with Lucia Mar Unified School District to plan improved school bus transportation system, including parking and loading, maintenance and storage, bike and sidewalk access facilities.
 - CT3-2.1 Consider shared corporation yard to relocate existing maintenance and storage from residential neighborhoods.
 - CT3-2.2 Program a priority system of school bus routes, stops/shelter, sidewalks and bike lanes to serve schools and parks and link with other transit and alternative transportation.
- CT3-3 Promote non-motorized bike and pedestrian circulation facilities to serve all areas of the City and linking with regional systems, with priority coordination with school, park, transit and major public facilities.
 - CT3-3.1 Improve bike lanes and sidewalks serving all school, parks, and selected transit and community facilities as priority system, including neighborhood connections in addition to conventional streets.
 - CT3-3.2 Plan and prioritize Village Core and E. Grand Avenue Mixed Use corridor improvements.
 - CT3-3.3 Update City Bikeway Plan to meet State guidelines to seek increase regional and state funding assistance.
 - CT3-3.4 Plan and prioritize greenway trail network along Arroyo Grande, Tally Ho and Meadow Creeks and linking with other open space or recreational trails within the City and region.
- CT3-4 Design and designate efficient truck and emergency access routes utilizing the arterial and collector street network to minimize impact on local streets, particularly residential neighborhoods.

- CT3-4.1 Truck routes should coordinate with County and adjoining Cities designated routes and avoid traversing residential areas.
- CT3-4.2 Emergency access design standards should limit cul-de-sac lengths, provide a logical grid or connected system of local streets providing at least two directions of neighborhood access, and minimize through traffic on local streets, particularly traversing single family residential neighborhoods.
- CT3-5 The City should designate a connected system of “scenic streets and highways” and consider specific design guidelines and landscaping standards appropriate to this network for resident and visitor enjoyment.
 - CT3-5.1 The basic scenic route system should include these streets and highways as shown on the Circulation Element Map.
 - CT3-5.2 Discourage on-street parking in Agriculture areas to enhance visibility and minimize trespassing.
 - CT3-5.3 Develop adequate public or shared off-street parking lots conveniently located behind and beside buildings in Village Core and Mixed Use Corridors, according to area design guidelines.

Coordinated Land Use and Circulation

CT4. Ensure compatibility and complementary relationships between the circulation/transportation system and existing and planned land uses, promoting environmental objectives such as safe and un-congested neighborhoods, energy conservation, reduction of air and noise pollution, transit, bike and pedestrian friendly characteristics.

- CT4-1 Promote “transit-oriented developments” and coordinated, compatible land use pattern by encouraging multiple family residential and special needs housing in Mixed Use Corridors, Village Core and near Office, Regional Commercial, Business Park and major Community Facility areas.
 - CT4-1.1 Transit routes should serve E. Grand Avenue Mixed Use corridor, Village Core, and West Branch street Regional Commercial areas.
 - CT4-1.2 Future transit loop to serve Halcyon/Fair Oaks, Offices, Village Core, James Way and Rancho Parkway residential areas.
 - CT4-1.3 Consider higher density allowance and reduced parking requirements within one-quarter mile of transit routes when updating Development Code.
- CT4-2 Utilize the circulation system as a positive element of community design, including street trees and landscaped parkways and medians, special streetscape features in Mixed Use corridors and Village Core, undergrounding of utilities, particularly along major streets.

Planning and Funding

CT5. Coordinate circulation and transportation planning and funding of collector and arterial street and highway improvements with other local, County, SLOCOG, State and federal agencies. Request County contribution to major street improvement projects.

- CT5-1 Update the Regional Transportation Plan to include the Circulation and Transportation Element of the City of Arroyo Grande General Plan Update.
- CT5-2 Request that Caltrans, SLOCOG and the County give high priority to Brisco/Halcyon and Traffic Way/El campo interchange improvements to Freeway 101.
- CT5-3 Ask the County to establish a "Road Impact Fee" within Arroyo Grande Fringe and other non-Agriculture areas of the Arroyo Grande Area of Environmental Concern, and add to the fees for South County/Nipomo Mesa area based on cost studies for needed improvements (including portions of City street systems impacted by regional traffic increases) to serve new development.
- CT5-4 Review and revise City circulation and transportation impact fees associated with new development in Arroyo Grande to assure either facility and system improvements and/or in-lieu fee payments to maintain adequate facilities and services at LOS 'C' to General Plan buildout, including regional traffic increase and funding assistance.
- CT5-5 Define and preserve "study area" corridors and alternatives for future freeway, arterial and collector street connections, extensions, completions, reconstruction, widening, frontage road alternatives or extensions, and/or other improvements to Circulation and Transportation networks until cooperative resolution of Element revisions and/or Capital Improvement Programs. (See PSR and other study areas on Circulation Element).
 - CT5-5.1 Include Brisco/Halcyon Project Study Report (PSR), Traffic Way/El Campo PSR and its western connection and other north, west and eastside study areas.
 - CT5-5.2 Establish "plan lines" for widening, extension or realignment when determined by design and environmental analysis, including proposed funding and priority schedule estimates. (None adopted/Add to CE).
 - CT5-5.3 When new development occurs in vicinity of study areas or plan lines, and where legally and financially feasible, require all or portion of rights-of-way and improvements associated with new development.
- CT5-6 Encourage Caltrans, SLOCOG and the County to refine and maintain a regional traffic model to assist in regional and local circulation and transportation planning, CIP funding and new development project environmental analysis.
 - CT5-6.1 Request that the Caltrans, County and SLOCOG evaluate Nipomo Mesa cumulative growth and development impacts on Arroyo Grande area circulation and transportation systems prior to Willow Road or other interchange alternative construction.

CT5-6.2 Request that the County, Caltrans and SLOCOG consider proportional participation in projects involving regional traffic impacts.

CT5-7 Utilize assessment and improvement districts and other supplemental private funding to correct local area deficiencies such as inadequate parking, transit and streetscape enhancement or completion of local street or trail segments that benefit the area.