

CHAPTER 5: CIRCULATION ELEMENT



Land use and transportation planning support each other so that development is served by a defined system of circulation. Highways, roads, airports, railroads, bikeways, walking paths, and other methods of transportation make up the circulation system in the County.

The California Government Code requires that the General Plan include a Circulation Element which describes the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public facilities. This chapter is the Circulation Element for the North Coast Planning Area. It is meant to work together with the North Coast Area Plan and Coastal Zone Framework for Planning, Part One of the Land Use Element.

This chapter includes issues and objectives about circulation in the North Coast Planning Area, taken from the Regional Transportation Plan (RTP) adopted by the San Luis Obispo Area Coordinating Council. The RTP has a countywide perspective and contains detailed technical information on transportation issues, alternatives, and needs. Also included are data from the Updated North Coast Circulation Study (NCCS), prepared by the County Engineering Department and the Final Environmental Impact Report (Certified December 1996) for the North Coast Planning Area Update. This Plan contains data, analysis, alternatives, and recommendations for funding and improvement of circulation routes in the Planning Area.

The circulation system of the North Coast planning area is planned to accommodate anticipated traffic. A concern for the future is the increasing volume of traffic along Highway 1 resulting from the popularity of the scenic drive between the Monterey Peninsula and San Luis Obispo and the associated recreation areas and tourist facilities. Past plans for widening the highway to accommodate more traffic have been rejected to preserve the existing scenic character of the route. The California Coastal Act requires that Highway 1 remain a two-lane road in the rural portions of the state. Within Cambria, circulation concerns include safer accesses and crossings of Highway 1, needed street improvements, better downtown parking, and bus service connecting Cambria with San Luis Obispo and other coastal communities to the south.

A. ROADS

The LUE maps show functional classifications of major existing and proposed roadways in the planning area. Improvements will be required with proposed land divisions by the county Real Property Subdivision Ordinance, and the standards in this area plan.

The following is a listing of the major proposals for the road system. These and other improvements are shown on the plan map; the listed order does not imply any priority.

The overall goal for circulation in Cambria and Sam Simeon Acres is to provide a comprehensive, integrated, multi-modal transportation system that allows convenient, flexible and efficient use of all transportation alternatives.

A. Circulation Issues and Objectives

The circulation system of for the North Coast Planning Area, as described in this chapter, is planned intended to accommodate growth anticipated by this Plan.

- 1. Road Capacities and Growth.** Circulation systems for the Planning Area are affected by two primary user groups: members of the local population and visitors to the area. Traffic congestion is especially apparent during the summer tourist season on popular routes such as Highway One and on Main Street in Cambria.

Objectives:

- A. Monitoring.** Monitor roadway capacities and land use to insure that future growth does not contribute to the erosion of safe and convenient traffic levels. Coordinate proposed development with monitoring by the Resource Management System, and phase necessary improvements as growth occurs. Strive to maintain or improve levels of service as the area grows.
 - B. Funding.** Develop and maintain funding methods that are linked to growth, such as updating road fees annually, and implementing capital improvement programs.
 - C. Expanding road capacity.** Focusing strictly on expanded roadway capacity is not financially feasible, possible, or desirable. Consider Transportation System Management (TSM) and Transportation Demand Management (TDM) methods first, as a means to reduce additional demand on circulation systems. Consider roadway widening and other conventional improvements as a less desirable alternative, and only when consistent with community character and needs.
- 2. Financing Needed Improvements.** Plans will not be effective if funding measures are not in place to finance needed transportation and road improvements.

Objectives:

- A. Circulation improvement needs for local population growth should be funded by traffic impact fees, through developer exactions and dedications, and assessment districts.**
- B. Proposed visitor-serving development such as hotels, motels, golf courses, visitor attractions, and other resort development should improve roadway capacity when development occurs.**

3. Transit Planning. Opportunities exist to utilize transit to minimize visitor-serving impacts from Hearst Castle, proposed resorts, and other recreational uses in the area.

Objectives:

- A.** Encourage commercial and resort land uses in locations where users may benefit from transit opportunities.
- B.** Study the feasibility of transportation systems such as a jitney system, park and ride lots, dial-a-ride, and other alternatives, to help avoid or postpone the need for costly conventional road improvements.
- C.** Locate community-serving commercial, institutional, and housing uses near existing or proposed transit facilities. Discourage land uses that require excessive dependence on individual automobile trips.
- D.** Require employee housing to be provided near large developments, or close to existing mass transit opportunities.
- E.** Link Hearst Castle with the motel areas of San Simeon Acres and Cambria by a shuttle bus system to reduce congestion on Highway One.

4. Emergency Access. An efficient circulation system is necessary to serve residents and visitors to the area. Emergency conditions that affect transit routes are flooding, forest fires, and traffic accidents in the Planning Area.

Objectives:

- A.** Since Highway One is the main access to and through the region, maintain, to the maximum extent possible, levels of service on Highway One.
- B.** Establish and construct new emergency collector routes in Cambria to provide access in case of a forest fire or flooding of Santa Rosa Creek. An example is the planned emergency access road between the Marine Terrace and Park Hill residential areas.
- C.** Improve residential street widths and vertical clearance in accordance with the State of California Fire Codes.

B. Circulation Needs and Deficiencies

The North Coast is served by a network of two-lane roadways in the rural area and many local and collector streets in the Cambria area. The principal arterial route is State Highway One, running north and south through the Planning Area. State Highway 46 enters the planning area from the southeast, and terminates at Highway One. Main Street in Cambria functions as an arterial road. Examples of collector roads are Burton and Ardath Drives and Windsor Boulevard.

Peak traffic volumes occur during summer weekdays (typically Fridays) due to local and visitor-serving demands. Highest traffic volumes are on Highway One at the southerly portion of the planning area. Within Cambria, highest volumes are on Main Street. Average summer traffic volumes are higher than other seasons, with holiday weekends being the period of highest volumes.

Levels of service (LOS) are determined for each roadway by comparing the traffic volume carried on the roadway to its capacity. LOS values range from Level 'A' (best) to 'F' (worst). Levels of Service 'A', 'B', and 'C' are generally considered acceptable. LOS 'D' is considered marginally acceptable, and indicates need for improvement. LOS 'F' represents unacceptable conditions (see Table 5-1).

Table 5-1
Level of Service Definitions

Level	Description
A	Low volume, primarily free flow. Drivers can freely maneuver and maintain their desired speeds with little or no delay.
B	Stable flow, some speed restrictions due to traffic. Maneuvering is only slightly restricted.
C	Stable flow, but ability to maneuver is more restricted. Relatively satisfactory operating speeds. Longer queues can cause delays.
D	Small increases in traffic could cause substantial delays. Maneuverability and speed selection are restricted for most drivers.
E	Unstable flow. Potential for brief stoppages. Average travel speeds are one-half to one-third the free flow speed.
F	Forced flow, frequent approach delays at critical signalized intersections. Speeds reduced. Lengthy stoppages due to downstream congestion.

Future growth in both the County and the State will affect Main Street and Highway One. With approximately one-third of Cambria's downtown land underdeveloped or vacant, substantial commercial buildout may occur during the term of this Plan. Preparation of future Specific Plans and LCP amendments should carefully address these issues before a commitment to substantial development is made.

The recently updated *North Coast Circulation Study* and the *1996 Draft Environmental Impact Report for the North Coast Update* examined summer weekday peak hour volumes for various roadway segments in the North Coast Planning Area. Existing and forecast traffic volume and corresponding levels of service based on the summer weekday peak hour, are shown on Table 5-2.

Emergency response is a significant unmet need, and the ability of residents in certain areas in Cambria to evacuate in case of a forest fire is limited. In the future, a number of collector roads may be needed to guide traffic out of the three major residential areas to Highway One, and away from any advancing fire. Similarly, a connection is needed between Park Hill and Lodge Hill to enhance safety and emergency access.

Table 5-2
Existing and Future Roadway Levels of Service
North Coast Planning Area
(Based on Peak Hour Traffic Volume)

Roadway Segment	Existing		Buildout	
	Peak Hour Volume	LOS	Peak Hour Volume	LOS
Hwy One, south of Hwy 46	1,000	D	2,300	F
Hwy One, Hwy 46 to Ardath Dr.	1,000	D	2,400	F
Hwy One, south of Hearst Castle Entrance	900	D	1,900	D
Hwy One, north of Hearst Castle Entrance	350	C	550	C
Hwy One, south of County Line	400	C	550	C
Hwy 46, east of Hwy One	200	B	550	C
San Simeon Creek Road	50	A	270	B
Hwy One @ Santa Rosa Creek	740	C	2,800	F
Main St., east of Hwy One	290	B	740	C
Main St., east of Burton Drive	890	D	900	D
Main St., west of Burton Drive	1,000	D	1,000	D
Main St., east of Pineknolls Drive.	1,010	D	1,600	E
Main St., west of Cambria Drive	710	C	1,900	D
Main St., east of Windsor Blvd.	460	C	1,300	D
Ardath Dr., west of Hwy One	410	C	700	D
Ardath Dr., west of Burton Drive	440	C	900	D
Burton Drive, south of Main St.	750	D	1,200	D
Burton Drive, north of Hwy One	480	C	1,600	D
Burton Drive, south of Hwy One	870	D	1,200	D
Burton Drive, north of Ardath Dr.	230	B	1,200	D
Cambria Dr., Main St. to Hwy One	380	B	1,000	D
Windsor Blvd., Main St. to Hwy One	530	C	1,300	D
Windsor Blvd., south of Moonstone Beach Dr.	230	B	800	C
Moonstone Beach Dr., west of Windsor Blvd.	510	C	700	C

Note: Existing counts and forecasts based on traffic volume for summer weekday non-holiday peak hour period.
Source: *Final EIR for the North Coast Update, 1996.*

C. Circulation Alternatives

As population and tourism increases in the Planning Area, there will be a corresponding increase in trip demand; that is, the need for people to travel from home to work, to shopping, to school and to a variety of other destinations. Most of these additional trips will be made by private automobile, and they will result in a degradation of levels of service on the existing roadway network. The function of the Circulation Element is to identify and implement strategies to maximize the capacity of existing roadways (Transportation System Management, or TSM), moderate growth in trip demand by increasing the convenience of transportation modes other than the private auto (Transportation Demand Management, or TDM), and, when necessary, to increase capacity by widening existing roads and constructing new ones. In most cases, using these strategies, acceptable levels of service can be maintained.

Efforts to reduce traffic congestion will also promote better air quality for the Planning Area. Transportation System and Demand Management methods are closely related to the goals and recommendations of the County *Clean Air Plan*.

There are several management methods that may be utilized to accommodate existing and new local and visitor-serving growth anticipated by this Plan. It is the objective of this Plan to look at System Management and Demand Management methods first, and new roadway construction and road widening second. The goals of Chapter 1: Introduction and General Goals are promoted by the following specific objectives.

- 1. Transportation System Management.** Utilize engineering methods to improve traffic flow on the road network to maximize its efficiency while minimizing expenditures for capacity expansion. Examples are traffic light synchronization, channelization of street intersections, and designation of one-way streets, left and right turn lanes, passing lanes, and on-street parking limitations.

- 2. Transportation Demand Management.** Promote the use of transit for visitors between lodging and camping areas, Hearst Castle, and downtown Cambria. Adopt measures to make it more convenient for local residents to participate in ridesharing, use of public transit, bicycling, and other alternative forms of transportation.

Transit Opportunities. An inter-community transit system provides service between Cambria and San Luis Obispo. Central Coast Area Transit (CCAT) provides service between San Simeon Acres and Morro Bay. The This transit system should includes a limited route through Cambria for the convenience of local residents. In addition to the CCAT System, the Regional Handicapped System (RUNABOUT) offers door-to-door service throughout the County. With increasing population growth, the frequency of scheduled transit trips should be increased in response to demand.

Dial-A-Ride. These systems are currently in service in other areas, and could be introduced when the need arises.

Jitney/Bus Service. As alternative transportation measures are considered to reduce traffic on Main Street, a jitney/bus service should be evaluated as a management method to reduce congestion. The Cambria Community Service District provides bus service by the Cambria Trolley, connecting downtown with Moonstone Beach and residential neighborhoods. A possible extension of this system could link Hearst Castle, San Simeon Acres and Cambria motel areas, and eventually downtown Cambria. Trip reductions and a corresponding decreases in automobile trips on Highway One could be one direct benefit of such a system, even if it only operated during peak summer months. A decrease in the number of car trips would also relieve parking pressure in these areas.

Car-Pooling - Park & Ride Lots. These are transfer areas where people may drive to a lot, park, and car-pool to another area. Car-pooling is encouraged by the *Clean Air Plan* and the *Regional Transportation Plan* as an alternative to single-occupancy vehicle use.

Bikeways. Bikeways have been proposed for the Planning Area in a number of past planning efforts. Many regional cyclists travel through the area along Highway One. One goal of the 1990 *Regional Transportation Plan* that is applicable to the Planning Area is "to provide a safe and efficient pathway system that promotes cycling and walking."

Local bicycle use is minimal, due to the hilly terrain and difficult climbs. However, other areas, such as Cambria's Main Street, Moonstone Beach Drive, Windsor Boulevard, and San Simeon Acres, are more suitable. An ongoing issue is safety of bicycle and pedestrian travel along these routes as traffic levels increase. Bikeways should be included in street construction projects when feasible, to help reduce automobile trips.

A series of needed Class II and III bikeways are identified within the North Coast Planning Area as part of the *County Bikeways Plan*. This area is much in often used by touring bicyclists throughout the year, and most roads and streets are considered scenic. Rural Roads designated for bikeways include are Highways One and 46, and the coastal valley section of Santa Rosa Creek Road.

The scenic character of Cambria provides many different choices for resident and tourist bike riders, but the most popular areas will be the nearly-level shoreline routes including downtown Cambria, Moonstone Beach Drive, and Windsor Boulevard. when extended A bicycle/pedestrian path all along Santa Rosa Creek between the Cambria

High School and these oceanfront roads would be both highly functional as well as scenic.

Pedestrian Transportation. Walking shares some of the opportunities and problems of biking in the Planning Area. Walking is usually limited to shorter distances. New residential, commercial, and resort developments should be designed and located to encourage walking opportunities, and minimize automobile use when possible.

- 3. Land Use Planning Methods.** Planning for communities and resort areas should emphasize land use arrangements that reduce the need to drive. Policies and standards should be formulated that require new development to mitigate its effects on the circulation system. The requirement for major resort and other developments to provide employee housing will reduce the need to commute, as well as protect the availability of rental housing. A second strategy in this Plan allows for multi-family housing in the downtown, close to employment areas.

There are a number of land use methods proposed in this Plan that will act to reduce existing and future traffic congestion. The increased use of telecommunication technologies could reduce the need for commuting. Tele-commuting can reduce trips through a variety of methods, including accessing information in a way which avoids the need to drive, increasing the use of home offices, and establishing telecommunications facilities.

- 4. Highways, Streets and Roads.** This section lists major improvements that may be needed to accommodate growth anticipated by this Plan. The LUE Circulation maps in the back of this document show functional classifications of major existing and proposed roadways in the Planning Area. Improvements are typically required as development is approved, through application of County subdivision and land use ordinances, community and area plan standards, development impact fees, and other methods. A road improvement fee program for the North Coast Planning Area was first adopted by the Board of Supervisors in January 1992.

The timing of these improvements is important, and there should be a demonstrated need for each improvement prior to approval and construction. In addition, road improvements involving new roads and widening of existing roads should be carefully planned to be in character with the community, and to minimize environmental impacts on forests, creeks, wetlands and other sensitive areas. The following is a listing of the major proposals for the road system:

Principal Arterials

Principal Arterial Highways function to carry traffic between regions and major population areas. These are typically freeways and State Highways, such as Highway

One in the Planning Area. Highway One was designated a Scenic Highway by the State in 1999, and a National Scenic Byway in 2003. (Rec7.14)

Highway One. This highway is the main route through the Planning Area, serving area residents, the agricultural community, ~~and as well as~~ tourists driving the scenic coast route between San Luis Obispo and the Monterey Peninsula. A concern for the future is the increasing volume of traffic along Highway One resulting from the existing attractions such as Hearst Castle, and proposed new resort facilities and outdoor recreation. (Mod25) (Mod26a) popularity of the scenic drive between the Monterey Peninsula and San Luis Obispo, and the associated recreation areas and tourist facilities.

Past plans for widening the highway to accommodate more traffic have been rejected to preserve the existing scenic character of the route. The California Coastal Act, adopted by the State Legislature, requires that Highway One remain a two-lane road in the rural portions of the State. This places added importance on the use of Transportation Demand Management methods, to insure that levels of service remain acceptable. In addition, Highway One should be realigned landward in order to maintain the road as a scenic highway, provide continuing access to and along the North Coast of the County, and limit the amount of shoreline protection devices that may otherwise be needed to prevent damage to the highway from bluff erosion. (Mod26) In order to maintain the scenic quality of the highway, and to protect the State scenic highway status, only minor safety improvements are proposed, in rural areas such as adding signals, channelizing traffic, and adding a limited number of passing lanes.

Within Cambria, Highway One circulation concerns include safer access and crossings of the Highway. Highway One bisects Cambria, with intersections located at South Main Street/Ardath Drive, Burton Drive, Cambria Drive Road, North Main Street/Windsor Boulevard/Moonstone Beach Drive, Weymouth Street, and North Moonstone Beach Drive. Currently there are signals at Windsor Boulevard, Ardath Drive, Main Street and Burton Drive. Future grade separations are recommended. ; needed street improvements, better downtown parking, and bus service connecting Cambria with San Luis Obispo and other coastal communities to the south. Because the highway also carries a substantial amount of local traffic in the urban area, the installation of passing lanes, where possible, is recommended in the North Coast Circulation Plan.

In San Simeon Acres, landscaping between the highway and frontage roads is recommended to improve community appearance. Because Highway One is a substantial barrier dividing the town, better vehicle and pedestrian crossing facilities are needed.

Arterial Roads

Arterial Roads function to carry traffic between Principal Arterial roads, population centers, and to serve large volumes of traffic.

Main Street. Main Street was the former Highway One route through Cambria. It now serves as the main access to the central business district, and to nearby commercial and public uses. Limited operational improvements, such as signs, turn pockets, and bike and pedestrian ways, are necessary to accommodate traffic. The proposed Main Street Enhancement Plan should provide these improvements. Any improvements should maintain and enhance the character of the 'streetscape', while providing convenient access to businesses. Also, an off-street parking program, public transit and limited road widening are needed in commercial areas to help alleviate traffic congestion.

Collector Roads

Collector Roads function to connect arterial roads with smaller and less-traveled local or neighborhood streets.

Ardath Drive and Windsor Boulevard. This alignment provides the principal access to the extensive existing and proposed residential areas west of Highway One. A limited extension of Windsor Boulevard for pedestrian, bicycle and emergency access is planned to connect Marlboro Street in the Marine Terrace area to Windsor Boulevard in the Park Hill area.

Charing Lane, Buckley Drive, ~~Weymouth~~ Cambria Pines Road, etc. These streets, together with planned future extensions, will provide a collector street system to serve ing the north Cambria residential area. Cambria Pines Road provides additional access to Highway One from the north side of Cambria.

Windsor Blvd. Extension. This extension is limited to emergency vehicles, bicycles, and pedestrians. The extension in the short term serves as an emergency/fire access road linking Lodge Hill and Park Hill. (Mod27)

Burton Drive. This collector road provides major access for Lodge Hill. Operational improvements are necessary to keep the level of service from deteriorating further as Lodge Hill develops with more homes.

Fiscalini Ranch Road. This ~~proposed collector road is also planned to serve development on West Ranch and would extend from Lodge Hill to Highway One.~~

Cambria Drive. This extension is also located in West Village and is planned to link the west side of Cambria by a fourth access point to Highway One and the downtown areas. A signal is planned on Highway One at this intersection.

Local Streets

Many of the streets within the Cambria Urban Reserve Line are unpaved, too narrow, poorly maintained, and lack proper drainage facilities. Numerous local public streets do not have vertical and horizontal clearances required by current fire code standards. These conditions will need to be corrected or improved through continuing street improvement programs, such as the cooperative road improvement program, and use of development impact fees.

The internal roads of San Simeon Acres are developed and maintained through by the local Community Services District and continued improvements should be completed in response to growth within the community.

5. Other Transportation Facilities.

Airport

The Hearst Ranch maintains a private use airport facility to the north of San Simeon. The 4,300-foot runway can accommodate a substantial variety of recreational and small commercial planes. Hearst Ranch indicates that this facility is to be retained for private use only. An alternative site is located north of San Simeon Acres where an airport development plan has been approved but no development has occurred.

Harbor

The pier at San Simeon provides for sport fishing. This harbor is the only designated harbor of refuge between Morro Bay and Monterey. Needed improvements at this harbor include an anchorage to serve primarily as an emergency refuge for passing coastal vessels, but also providing for recreational boating.

Figure 5-1 shows the existing roadway network in Cambria and the additional streets proposed to serve the increased traffic volumes projected for the next 20 years.

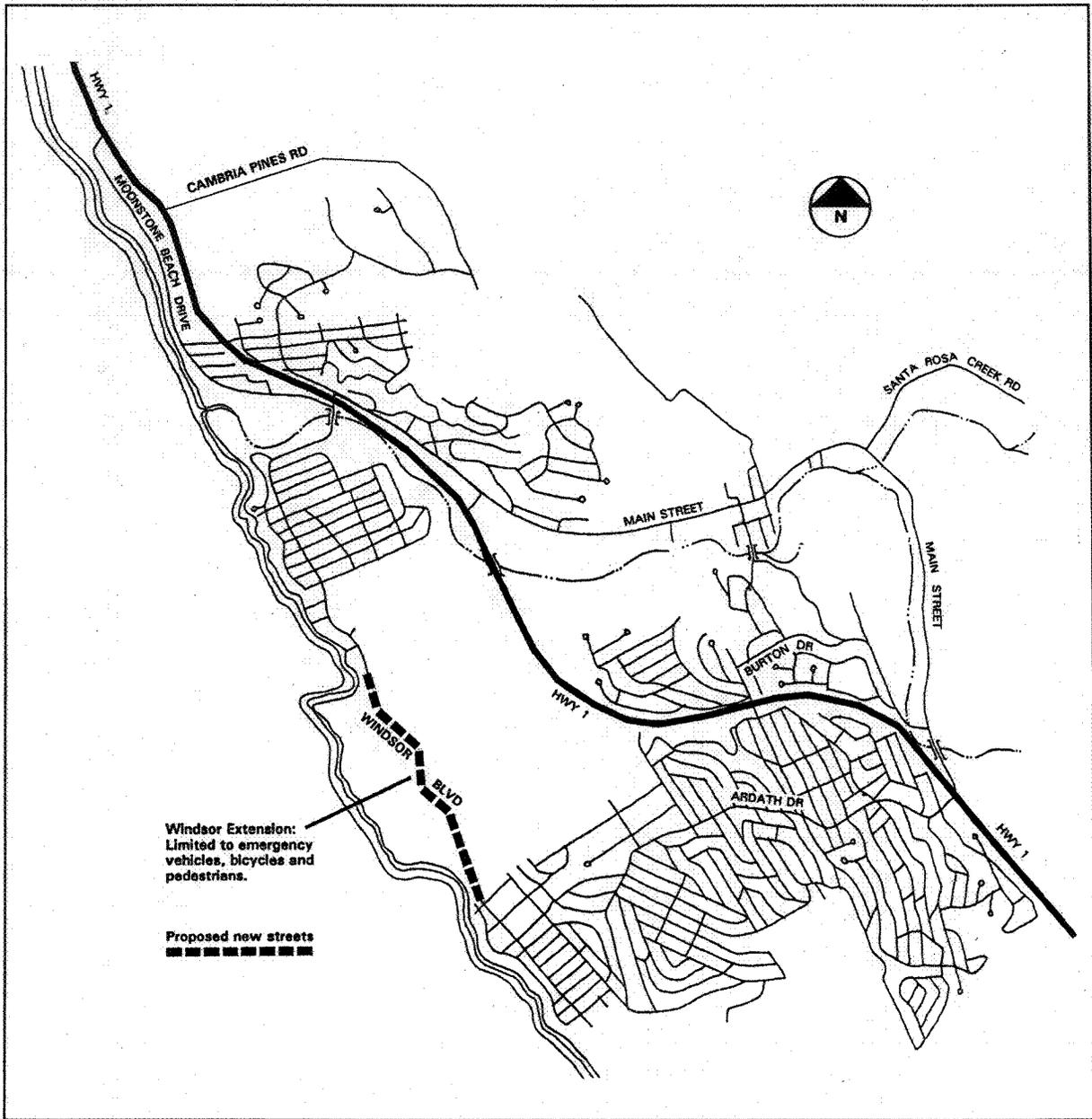


Figure 5-1: Existing Roadways & Proposed Windsor Blvd. Extension, Cambria

D. Circulation Programs

"Programs" are nonmandatory actions or policies recommended by the Land Use Element to achieve community or areawide goals and objectives identified in this Area Plan. The implementation of each LUE program is the responsibility of the community through the County or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the County should be based on consideration of community needs and substantial community support for the program, available funding, and its related cost.

The following circulation programs for the Planning Area are grouped under general headings indicating a community or other location in the Planning Area where they each apply. The approximate priority and suggested timing are also noted at the end of each program.

Areawide

1. **Directional Signing.** The availability of tourist services such as food and lodging facilities, recreational areas, and coastal access should be clearly indicated by State or County highway signs consistent with the County's sign ordinance, near each access to reduce or eliminate the need for conspicuous on-site signs. (Medium priority/Long term) (Mod31)
2. **Trails.** In areas where there is interest in establishing equestrian trails, To maximize the provision of public trails, the County should work with interested equestrian groups, property owners, agriculturalists, and other groups to determine if access rights-of-way may be secured to serve this need while respecting adjacent uses and ownerships. Opportunity exists to establish a Coastal Trail, connecting each end of the Planning Area. More discussion on the Coastal Trail is found in Chapter 8: Coastal Access. (Medium priority/Long term)(Mod32)
3. **Highway One.** Highway One should be improved to ensure the safe flow of traffic, yet not detract from the scenic nature of the highway.
 - A. **Further Study and Improvement Funding.** The County, State, community, and other developers should cooperate to fund a study that will determine the actual origin and destination of Highway One users, and other related characteristics. The study should be the basis for appropriating fair shares of assessments to fund improvements, or other programs that might be necessary to offset the impact of new development on the highway.

- B. **Cambria Urban Area.** The County should continue to monitor the need for passing lanes, traffic signals, and channelization of the southerly section of Main Street/Ardath Drive, and Cambria Drive intersections. Any planning for flood prevention and/or control may include lengthening the bridge over Santa Rosa Creek to enable a 100-year flood flow to pass unimpeded. (Low priority/Long term) (Mod35)
 - C. **Hearst Castle.** The County should work with the State to develop transit opportunities to reduce traffic on Highway One generated by visitors to Hearst Castle. One option might be a summer (peak) bus service between the Castle and motel areas in San Simeon Acres and Cambria, and Cambria's downtown. (Medium priority/Medium term)
 - D. **Highway One - Scenic Highway Enhancement.** The County and CalTrans should work together to develop an enhancement plan and identify funding sources to enhance the scenic qualities of the Highway One corridor. Examples of enhancement may include placing utilities underground, purchasing existing billboard signs, consolidating signs, planting trees and other vegetation, and screening unsightly features such as quarry sites or buildings. (Mod38)
4. **Jitney/Bus Service.** The 'Cambria Trolley' service should be continued and expanded to help relieve some of the peak-season traffic on Main Street in Cambria, and other areas. The opportunity also exists to link Hearst Castle and other resorts to the north, with the motels and commercial areas in San Simeon Acres and Cambria. (Medium priority/Long term)
 5. **Ridesharing - Park and Ride Lots.** A Park and Ride program should be established, including parking lots in appropriate areas, to help reduce single-occupancy vehicle trips in the area. Two suggested sites are near the Highway One/Ardath Drive and Cambria Drive/Highway One intersections. (Medium priority/Long term)
 6. **Bicycle Improvements.** The County should pursue development of a regional bikeway system, including the provision of Class I and II bikeways where feasible. Road improvements should include provisions for bicycle travel. The improvements should be integrated with the Coastal Trail where possible. (High priority/Short term) (Mod39)
 7. **Pedestrian Travel.** New development and road improvement projects should be required to include provisions for safe and convenient pedestrian ways. (High priority/Short term)

Cambria

- ~~1. **Road Alignment Reservation.** The County Engineering Department should continue to work with the community and property owners to identify and reserve the appropriate alignment for a public road connection between Burton Drive and the eastern extremity of Main Street.~~
1. **Highway One - Cambria Segment.** Highway One should remain a two-lane road within Cambria until traffic levels warrant the installation of passing lanes. The additional lanes should not be considered until other management methods are found not to be feasible or effective. (Monitor by RMS System/Long term)
2. **Road Improvement Financing.** The county Engineering Department should work with the community to establish a system for financing and installing road improvements in Cambria as needed.
3. **Cambria Pines Road Extension.** This segment currently connects north Cambria with Highway One to the west and should be maintained for access by vehicles, bicycles, and pedestrians.
4. **East Village Parking.** The County should continue to work with the community to establish an in-lieu parking fee and assessment district to construct a parking lot, including restrooms for visitors, in this area. Development of the parking area should not require the demolition of historic structures. (Short term - High priority)
5. **East/West Ranch - Emergency Circulation.** Extension of Windsor Boulevard as an emergency, pedestrian, and a bicycle road are planned as part of the development of this property. (High Priority/Long term) (Mod42)
6. **Transit Opportunity Expansion.** The County should continue to work with the community to determine the need to establish a dial-a-ride system to augment the existing community busses. (Short term-High priority)
7. **Voluntary Trip Reduction Programs.** The County should work with the community, businesses, and affected agencies to establish voluntary trip reduction plans. For example, the County may amend applicable regulations to allow up to a 20 percent reduction in parking spaces where it is demonstrated that car-pooling or other transit measures incorporated into a project design will reduce overall trips by the same amount. (Short term-High priority)

8. **Pedestrian Improvements - The Cross-Town Trail.** The County and the community should continue to provide pedestrian trails, walkways, and sidewalks where appropriate to serve residents and visitors in the community.
9. **Transit Center.** The County should work with the community, businesses, and appropriate agencies toward constructing a transit center to serve the community. This facility should include a bus turnout, shelter, benches, restrooms, information kiosk, secure bicycle parking, and public telephones.

San Simeon Acres

1. **Pedestrian Improvements.** The San Simeon Acres Community Services District and the County should work with motel owners and residents to develop a clearly-defined walkway system that links residences, motels, and beach areas. The network may include sidewalks, bikeways, street lights, landscaping, and beach stairs. (Medium priority/Medium term)
2. **Highway One Crossing.** The County, CalTrans, and the community should discuss a safer and more convenient pedestrian crossing to link residential and motel areas east of the highway with the beach areas. The crossing may include channelization for left turn lanes at Vista Del Mar and Pico Avenue. Also, a traffic light may be needed on Highway One to stop high-speed traffic at an appropriate location. (Medium priority/Medium term)

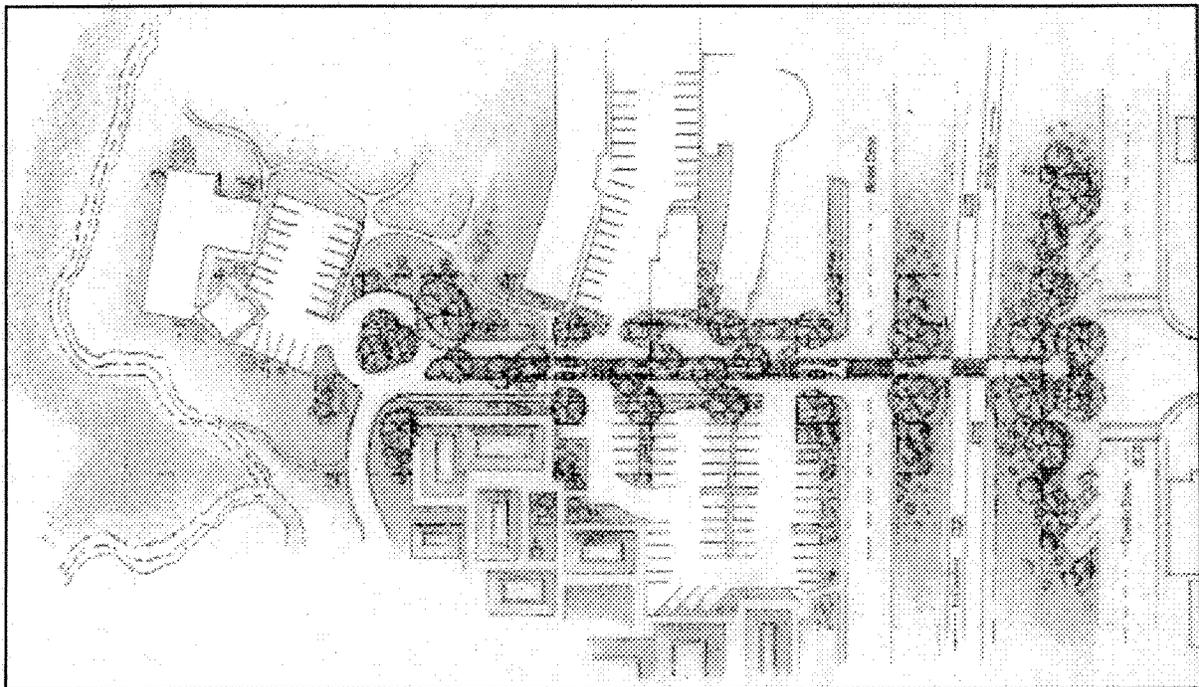


Figure 5-2: Highway One Crossing Plan, San Simeon Acres

Table 5-3
Schedule for Completing Circulation Programs
North Coast Planning Area

PROGRAM NUMBER	PROGRAM	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	TIME FRAME	TARGET DATES	NOTES TIMING/PRIORITY
AREA WIDE						
1.	DIRECTIONAL SIGNING	CAL TRANS COUNTY	COUNTY/ FEES	2005-2007	2007	MEDIUM PRIORITY LONG TERM
2.	COASTAL TRAIL	COUNTY, STATE, NON-PROFITS	COUNTY	2005-2015	2015	MEDIUM PRIORITY LONG TERM
3.A	HIGHWAY ONE STUDIES	STATE, COUNTY, DEVELOPERS,	FEES	2005-2007	2007	ORIGIN & DESTINATION, FUNDING ALTERNATIVES
3.D	HIGHWAY ONE - SCENIC HIGHWAY ENHANCEMENT PLANS	COUNTY, CAL TRANS	GRANTS	2005-2010	2010	INCLUDES FUNDING AND IMPLEMENTATION
4.	JITNEY/BUS SERVICE	COUNTY	FEES/ GRANTS	2005-2010	2010	MEDIUM PRIORITY LONG TERM
5.	PARK AND RIDE	CAL TRANS	FEES/ GRANTS	2005-2010	2010	MEDIUM PRIORITY LONG TERM
6. & 7.	PEDESTRIAN/BICYCLE PLAN/IMPROVEMENTS	COUNTY	DEVELOPER, TRAFFIC IMPACT FEES	2005-2010	ON-GOING	WITH ALL ROAD IMPROVEMENTS
CAMBRIA						
<u>NO SECTION</u>	MAIN STREET ENHANCEMENT PLAN	COUNTY	FEES	2005-2010	2010	SELECTED IMPROVEMENTS
1.	CAMBRIA SEGMENT/HWY ONE	CAL TRANS/ COUNTY	FEES	2005-2010	2010	LOW PRIORITY MONITOR RMS
4.	EAST VILLAGE PARKING DISTRICT/LOT	COUNTY	ASSESSMENT DISTRICT	2005-2010	2010	HIGH PRIORITY SHORT TERM
5.	EAST/WEST RANCH EMERGENCY ACCESS	CCSD	CCSD	2005-2015	2015	HIGH PRIORITY
7.	VOLUNTARY TRIP REDUCTION PROGRAMS	COUNTY	COUNTY/ DEVELOPER	2005-2010	ON-GOING	ON-GOING
9.	TRANSIT CENTER	COUNTY	COUNTY	2005-2010	2010	HIGH PRIORITY SHORT TERM
SAN SIMEON ACRES						
1.	PEDESTRIAN SYSTEM & STREET LIGHTS	COUNTY & SSACSD	FEES/GRANTS	2005-2010	2007	ONGOING PROGRAM
2.	HIGHWAY ONE CROSSING	COUNTY, CAL TRANS SSACSD	FEES/GRANTS	2005-2010	2007	MAY INCLUDE TRAFFIC LIGHT