LOVR CORRIDOR STUDY
COUNTY OF SAN LUIS OBISPO

COUNTY of SAN LUIS OBISPO

LOS OSOS VALLEY ROAD

Corridor Concept Plan

Adopted August 19, 2025

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1. INTRODUCTION

Los Osos Valley Road (LOVR) is an arterial road in San Luis Obispo County, California. It serves as a vital connector between the City of San Luis Obispo, the unincorporated community of Los Osos, and Montaña de Oro State Park. Originating at its intersection with S Higuera Street in the City of San Luis Obispo, LOVR traverses rural, single-family residential, institutional, and commercial zones, including the central business district of Los Osos. At its intersection with Pecho Road in Los Osos, the name of the road changes from Los Osos Valley Road to Pecho Valley Road (PVR).

Four previously adopted plans included recommendations for improvements on Los Osos Valley Road and Pecho Valley Road. The four plans are as follows:

- The 2024 Los Osos Community Plan
- The 2021 Los Osos Circulation Study
- The 2019 Froom Ranch Specific Plan Transportation Impact Study
- The 2016 San Luis Obispo County Bikeways Plan

The four plans each recommend improvements along the corridor, with recommendations in some cases overlapping or conflicting with each other. Therefore, a unified and consolidated plan was deemed necessary.

1.1. Purpose

The purpose of this plan is to consolidate improvements to Los Osos Valley Road identified under the previously adopted plans; to conceptualize and further refine the design of these improvements and the gaps in between; and to produce a unified plan for the Los Osos Valley Road corridor that is implementable and created with buy-in from the community.

1.2. Study Process

The overall study area for this Corridor Concept Plan comprises a continuous 11.1-mile segment of Pecho Valley Road and Los Osos Valley Road, leading from the entrance to Montaña de Oro State Park to the intersection of LOVR and Foothill Boulevard.

Planning-level concept designs, detailed analysis, and a comprehensive set of recommendations have been developed for the following two sections, which are referred to in this document as the "concept plan area":

- Pecho Valley Road / Los Osos Valley Road from Rodman Drive to Palomino Drive (a 3.1-mile-long corridor)
- The intersection of Los Osos Valley Road and W Foothill Boulevard

The remaining areas of the 11.1-mile segment that are outside of the concept plan study area are referred to in this document as the "high-level study area." More general recommendations are made for these areas and they are not included in the concept design.

An overview of the study area is shown in Exhibit 1.

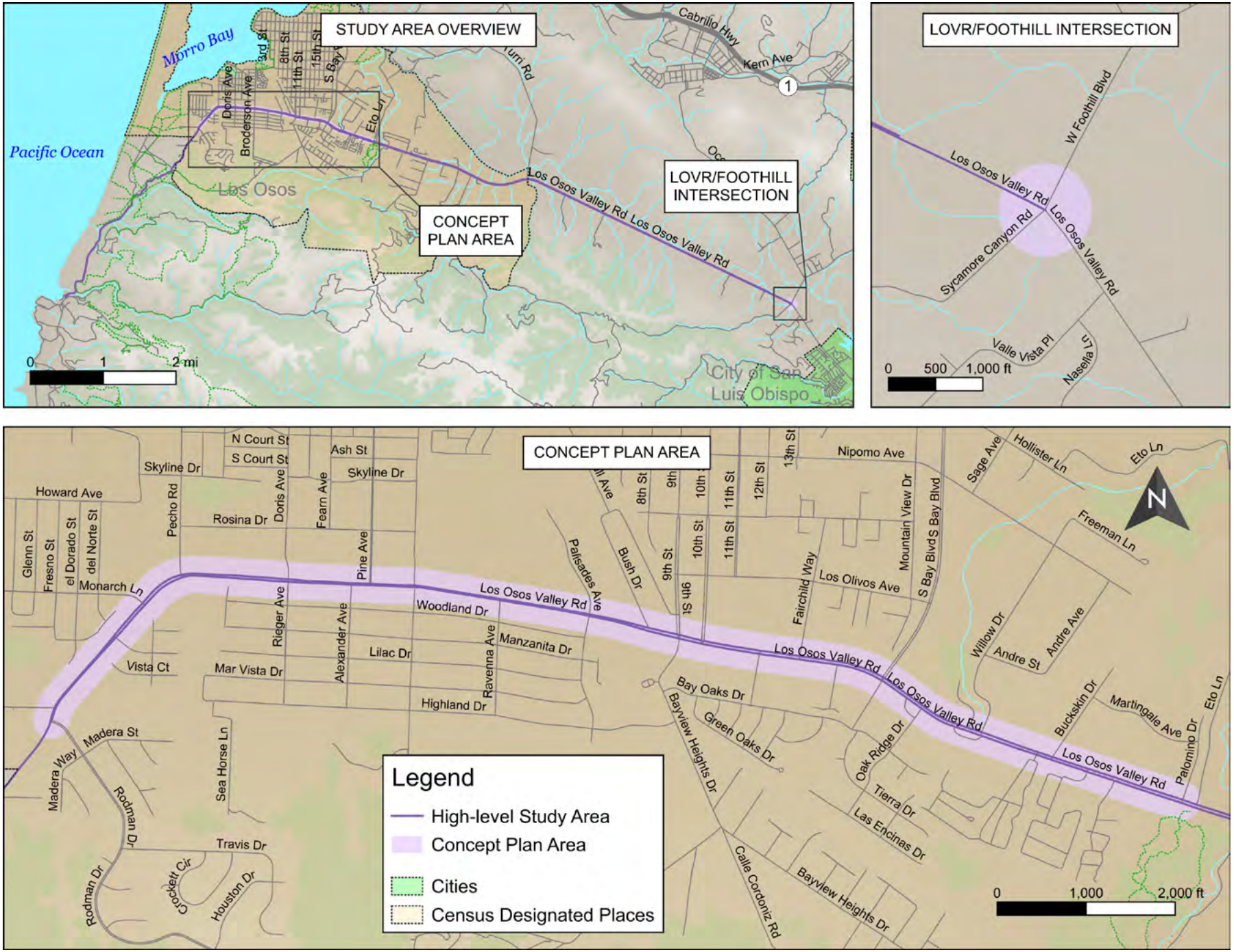
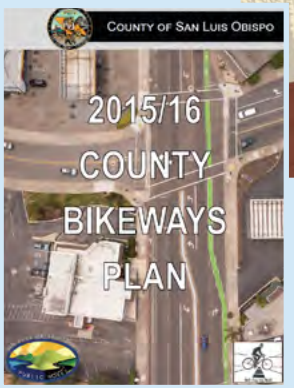


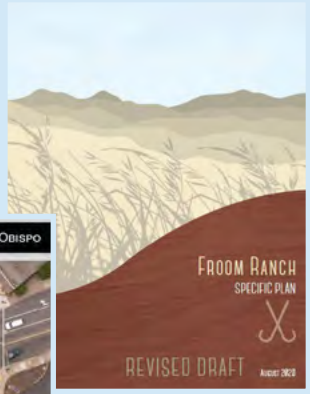
Exhibit 1. Study area overview

2. OVERVIEW OF PREVIOUS PLANS

This Corridor Concept Plan intends to consolidate improvements identified under the following four plans:

- The 2024 Los Osos Community Plan ("Community Plan")
- The 2021 Los Osos Circulation Study ("Circulation Study")
- The 2019 Froom Ranch Specific Plan Transportation Impact Study ("Froom Ranch TIS")
- The 2016 County Bikeways Plan ("Bikeways Plan")





This document is the result of a planning effort including a comprehensive community engagement program, intended to conceptualize and further refine the design of the improvements listed in the above plans, to address gaps in between those improvements, and to identify conflicts between the recommendations in the above plans. A consolidated listing of the projects recommended for the study area in the above four plans is presented in Exhibit 2 (for intersections) and in Exhibit 3 (for road segments). This section provides a summary of each of the four plans and its relevance to the Los Osos Valley Road Corridor.

Intersection	Improvement Description	Source	Reference (page and/or paragraph number)
Los Osos Valley Road @ Bush Drive	WB right turn lane; Median would make Bush Dr RI/RO to alleviate problems caused by the angle	Community Plan	Appendix F, p. F-4, item A.2.a (i)
Los Osos Valley Road @ Bayview Heights Dr / 9th St	Synchronize signal, add crosswalks	Community Plan	Appendix F, p. F-4, item A.2.a (ii)
Los Osos Valley Road @ 10th St	Synchronize signal, add crosswalks, planted median, plantings on south side	Community Plan	Appendix F, p. F-5, item A.2.a (iii)
Los Osos Valley Road @ Sunset Ave	"Option 1: median/RI/RO Option 2: crosswalks and ped signal"	Community Plan	Appendix F, p. F-6, item A.2.a (iv)
Los Osos Valley Road @ Sunset Ave	Restrict left turns	Circulation Study	p. 19
Los Osos Valley Road @ Fairchild Way	Traffic signal	Community Plan	"Appendix F, p. F-7, item A.2.b (i) Appendix F, p. F-13, item B.5"
Los Osos Valley Road @ Fairchild Way	Signalize	Circulation Study	p. 19
Los Osos Valley Road @ South Bay Blvd	(A.2) Gateway feature, signal synchronization & upgrade, crosswalks, sidewalk-trail connection: tie into proposed trail. (A.4) Southbound dual left turn lane; multi-use trail on the east side of South Bay Blvd.	Community Plan	"Appendix F, p. F-8, item A.2.b (ii) Appendix F, p. F-12, item A.4"
Los Osos Valley Road @ South Bay Blvd	Dual SB Left Turn Lanes	Circulation Study	p. 19
Los Osos Valley Road @ Foothill Blvd	Restripe the northbound approach to provide one left-turn, two through; or roundabout alternative	Froom Ranch TIS	p. 10

Exhibit 2. Consolidated list of intersection improvements in the four previous plans

Roadway Segment	Improvement Description	Source	Reference
Pecho Valley Road from Montana de Oro State Park to Rodman Dr	Class II bikeway	Bikeways Plan	p. 53
Los Osos Valley Road (Eastbound) from Doris Ave to Broderson Ave	Class II bikeway	Bikeways Plan	p. 53
Los Osos Valley Road from Doris Ave to Palisades Ave	"(b) Widen LOVR to provide a continuous left turn lane (d) Construct multi-use trail on north side"	Community Plan	Appendix F, p. F-2, items A.1.b and A.1.d
Los Osos Valley Road from Pine Ave to Palisades Ave	Two-way left turn lane (TWLTL)	Circulation Study	p. 18
Los Osos Valley Road from Bush Drive to Fairchild Way	Median with left turn pockets	Circulation Study	p. 18
Los Osos Valley Road from Bush Drive to Sunset Drive	Raised median to replace 2-way left turn lane	Community Plan	Appendix F, p. F-3, item A.2.a
Los Osos Valley Road from 9th St to 10th St	Corridor Improvements	Circulation Study	p. 32
Los Osos Valley Road from 10th St to Los Osos Creek Bridge	Corridor Improvements	Circulation Study	p. 32
Los Osos Valley Road (where feasible within the CBD)	"(a) Construct center medians in the downtown corridor intended to slow traffic, encourage pedestrian activity, attract economic activity, and make the area more attractive (c) Implement traffic calming measures such as bulb-outs, medians, raised crosswalks"	Community Plan	Appendix F, p. F-2, items A.1.a and A.1.c
Los Osos Valley Road from South Bay Blvd to Los Osos Creek Bridge	4-foot-wide pedestrian trail	Community Plan	Appendix F, p. F-9, item A.2.c

Exhibit 3. Consolidated list of road segment improvements in the four previous plans

2.1. Los Osos Community Plan

The 2024 Los Osos Community Plan is a 20-year plan that was adopted to help guide the growth and development of Los Osos, California. It was developed in collaboration with various stakeholders, including government officials, community members, and members of the business community. The plan covers numerous community-specific issues including those related to transportation, circulation, and standards for new developments within Los Osos and the specific area covered by the plan. It accounts for the fact that the planned circulation system of roads, pedestrian routes, bikeways, and other modes of transportation must take into account future development and vice versa.

The Circulation Element of the Los Osos Community Plan includes information and provisions from several documents. These include the Los Osos Circulation Study, the 2019 Regional Transportation Plan & Sustainable Communities Strategy, the County Bikeways Plan, and the 2008 Draft Los Osos Valley Road Corridor Study. The plan also includes goals and policies related to transportation and circulation, such as designing transportation facilities using "complete streets" principles. The Los Osos Community Plan includes several deficiencies identified by the county and the community on Los Osos Valley Road (LOVR). These deficiencies include roadway capacity and pedestrian amenities from 9th Street to Pine Avenue, and unsafe traffic speed and pedestrian crossings from Los Osos Creek to 9th Street.

The Community Plan recommends several improvements to LOVR. On a corridor-wide scale, the community plan recommends the installation of center medians in the downtown corridor and additional traffic calming measures. Between Doris Avenue and Palisades Avenue, the plan calls for the widening of and continuation of a two-way left turn lane in the center median. It also suggests the construction of a multi-use trail on the northern side of LOVR that could be used for bicycles and/or pedestrians. The next segment addressed in the report is LOVR between Bush Drive and Sunset Drive, where the county identifies multiple projects. These include adding a raised median, a right-turn deceleration lane at Bush Drive, traffic signal synchronization, pedestrian striping and other intersection improvements at 10th Street, intersection improvements at Bayview Heights Drive and 9th Street, intersection improvements and a median restricting left turns at Sunset Drive, and the construction of a pedestrian trail from South Bay Boulevard to Los Osos Creek Bridge. Finally, the report identifies numerous projects between Sunset Drive and South Bay Boulevard, which include traffic signal and intersection improvements at Fairchild Way, and pedestrian striping or pavers and a gateway feature at South Bay Boulevard.

Overall, the Los Osos Community Plan recognizes the importance of upgrading the Los Osos Valley Road corridor for traffic safety and pedestrian and bicycle friendliness. It is a tool for ensuring that growth and development in the community is guided by the community's vision and goals. The transportation and circulation section of the plan is just one of the many areas addressed in the plan, but it is an important one given its role in redeveloping the Los Osos Valley Road Corridor and promoting safe and efficient travel within the community.

2.2. Los Osos Circulation Study

The Los Osos Road Improvement Fee Study, updated in 2021, provides a comprehensive analysis of the existing conditions of the roadway network, traffic circulation, and traffic volumes in Los Osos. The study presents a detailed examination of the current state of LOVR, including its capacity, intersection operations, and safety concerns. The inclusion of a study area, fee boundary map, and traffic analysis zones map in the report offers valuable insights into traffic patterns and helps identify areas of concern. The report found no deficiencies in the operation of any roadway segments or intersections included in the study. In addition to the analysis of existing conditions, the report provides a detailed cost estimate for proposed improvements and discusses potential funding mechanisms.

A level of service (LOS) analysis was conducted at multiple major intersections in Los Osos. Of the existing intersections of Los Osos Valley Road in the study area, the LOS analysis found no operating deficiencies with the existing conditions. The report proposes several enhancements to specific segments of LOVR. For the stretches from Palisades to Ravena and from Ravena to Pine, the study recommends the installation of two-way left-turn lanes. For the segment from Bush to Fairchild, a new median with left-turn pockets is proposed. The intersection of LOVR and Fairchild is slated for a new traffic signal, as indicated in the striping plan, while the intersection of LOVR and Sunset is set for improvements. The study also suggests corridor enhancements for the segments between 10th and Los Osos Creek and the segment between 9th and 10th. While left-turn improvements are not expected to

correct any level of service deficiencies, the study recommends them as a safety measure for accessing frontage properties along the road. To fund these proposed improvements, the plan suggests implementing a fee program and utilizing grants.

2.3. Froom Ranch Specific Plan Transportation Impact Study

The Froom Ranch Specific Plan covers is a mixed-use development primarily focused on residential units. The project is divided into two main components: the Villagio Life Plan Community and Madonna Froom Ranch. The former is a senior living facility that will house over 400 units and healthcare facilities. The latter will feature over 170 multi-family housing units, potential hotel accommodations, and retail space. This development adheres to the City of San Luis Obispo General Plan, with additional recommendations from the developer to enhance pedestrian and bicycle safety. These enhancements include the installation of pedestrian refuges, bulb-outs, and Lead Pedestrian Intervals at the intersection of Auto Park Way and Los Osos Valley Road (LOVR).

Access to the development will primarily be through LOVR and Auto Park Way. The study also identifies two potential solutions for the intersection of Foothill Road and LOVR: (1) widening the northbound approach to accommodate one left-turn, two through lanes, and one right-turn lane, and widening the westbound approach to provide one left-turn lane, one shared through/right lane, and one right-turn lane; or (2) installing a roundabout. The project will also introduce a new network of internal roads, complete with a signalized intersection and facilities for bikes and pedestrians. An internal bicycle network is planned, which will connect with LOVR along the collector roads. Specific improvements to LOVR are outlined in the plan, including road widening, new sidewalk construction, and the addition of new bike lanes. To enhance connectivity, a new bus stop is planned on LOVR, linking the development site to San Luis Obispo Transit.

2.4. San Luis Obispo County Bikeways Plan

The 2015/16 San Luis Obispo County Bikeways Plan provides a comprehensive plan for the development and improvement of bikeway infrastructure in the county. The plan aims to promote the use of bicycles as a mode of transportation by providing safe, efficient, and interconnected bikeways that enhance the quality of life for residents and visitors. The goals of the plan include accommodation for a 20% mode share for bicycles by 2035, enhancing safety towards a goal of zero bicyclist deaths, completion of the top 20 bicycle plan projects by 2035, and accounting for bicycle facilities in the planning of all projects in San Luis Obispo County. The plan identifies existing and proposed bicycle facilities throughout the county, including bikeways, bicycle parking, connections with public transportation, educational programs, and funding. The plan also contains a database of bikeways, which identifies existing and proposed bikeways along the Los Osos Valley Road Corridor. It contains one proposed bikeway in Los Osos, which would run along the eastbound side of Los Osos Valley Road between Broderson Avenue and Doris Avenue.

3. DESIGN STANDARDS, OPERATING POLICIES, AND BEST PRACTICES

The County of San Luis Obispo utilizes its 2022 Public Improvement Standards to set the minimum requirements and design standards for county maintained public improvement projects. The document contains design standards and construction specifications, and also has standard construction drawings for projects related to roadways, road edges, drainage and flood control, water supply, and wastewater disposal. The document is supported by multiple local, state, and federal publications and takes precedence in the event of conflict with these publications. As per page i, in cases where the standards do not cover a specific issue, the hierarchy followed by the County is Caltrans and then federal standards. Some documents utilized and referenced in the county standards that are relevant to the Corridor Concept Plan include the County of San Luis Obispo Bikeways Plan, County Code Titles 13 and 15, the Los Osos Area Circulation Study, and the Los Osos Community Plan.

The concept designs, policies, and recommendations in this Corridor Concept Plan were developed with reference to best practices put forward by the National Association of City Transportation Officials (NACTO) in their Urban Bikeway Design Guide, 2nd edition, as well as the standards in the California Manual of Uniform Traffic Control Devices (CA-MUTCD), Revision 8, the Caltrans Highway Design Manual, 7th edition, and the American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, 7th edition.

3.1. Implementation Policies

This plan will serve as a framework for implementing the recommended improvements, by supporting grant funding applications and by providing the County with adopted guidance.

4. COMMUNITY ENGAGEMENT

Community engagement for the Corridor Concept Plan built upon previous community engagement efforts relating to the LOVR corridor. These previous efforts included the following:

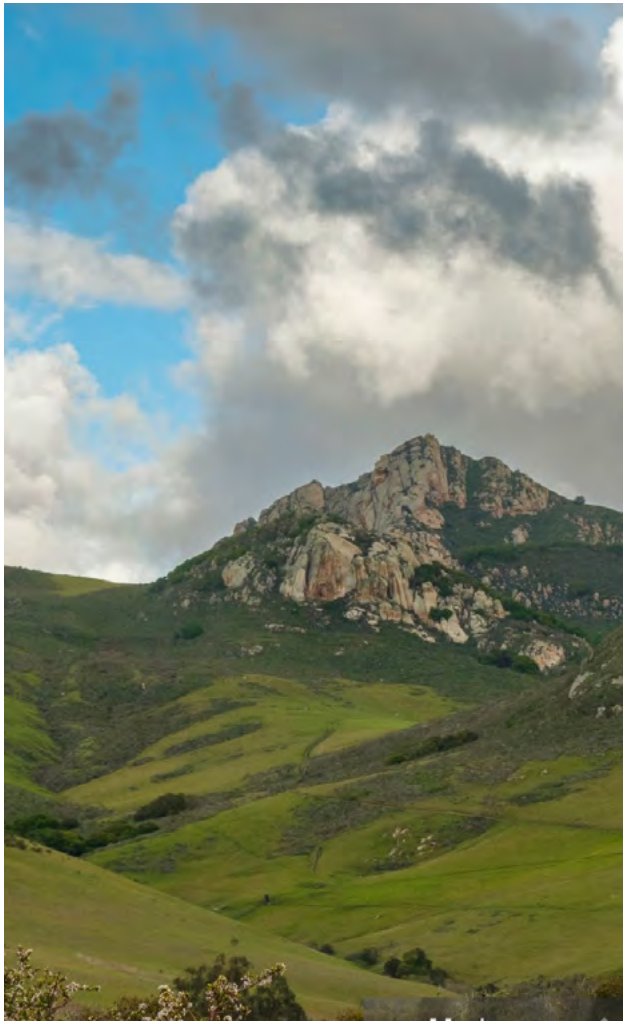
- For the Los Osos Community Plan, community meetings were held from June 2013 through January 2015 to solicit input from the community and determine if the past efforts still reflected the community's desires. In addition, a community survey was released in February 2014 to gain more insight into the community's needs. The Los Osos Community Advisory Council (LOCAC) also played a key role in updating the plan as a community volunteer group. The input from these engagement activities were incorporated into the plan.
- For the development of the Bikeways Plan, a public outreach process was conducted through which all incorporated cities, advisory councils, County Departments, Caltrans, Emergency Services, school districts and bicycle organizations in the County of San Luis Obispo were contacted for input. Drafts of the plan were made available online for stakeholder review and the Bicycle Advisory Committee contacted the area advisory councils in their respective district to solicit comments and attended where requested. The plan was reviewed and approved by the Bicycle Advisory Committee before being forwarded to the Board of Supervisors for approval.

Community engagement was carried out through several channels, including public events; a project website with an interactive map; an online survey; and the formation of a Technical Advisory Committee. The following sections contains details of these community engagement activities as well as discussion and summaries of their outcomes.

4.1. Interactive Website

Public input and community engagement is one of the most important aspects in the development of the Los Osos Valley Road Corridor Concept Plan. In order to facilitate this, an interactive website was created, offering multiple means for the public to provide input and comment on the project. These included the ability to leave location-specific comments on the interactive project map and participate in a survey about the study area. A timeline of progress and all other pertinent information was advertised to the public on the website. The website was open from July 2023 until the project's conclusion.

The following Exhibits show screenshots from the website. The landing page is shown in Exhibit 4, the interactive map in Exhibit 5, the survey in Exhibit 6, and the project timeline in Exhibit 7.



LOVR CORRIDOR CONCEPT PLAN
COUNTY OF SAN LUIS OBISPO

COUNTY OF SAN LUIS OBISPO

SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

Los Osos Valley Road Corridor Concept Plan

Welcome to the interactive web site for the Los Osos Valley Road Corridor Concept Plan.

Project Overview

Project Background

The Los Osos Valley Road Corridor has been the subject of multiple planning efforts over the years. The purpose of this effort is to consolidate all of the planning and engineering into one comprehensive document. This exercise also allows for the opportunity of refining these planning policies and design efforts with further specificity and accuracy.

The Los Osos Valley Road Corridor Concept Plan will consolidate and refine the improvements identified under the following plans and studies:

- 2020 Los Osos Community Plan
- 2021 Los Osos Circulation Study
- 2019 Froom Ranch Specific Plan Transportation Impact Study
- 2016 San Luis Obispo County Bikeways Plan

The Los Osos Valley Road Corridor Concept Plan will remain as a conceptual design tool to facilitate corridor improvements in preparation of capital project delivery. The County will serve as the Lead Agency, in cooperation with SLOCOG, on implementation of this plan.

Ways to Get Involved

Engage With Us

Thank you for visiting the public engagement site for the Los Osos Valley Road Corridor Concept Plan. Please see below for public engagement opportunities.

Interactive Map

Use the interactive map to post a comment. Click the button below to access the map. Please note that comments can only be posted within the study area. The study area consists of Los Osos Valley Road / Pecho Valley Road from the Montaña de Oro State Park Visitor Center to West Foothill Boulevard.

Interactive Map

Exhibit 4. Screenshot of the project website

Exhibit 5. Screenshot of the interactive map

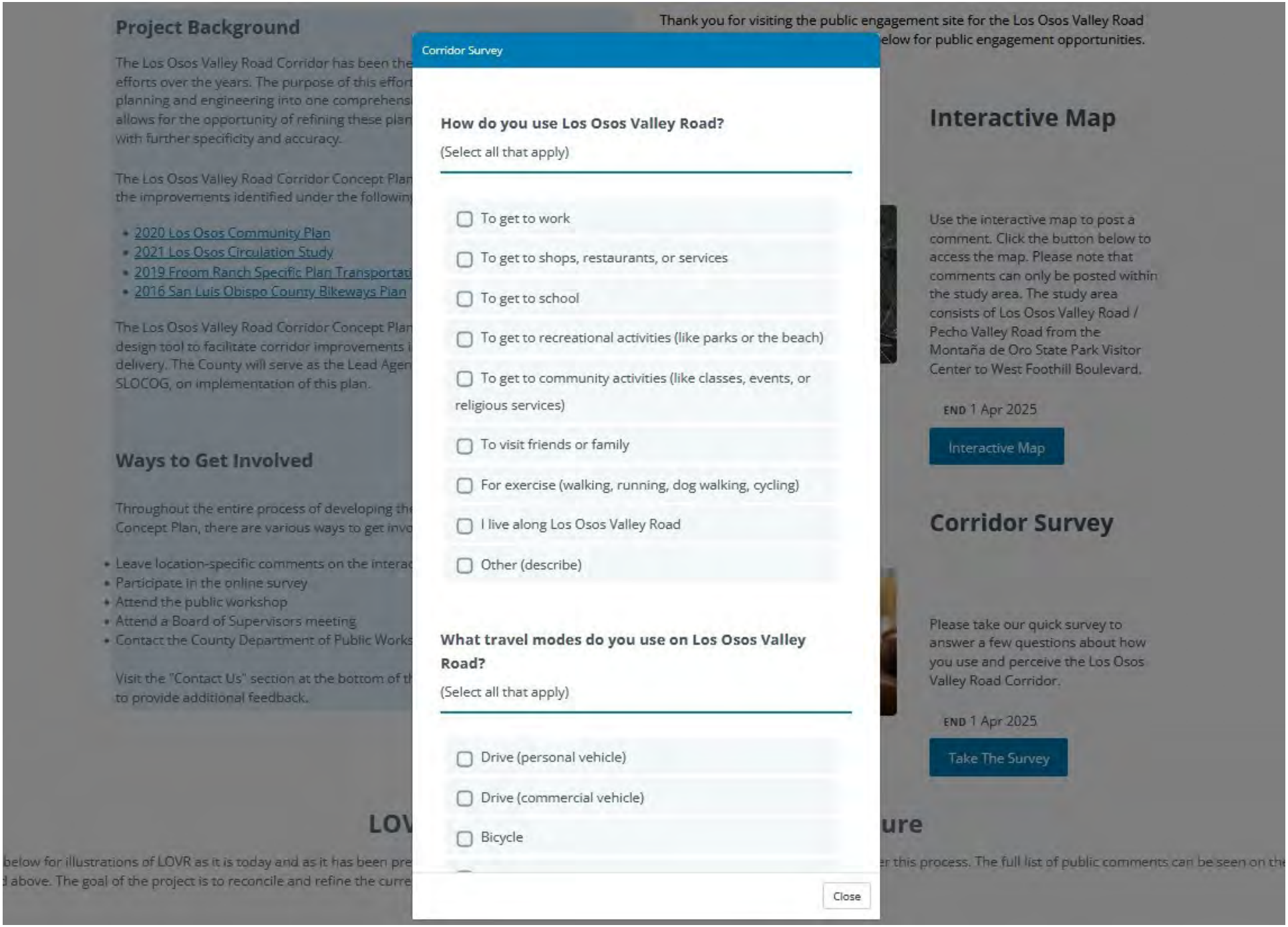


Exhibit 6. Screenshot of the survey on the website

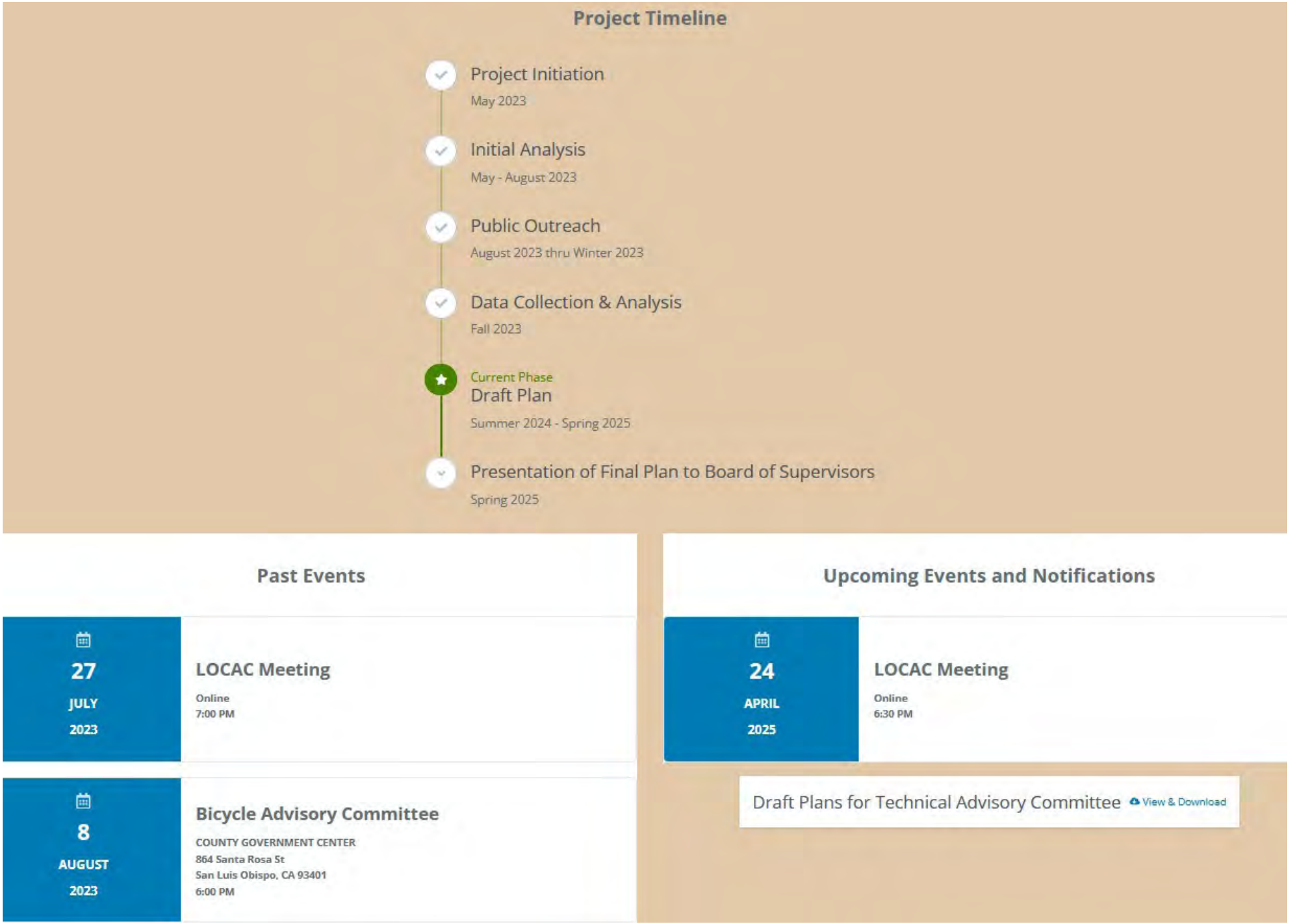


Exhibit 7. Screenshot of the project timeline and calendar on the website

4.2. Public Outreach Events

The first public outreach event was held on August 21, 2023 at the Los Osos and Baywood Park Farmers Market. County staff presented maps and informational materials and discussed the project with members of the community to gain a better understanding of the area residents' concerns and priorities. In total, the project team interacted with 65 community members.

Exhibit 8. Corridor Concept Plan exhibit, 8/21/2023

Exhibit 9. Corridor Concept Plan exhibit, 8/21/2023

The second public outreach event was held on April 22, 2024 at Monarch Grove Elementary School. County staff presented plans of the Concept Plan area showing existing conditions and adopted improvements. Residents provided comments in writing and through discussion with County staff.

In addition, the Corridor Concept Plan was presented at a virtual meeting of the Los Osos Community Advisory Council (LOCAC) on July 27, 2023. County staff gave an overview of the project and there was an opportunity for questions and discussion.

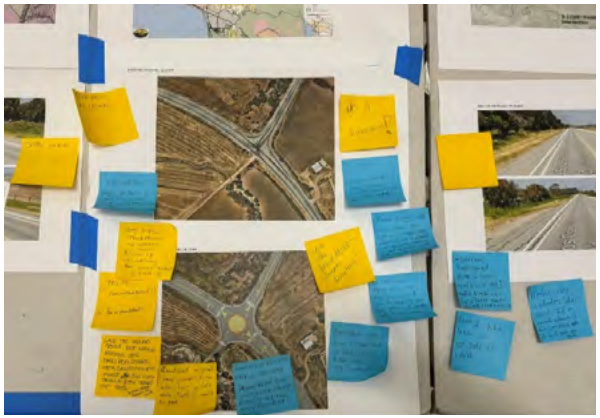


Exhibit 10. Resident comments at the interactive meeting on 4/22/2024

Exhibit 11. Virtual meeting of the Los Osos Community Advisory Council where the project was presented

4.3. Technical Advisory Committee

A technical advisory committee was formed with representatives from the following entities:

- San Luis Obispo County Development Services
- San Luis Obispo County Planning & Building Department
- San Luis Obispo Council of Governments (SLOCOG)
- San Luis Obispo Regional Transit Authority (SLORTA)
- California Highway Patrol (CHP)
- California Department of Forestry and Fire (Cal Fire)
- San Luis Obispo County School Districts
- California State Parks

The Committee met on September 16, 2024 and reviewed the draft plan and provided comments, which were addressed in the subsequent revisions.

4.4. Interactive Map

As part of the Corridor Concept Plan outreach, efforts were made to identify specific areas along the Los Osos Valley Road corridor where residents believe there are safety issues or want to suggest improvements. To facilitate their responses, an interactive map was placed on the website where residents could select a comment type associated with a travel mode (driving, pedestrian, bicycling, transit, or other), place a pin at a specific location on the map, and submit comments (also with the option to upvote or downvote comments. 613 total comments were posted. The breakdown of comments by travel mode is shown in Exhibit 12.

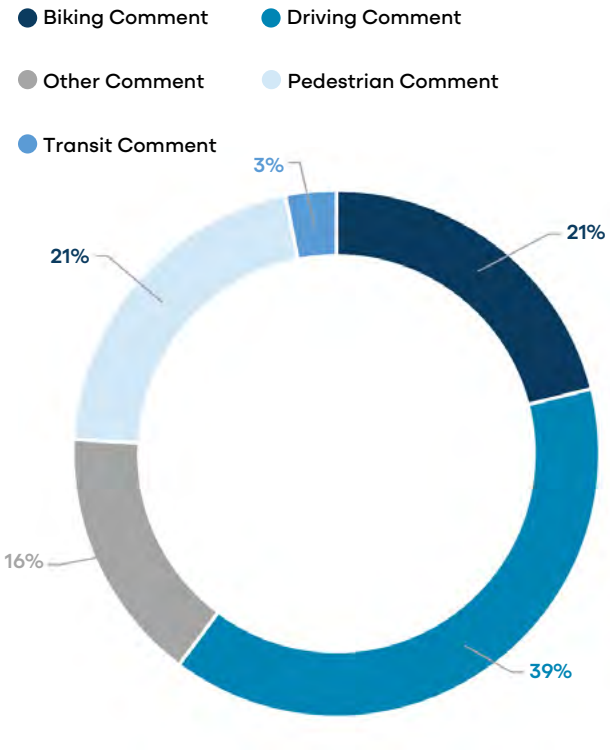


Exhibit 12. Breakdown of comments by travel mode

The following is a summary of the improvements to the study area that appeared to be most important to the community, based on higher numbers of upvotes and/or larger number of comments that expressed the same needs and sentiments.

General Comments (Entire Corridor):

- **Expand separate bike/ped facilities:** The community desires facilities for bicycling that are completely separated and protected from vehicular traffic. The overall sentiment is that these should take the form of multi-use paths for bicyclists, pedestrians, and other non-vehicular users (110 comments, 2,332 upvotes).
- **Reduce speeds:** Measures to reduce vehicle speeds are desired (engineering and enforcement) (93 comments, 1,410 upvotes).
- **Improved crossing options** are needed, such as flashing lights at crosswalks (69 comments, 922 upvotes).
- **Sidewalk gaps** need to be filled (40 comments, 1,062 upvotes).
- **Turn lanes** are desired at various locations (29 comments, 340 upvotes).
- **Expanded public transit** is needed (22 comments, 438 upvotes).
- **Signal timing** needs to be improved at various intersections (22 comments, 189 upvotes).
- Widening of Los Osos Valley Road (adding general-purpose lanes) is not desired (15 comments, 241 upvotes).
- There are **visibility problems** in various locations (10 comments, 57 upvotes).
- **Bicycles do not trigger the loop detectors** at traffic signals (4 comments, 108 upvotes).

4.5. Survey

In order to gauge how people use Osos Valley Road and identify overall concerns and desired improvements, visitors to the website were asked to complete a 5-question survey. A total of 748 survey responses were submitted. The survey questions, and the responses received, are summarized in this section.

Question 1. How do you use Los Osos Valley Road?

This question intended to allow for a better understanding of the prevalent purposes of trips taken along Los Osos Valley, Road. The survey allowed respondents to select any applicable purposes from the following list:

- To get to work
- To get to shops, restaurants, or services
- To get to school
- To get to recreational activities (like parks or the beach)
- To get to community activities (like classes, events, or religious services)
- To visit friends or family
- For exercise (walking, running, dog walking, cycling)
- I live along Los Osos Valley Road
- Other

Exhibit 13 shows the percentage of total respondents who selected each type of travel purpose. Most respondents use LOVR to access shops, restaurants, or services (80%) and to get to recreational activities (75%), while slightly smaller percentages use the corridor to visit friends and family (59%) and to get to community activities such as classes, events, or religious services (48%). Almost equal percentages use the road for exercise (40%) as for commuting to work (39%). A relatively small percentage of respondents use the road to get to school (11%). 19% of respondents live along Los Osos Valley Road.

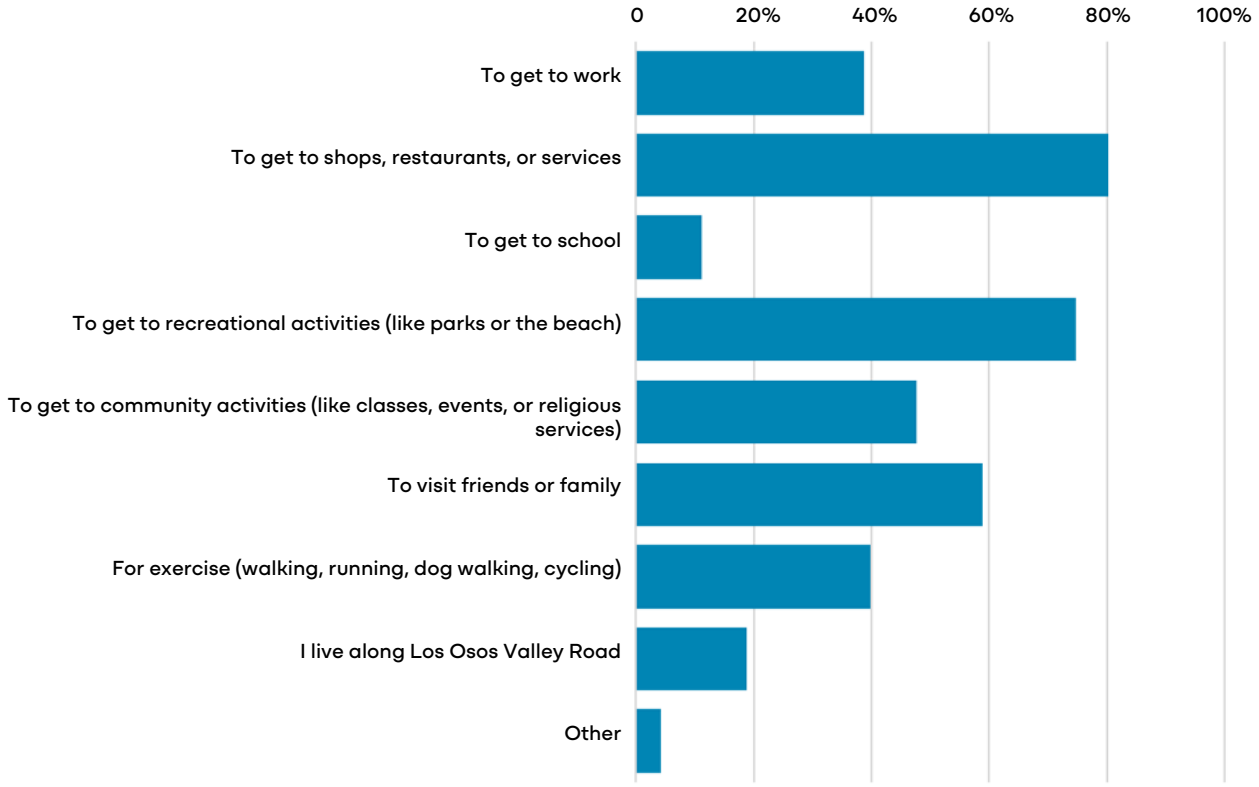


Exhibit 13. Trip purposes on LOVR

Question 2. What travel modes do you use on Los Osos Valley Road?

This question allowed respondents to select all that apply from the following travel modes:

- Drive (personal vehicle)
- Drive (commercial vehicle)
- Bicycle
- Public transit
- Rideshare (such as Uber/Lyft) or taxi
- Walk / Run
- Walk with young children and/or a stroller
- Walk with mobility aid (such as a wheelchair or walker)
- Walk with a dog
- Other

96% of respondents drive on LOVR using personal vehicles. 40% of respondents bicycle on LOVR. 23% use LOVR for walking and/or running, and 14% walk dogs. 8% walk with young children and/or strollers. Other modes (public transit, rideshare, mobility aid, and commercial vehicles) were represented by smaller percentages of 4% or less.

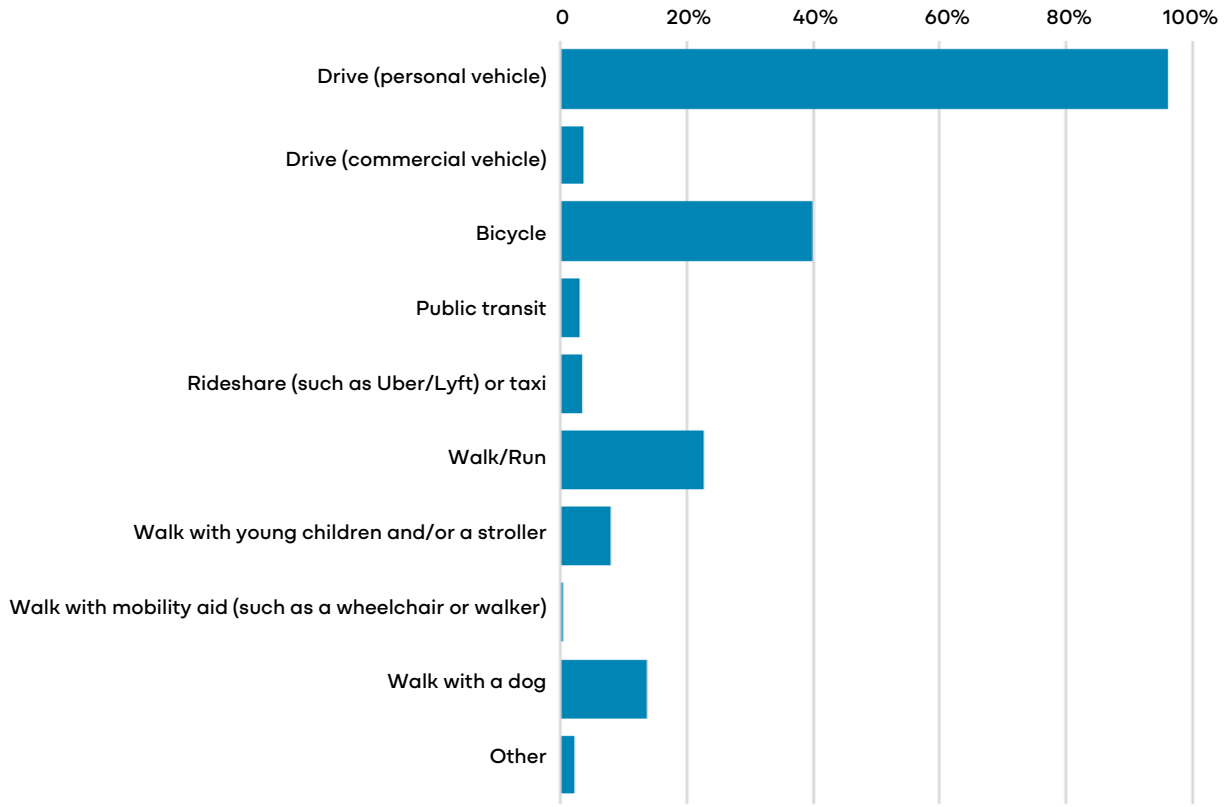


Exhibit 14. Travel modes used on LOVR

Question 3. Do you ever avoid Los Osos Valley Road, for example by going along parallel local streets? If yes, why?

This was an open-ended question in which respondents could type in their reasons for avoiding LOVR. The responses are summarized as follows:

- 100 respondents (13%) indicated that they sometimes avoid LOVR for traffic safety reasons.
- 88 respondents (12%) indicated that they sometimes avoid LOVR due to traffic congestion and/or high traffic volumes.
- 45 respondents (6%) indicated that they sometimes avoid LOVR due to deficiencies in bicycle infrastructure.
- 44 respondents (6%) indicated that they sometimes avoid LOVR due to deficiencies in pedestrian infrastructure.
- 33 respondents (4%) indicated a variety of other reasons for avoiding LOVR, including lack of equestrian accommodations and road surface conditions.

Question 4. What are your primary concerns with Los Osos Valley Road?

This was an open-ended question in which respondents could type in their responses. The responses are summarized as follows:

- 183 respondents (28%) cited primary concerns relating to the inadequate separation of active modes (biking and walking) from vehicular traffic, and the need for improved, safer, fully separated facilities for vulnerable road users.
- 172 respondents (26%) cited concerns with overall traffic safety and driver behavior.
- 104 respondents (16%) cited high speeds as their primary concern.
- 47 respondents (7%) cited heavy traffic, congestion, and traffic delays as their primary concern.
- 46 respondents (7%) cited insufficient road capacity as their primary concern, indicating a desire for additional vehicular lanes.
- 29 respondents (4%) specifically cited head-on collision risk as their primary concern, indicating a desire for safety countermeasures in the median to better separate the opposing directions of vehicular traffic.
- 28 respondents (4%) cited roadway cleaning and maintenance, primarily relating to the sweeping of bike lanes.
- 15 respondents (2%) cited pedestrian crossing safety concerns.
- 33 respondents (5%) cited miscellaneous other concerns, including evacuation capacity concerns, development pressure (changes in the road's rural character), lack of turn lanes and passing options, stormwater management, and lighting.

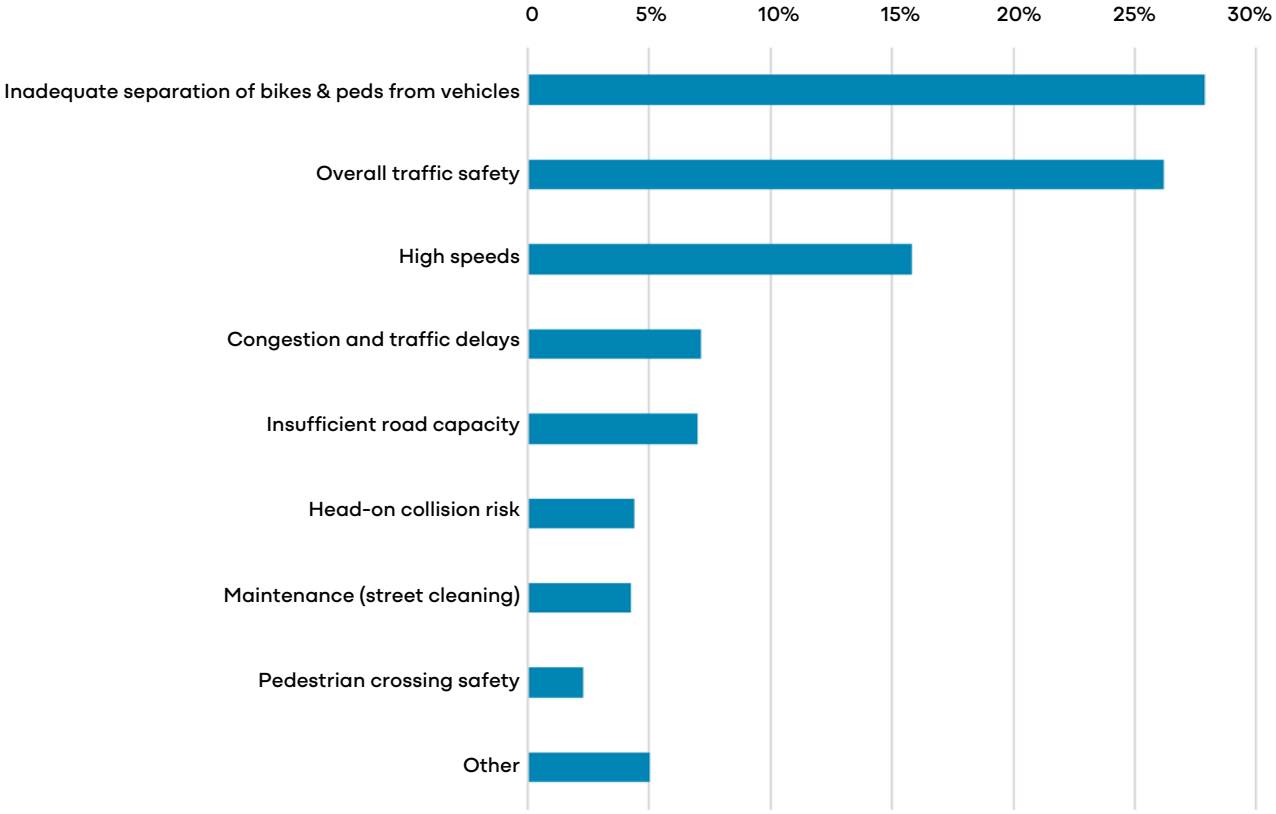


Exhibit 15. Primary concerns

Question 5. What transportation improvements would you most like to see along Los Osos Valley Road?

This was an open-ended question in which respondents could type in their responses. The responses are summarized as follows:

- 204 respondents (27%) suggested a fully separated shared-use path for bicyclists and pedestrians.
- 117 respondents (16%) suggested widening the road to 4 lanes.
- 101 respondents (13%) suggested measures to reduce speed, including increased enforcement, traffic calming, and reduced speed limits.
- 98 respondents (13%) suggested bicycle lane improvements (emphasizing the need for lanes better separated from vehicular traffic).
- 52 respondents (7%) suggested safety countermeasures to prevent head-on collisions, such as median barriers, reflectors, or rumble strips.
- 37 respondents (5%) suggested additional turn lanes, often citing the dangers caused by the speed differential between through traffic and vehicles slowing to make a turn.
- 25 respondents (3%) suggested better maintenance of the right-of-way, primarily sweeping of bike lanes as well as trimming of vegetation and repair of potholes and cracks in the road surface.
- 21 respondents (3%) suggested sidewalk improvements (wider sidewalks, further away from traffic, and filling of gaps in the sidewalk network).
- 19 respondents (3%) suggested expanded public transit service (bus or rail).
- 18 respondents (2%) suggested traffic signal improvements (signal timing, signal design, and additional signals).
- 60 respondents (8%) suggested various other improvements, including:
  - Improvements in signage, lighting, crosswalks, and road markings
  - Improved pedestrian and equestrian crossings
  - Roundabouts at various intersections
  - A road diet (reduction in travel lanes)
  - Wildlife crossings

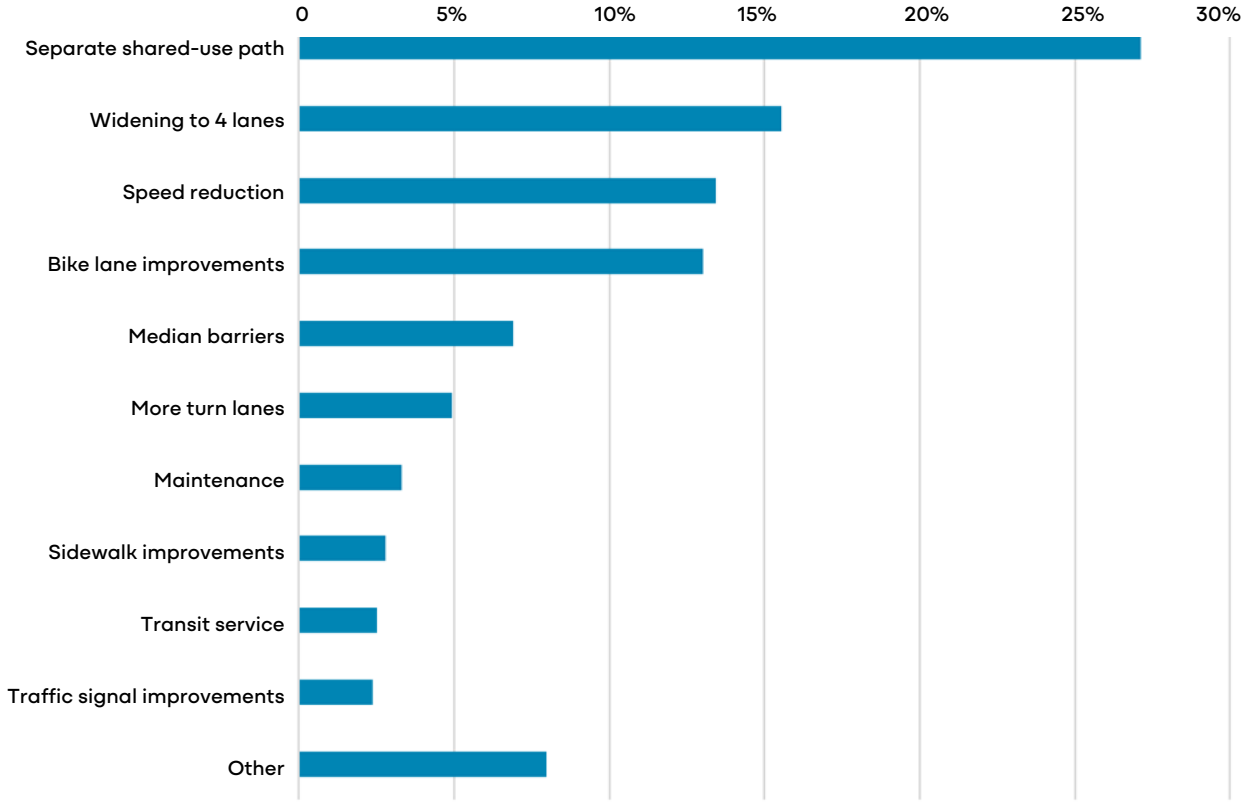


Exhibit 16. Improvements respondents would most like to see

5. TECHNICAL ANALYSIS REPORT

This section contains an overview of existing conditions followed by a review and analysis of the improvements to the Los Osos Valley Road corridor that are in the four previous plans, and discussion of the solutions that have been identified in this Corridor Concept Plan.

5.1. Existing Conditions

The study area is characterized by significant variation in the number and width of vehicular lanes and the pedestrian and bicycle infrastructure that is currently available.

The existing transportation infrastructure is summarized in Exhibit 17.

Segment	Vehicular	Bicycle	Pedestrian
Montana de Oro State Park to Rodman Dr	2 through lanes (10′ – 12′). Shoulders narrow, intermittent or absent.	None.	None.
Rodman Dr to Sea Wind Way	2 thru lanes (15′ WB / 11′ EB).	4′ bike lane on EB side only.	None.
Sea Wind Way to Montana Way	2 through lanes (14′ WB / 11′ EB). 18′ right turn lane for Montana Way. Striped median up to 10′ wide.	12′ shared-use path on WB side. 5′ bike lane on EB side.	12′ shared-use path on WB side.
Montana Way to Monarch Ln	2 through lanes (14′ WB / 11′ EB). 10′ left turn lanes for Montana Way and Monarch Ln. 10′ striped median in between.	12′ shared-use path on WB side. 4′ bike lane on EB side.	12′ shared-use path on WB side.
Monarch Ln to Pecho Rd	2 through lanes (12′ WB / 11′ EB). 17′ right turn lane along entire segment. 13′ striped median.	5′ bike lane WB. 7′ bike lane EB.	4′ sidewalks on both sides.
Pecho Rd to western edge of elementary school property	2 through lanes (12′ WB / 11′ EB). 22′ right turn lane. 10′ striped median.	5′ bike lane on each side.	4′ sidewalks on both sides.
Western edge of elementary school property to Doris Ave	2 through lanes (12′ WB / 11′ EB). 10′ two-way left turn lane. 10′ left turn lane for Doris Ave. 9′ – 15′ parking lane on WB side (widens in EB direction). 10′ – 16′ parking lane on EB side (gets narrower in EB direction).	5′ bike lane on WB side. 5′ bike lane on EB side becomes parking lane; transition not marked.	10′ sidewalk on WB side. 4′ asphalt sidewalk on part of EB side (deteriorated), ending at 373 Los Osos Valley Rd. Yellow crosswalks on all 4 legs of the Doris Ave / LOVR intersection.
Doris Ave to Alexander Ave	2 through lanes (12′ WB / 12′ EB). 11′ two-way left turn lane. 11′ left turn lane for Doris Ave. 8′ parking lane on EB side; transitions into right turn lane for Alexander Ave.	4′ bike lane on WB side.	8′ sidewalk on WB side along frontage of Trinity United Methodist Church property only. Yellow ladder crosswalk for LOVR on west leg of Alexander Ave intersection.
Alexander Ave to Pine Ave	2 through lanes (12′ WB / 12′ EB). 11′ two-way left turn lane. 8′ parking lane on EB side.	4′ bike lane on EB side only.	8′ sidewalk on WB side.
Pine Ave to Broderson Ave	2 through lanes (12′ WB / 12′ EB). 11′ median decreases to 0′. 8′ parking lane on EB side; transitions into right turn lane for Broderson Ave.	Approx 3′ bike lane on WB side (width varies).	None.
Broderson Ave to Ravenna Ave	2 through lanes (12′ WB / 12′ EB). 8′ right turn lane for Ravenna Ave.	6′ bike lane on each side. On the EB side, bike lane is interrupted for Ravenna Ave right turn lane.	Small section of 6′ sidewalk on EB side along frontage of 681 and 691 Los Osos Valley Road.
Ravenna Ave to Palisades Ave	2 through lanes (12′ WB / 12′ EB). Striped median widens from 0′ to 12′ in EB direction. 12′ left and right turn lanes for Palisades Ave. Informal parking on dirt shoulder beyond bike lane on EB side.	Approx. 6′ bike lane on each side (width varies). On the EB side, bike lane is interrupted for Palisades Ave right turn lane.	Small segments of sidewalk on all 4 corners of the Palisades Ave intersection. Crosswalks on all 4 legs of the Palisades Ave / LOVR intersection.

Segment	Vehicular	Bicycle	Pedestrian
Palisades Ave to Bush Dr	2 through lanes (12′ WB / 12′ EB). 11′ striped median. 12′ left and right turn lanes for Palisades Ave. 12′ left turn lane for Bush Dr.	Approx. 5′ bike lane on each side (width varies).	10′ sidewalk on WB side. 5′ – 6′ sidewalk on parts of EB side. Deteriorated former sidewalk on EB side alongside ballfield.
Bush Dr to 9th St / Bayview Heights Dr	3 through lanes (12′ & 13′ WB and 12′ EB). 12′ two-way left turn lane. 12′ left turn lane for 9th St. 17′ right turn lane for Bush Dr.	6′ bike lane on WB side. 7′ buffered bike lane on EB side.	6′ sidewalk on WB side. 10′ sidewalk on EB side. Crosswalks on all 4 legs of the 9th St / LOVR intersection.
9th St / Bayview Heights Dr to 10th St	3 through lanes (12′ & 11′ WB and 12′ EB). 11′ left turn lane for Bayview Heights Dr. 12′ left turn lane for 10th St. 3′ concrete median divider separating left turn lanes. 14′ right turn lane for 9th St.	5′ green bike lane on WB side. 6′ buffered bike lane on EB side.	10′ sidewalk on each side. Crosswalks on the north and east legs of the 10th St intersection.
10th St to Sunset Dr	4 through lanes (12′ & 12′ WB and 12′ & 13′ EB). 14′ two-way left turn lane.	7′ buffered bike lane on WB side. 6′ buffered bike lane on EB side.	10′ sidewalk on each side.Ladder crosswalks on the south and west legs of the Sunset Dr intersection.
Sunset Dr to Fairchild Way	4 through lanes (12′ & 11′ WB and 12′ & 12′ EB). 14′ two-way left turn lane.	6′ buffered bike lane on each side.	10′ sidewalk on each side, with gap (visible desire path) alongside undeveloped lot on WB side. Ladder crosswalks on the north and west legs of the Fairchild Way intersection.
Fairchild Way to Ocean View Dr	4 through lanes (11′ & 11′ WB and 13′ & 12′ EB). 16′ landscaped median, which gets narrower to accommodate 11′ left turn lane at Fairchild Way. Transit pull-off at Ocean View Dr.	4′ bike lane on WB side. 8′ buffered bike lane on EB side.	6′ – 10′ sidewalk on WB side. No sidewalk (visible desire path) on EB side.
Ocean View Dr to South Bay Blvd	4 through lanes (11′ & 11′ WB and 13′ & 12′ EB). Lanes widen toward South Bay Blvd. 16′ landscaped median, which gets narrower to accommodate 11′ left turn lanes for Ralph's entrance and South Bay Blvd.	4′ bike lane on WB side. 5′ – 8′ buffered bike lane on EB side. Green bike lane through South Bay Blvd intersection.	6′ – 10′ sidewalk on WB side. 10′ sidewalk on part of EB side; partial sidewalk gap with visible desire path. Crosswalks on north, south, and west legs of South Bay Blvd intersection.
South Bay Blvd to Palomino Dr	4 through lanes (12′ each with slight variation). 12′ two-way left turn lane. 10′ right turn lane for South Bay Blvd.	6′ – 8′ buffered bike lane on each side.	None.
Los Osos Valley Rd / W Foothill Blvd intersection	2 through lanes (approx. 14′ each). Approx. 14′ left turn lanes for W Foothill Blvd and Sycamore Canyon Rd. Right turn lanes for turns from LOVR to Foothill and from Foothill to LOVR (with merge lane).	5′ – 10′ bike lane/shoulder on EB side. 11′ bike lane/shoulder on WB side. 6′ green bike lanes through intersection.	Crosswalks on north leg (incomplete) and east leg of intersection. Pedestrian refuges between right turn lanes and through lanes. No sidewalks.

Exhibit 17. Summary of existing transportation infrastructure

5.2. Traffic Controls

The existing posted speed limits along LOVR/PVR vary from 25 MPH to 55 MPH, as summarized in Exhibit 18 and mapped in Exhibit 19.

The following intersections along LOVR/PVR are signalized, as also shown in Exhibit 19:

- Doris Avenue
- Palisades Avenue
- 9th Street
- 10th Street
- South Bay Boulevard

In addition, flashing yellow beacons are present at the crosswalks at Fairchild Way and Sunset Drive.

Segment	Speed Limit (MPH)
PVR/LOVR from Montaña de Oro State Park to Palisades Ave	40 mph (25 mph school speed limit when children are present approx. 550 ft each side of Monarch Grove Elementary)
LOVR from Palisades Ave to Fairchild Way	25 mph (with additional 25 mph school speed limit posted alongside Wishing Well School)
LOVR from Fairchild Way to Daisy Hill entrance	35 mph
LOVR from Daisy Hill entrance to Sombrero Drive	45 mph
LOVR from Sombrero Drive to W Foothill Blvd	55 mph

Exhibit 18. Existing speed limits

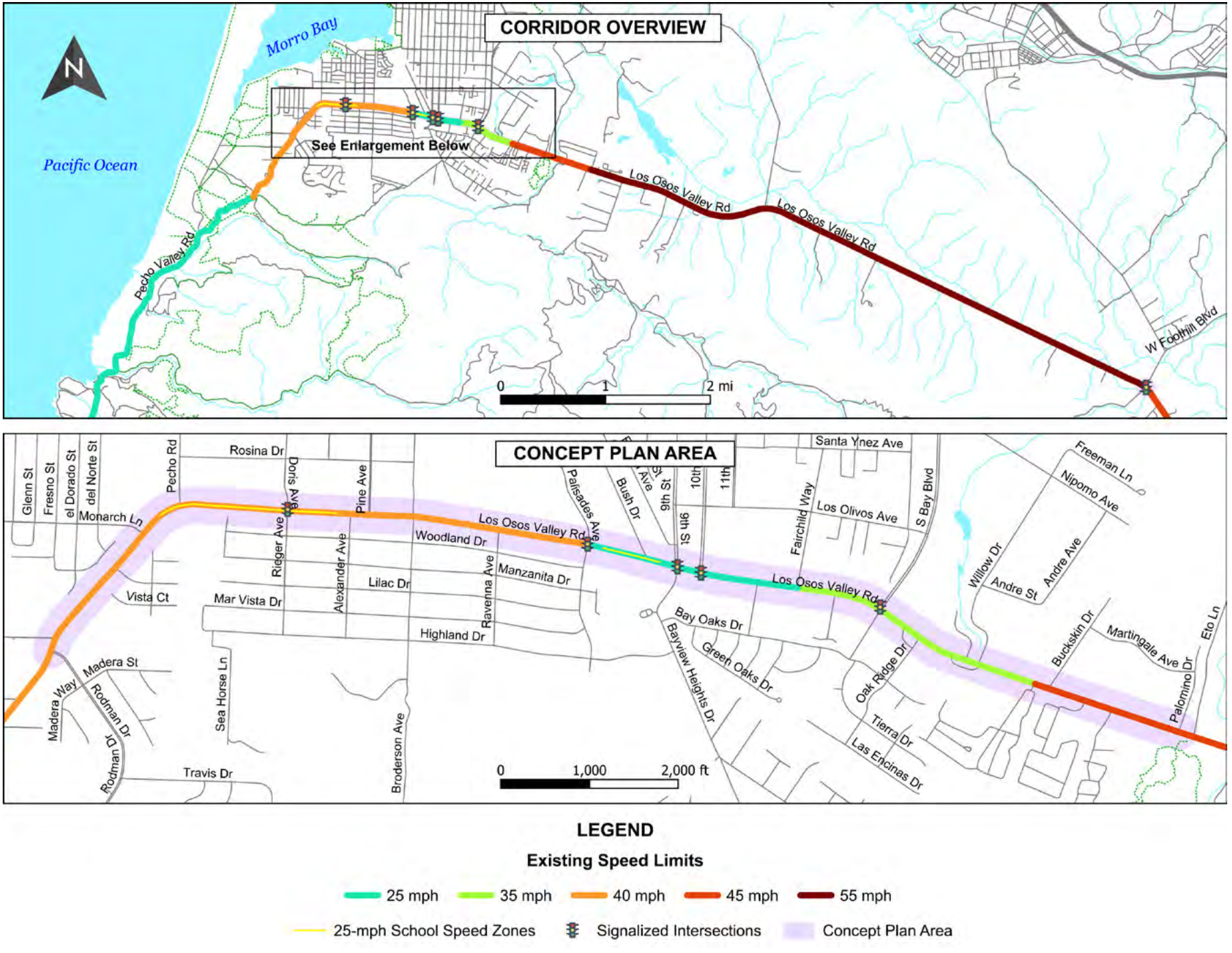


Exhibit 19. Map of existing posted speed limits

5.3. Functional classification

According to the 2024 Los Osos Community Plan, Pecho Valley Road and Los Osos Valley Road are classified as arterial roads. Arterial roads are defined as Roads that carry a large volume of traffic between population centers and principal arterial roads.

5.4. Surrounding Land Use

The land uses adjacent to the study corridor are mostly single-family residential and commercial. The character of the residential areas varies from urban, with lots sizes around 5,500 square feet, to areas of rural character with lots in excess of 1 acre. The commercial area is concentrated between Bush Drive and South Bay Boulevard, in the central business district. In addition, approximately half of the undeveloped frontage on the north side of Los Osos Valley Road between Broderson Avenue and Palisades Avenue is currently zoned for commercial and office uses. There are also two schools along the corridor, one public and one private. The adjacent zoning is shown in Exhibit 20. It should also be noted that PVR/LOVR is the main route leading to a large and popular open space/recreational area, Montaña de Oro State Park.

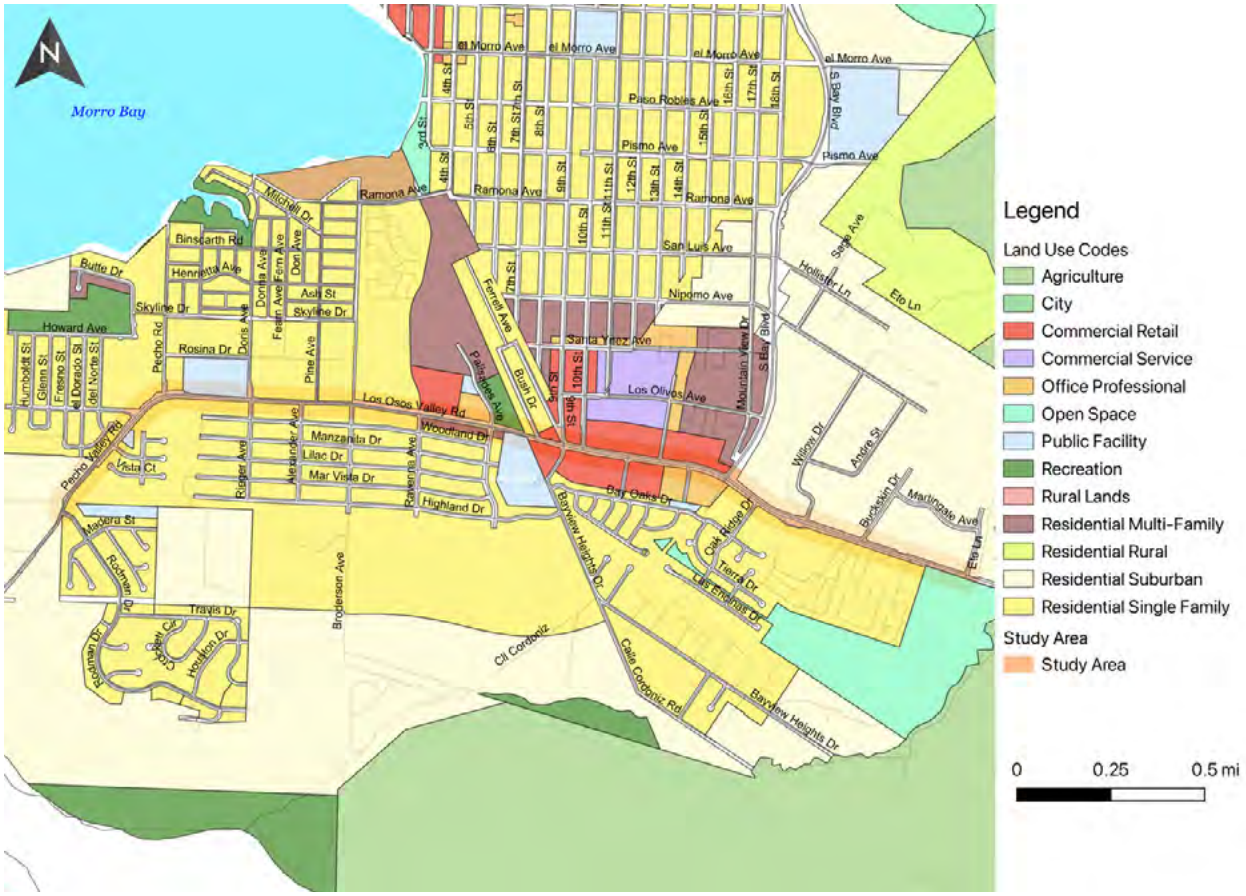


Exhibit 20. Los Osos zoning map

5.5. Collision analysis

Collisions were reviewed for a five-year period (Jan. 1, 2018 to Dec. 31, 2022) using data available in the Transportation Injury Mapping System (TIMS). It should be noted that the TIMS database does not include collisions from which there was no injury (i.e., property damage only collisions). Only collisions resulting in bodily injury are included. The injury levels are classified as (1) Fatal, (2) Severe Injury, (3) Other Visible Injury, and (4) Complaint of Pain. Collisions within a 250-foot distance of Pecho Valley Road / Los Osos Valley Road within the study area are included.

During the time period examined and according to the available data, there were 59 collisions in the high-level study area (from Montaña de Oro State Park to W Foothill Boulevard). The following facts are noted regarding the collisions:

There was one fatal collision and 14 collisions resulting in severe injury.

4 collisions (7%) involved pedestrians, with one resulting in severe injury. Three of these collisions occurred in the 1,000-foot section between Palisades Avenue and 9th Street.

7 collisions (12%) involved bicyclists, with one resulting in severe injury. Collisions involving bicyclists were spread out along the corridor and not concentrated in any particular area.

More than half of the severe injury collisions (8 out of 14 or 57%) were concentrated in a section of LOVR less than one mile long between Buckskin Drive and the SLO County Public Works Facility entrance. However, the fatal collision occurred at the intersection of LOVR and Broderson Avenue.

The intersections with the most collisions (within a 250-foot radius of the intersection) were LOVR and South Bay Boulevard (6 collisions) and LOVR and W Foothill Boulevard (4 collisions).

9 collisions (15%) involved a single vehicle hitting a fixed object.

29 collisions occurred within the Concept Plan area (25 between Rodman Drive and Palomino Drive, and 4 at the LOVR/Foothill intersection).

The most common collision type was the rear-end collision (31%), followed by broadside (17%) and fixed object (15%). Head-on and sideswipe collisions were each 12% of the total.

All of the collisions at the LOVR/Foothill intersection were rear-end collisions.

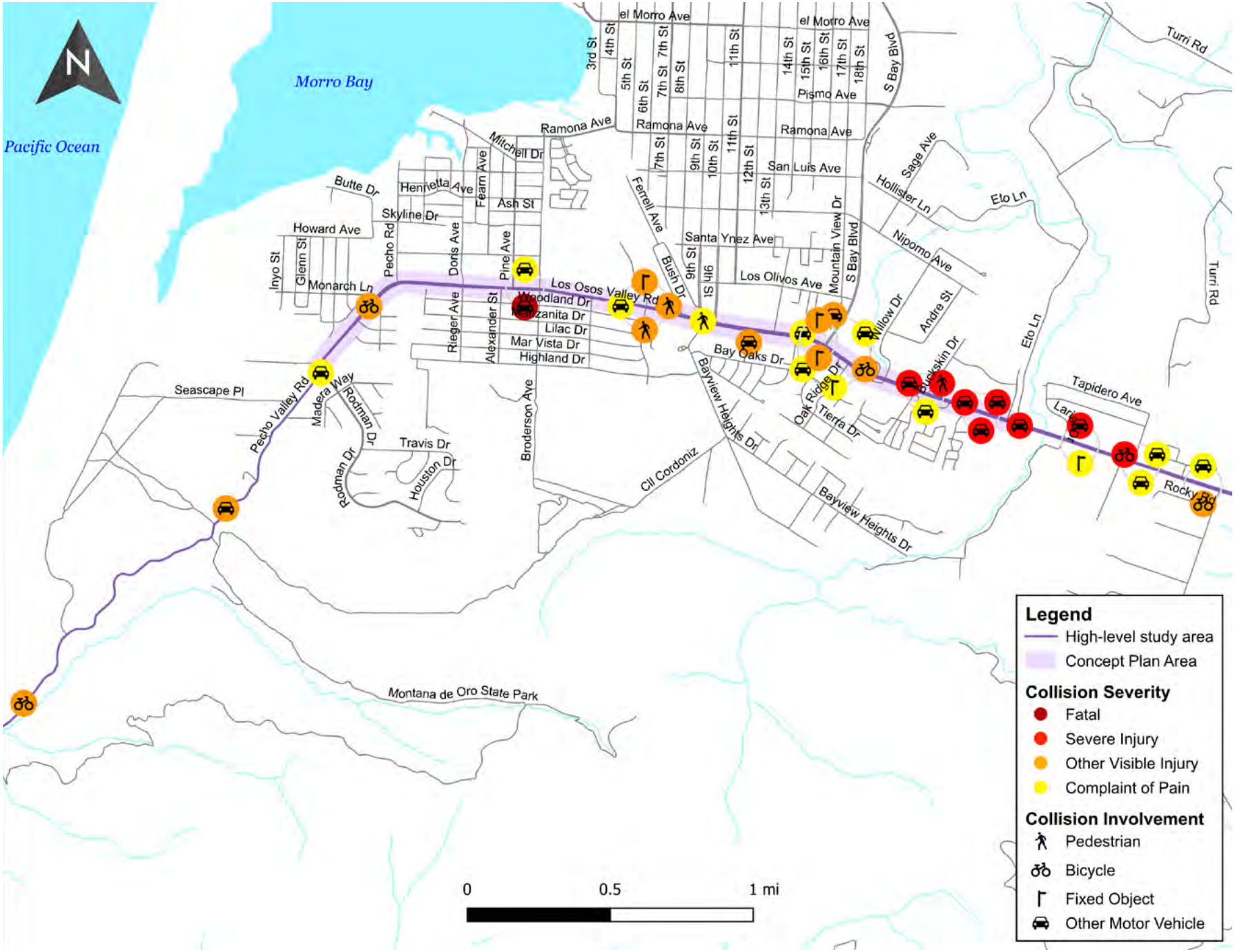


Exhibit 21. Collision map: western part of the study area

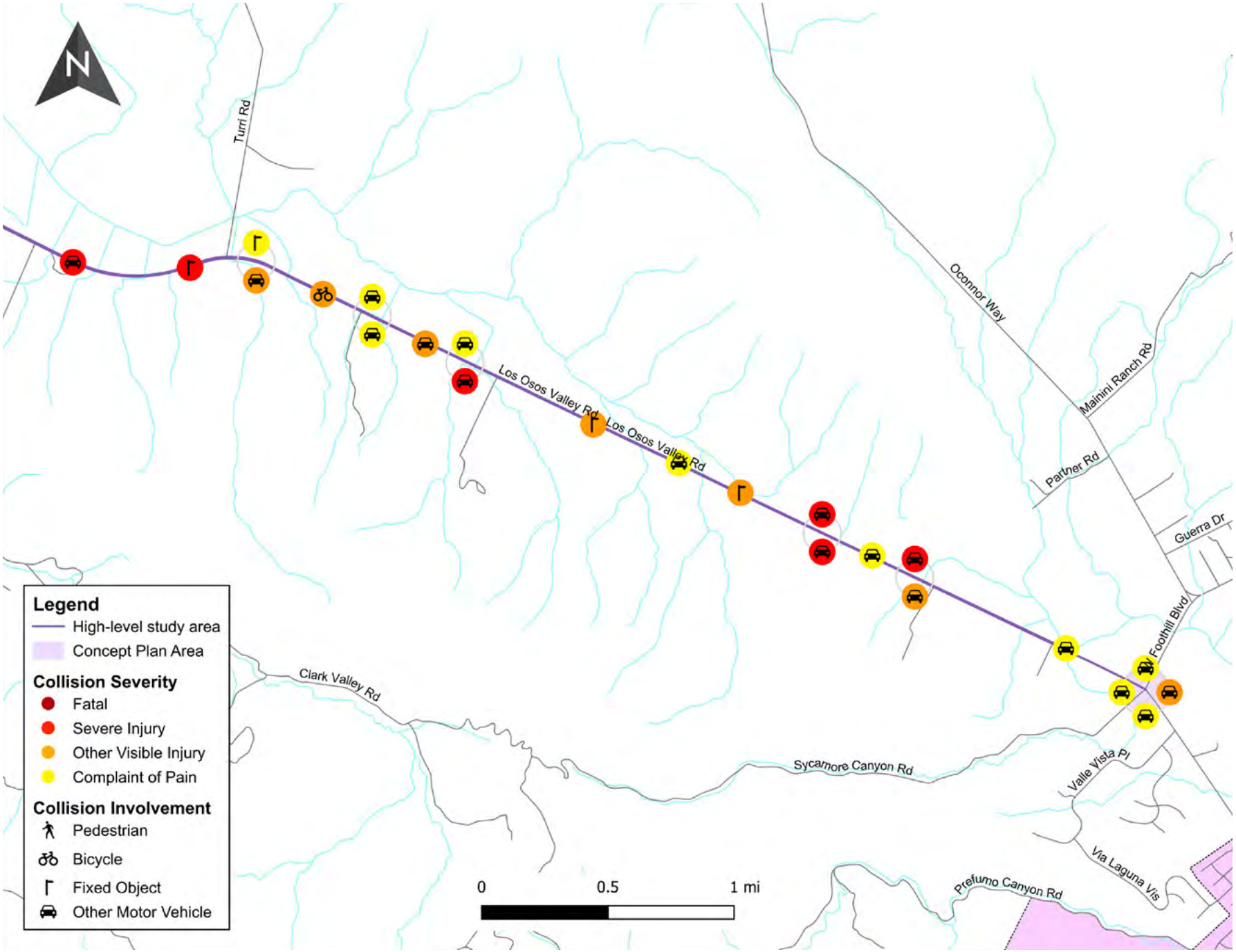


Exhibit 22. Collision map: eastern part of the study area

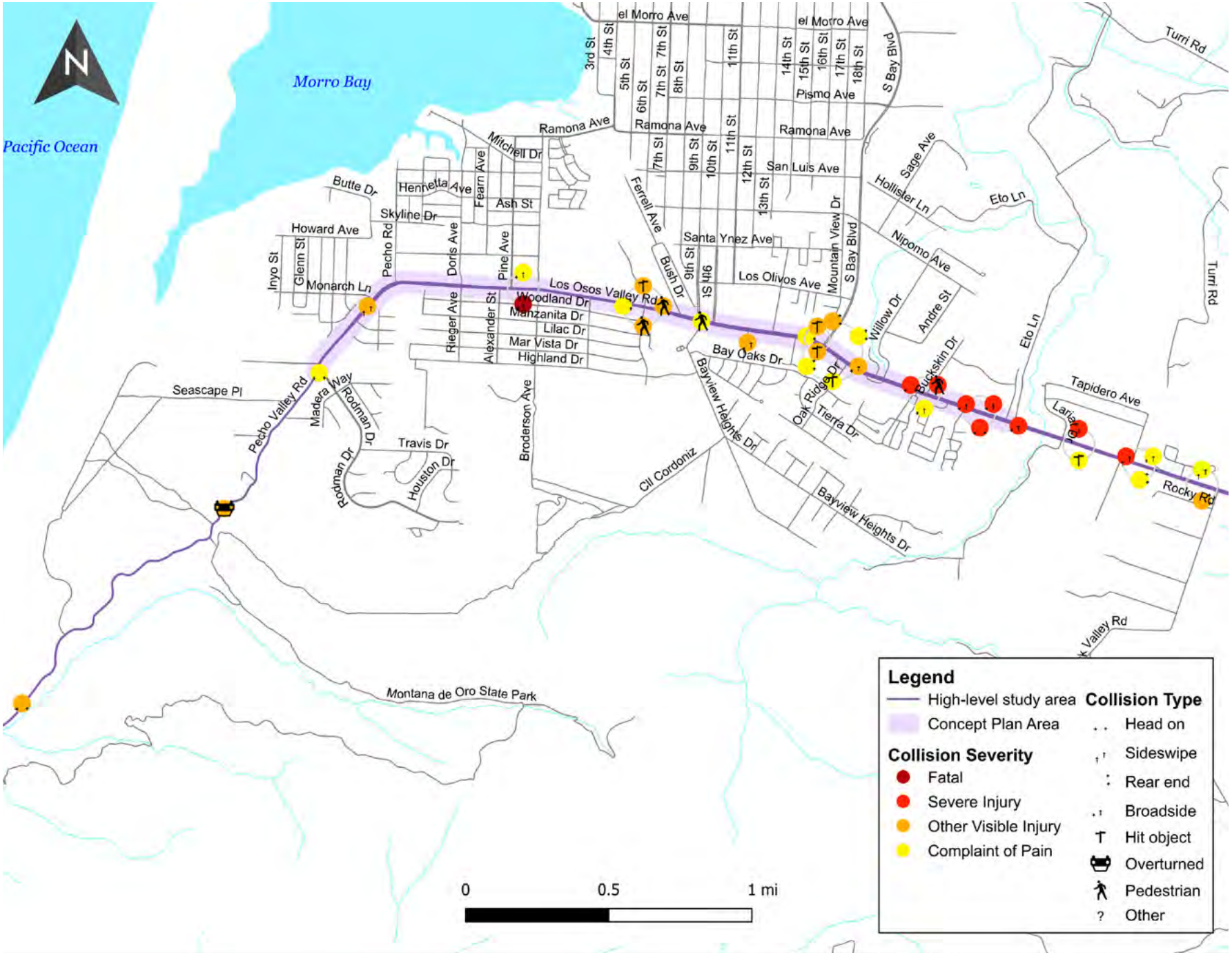


Exhibit 23. Collision types: eastern part of the study area

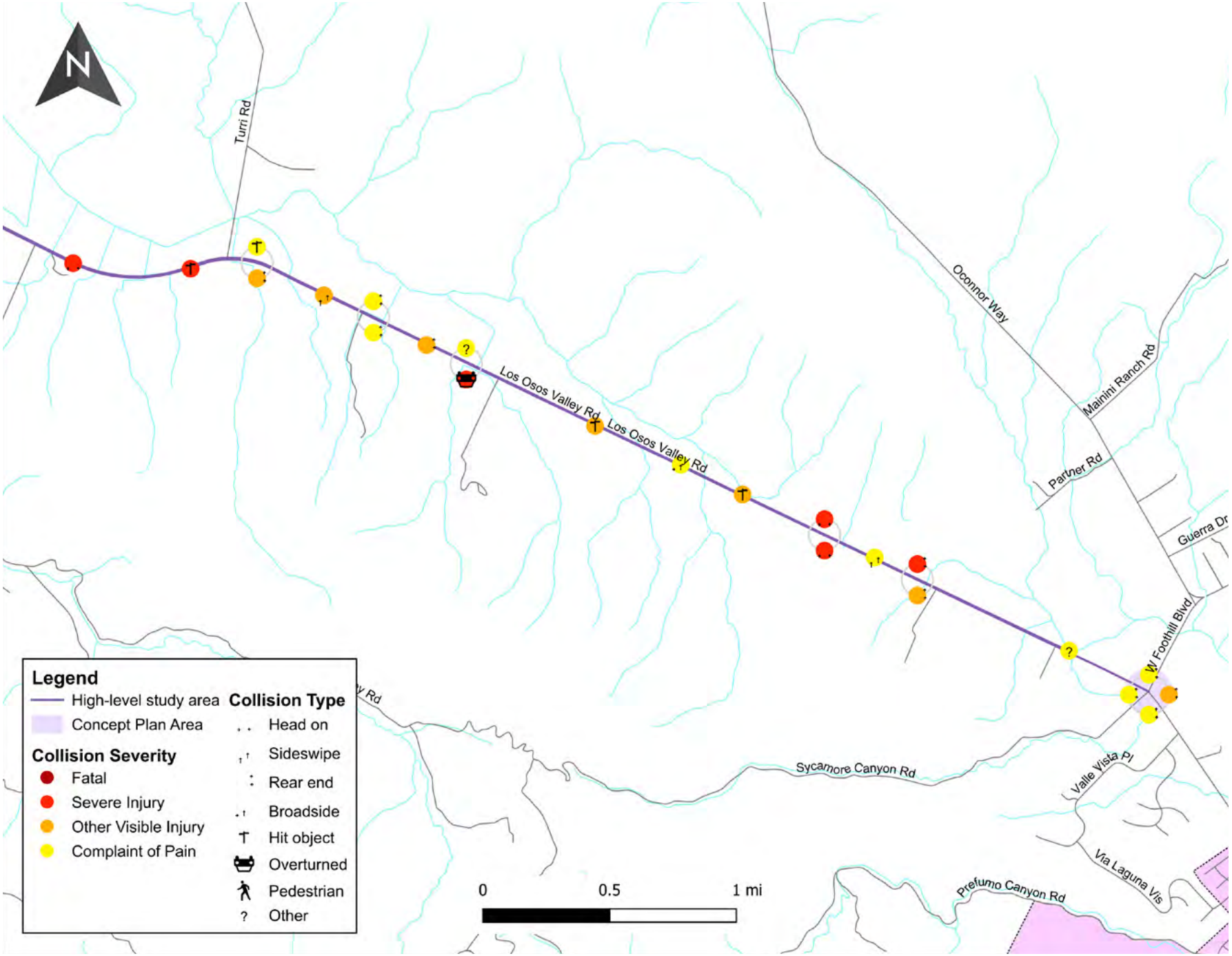


Exhibit 24. Collision types: western part of the study area

5.6. Traffic Volumes

Average Daily Traffic (ADT) and turning movement counts (TMC) were conducted along the corridor on typical weekdays and Saturdays in late September and early October 2023.

24-hour ADT counts were collected on two typical weekdays and one Saturday for the following 6 locations:

1. Between Seascape Place and Rodman Drive
2. West of Doris Avenue
3. Between Doris Avenue and 9th Street
4. Between Sunset Drive and Fairchild Way
5. West of Clark Valley Road
6. Approximately 2 miles west of Foothill Boulevard

Weekday ADT varied by location, from 1,760 daily weekday vehicles and 2,164 daily weekend vehicles at location ADT1 to 15,309 daily weekday vehicles and 11,693 daily weekend vehicles at ADT5. Daily traffic volumes immediately west of the Los Osos business district ADT3) were around 60% of those in the business district (ADT4 and ADT5). ADT figures are summarized in Exhibit 25.

	Tuesday			Wednesday		
ADT Count Location	Eastbound	Westbound	Combined (both directions)	Eastbound	Westbound	Combined (both directions)
1	819	814	**1633**	944	942	**1886**
2	2550	2643	**5193**	2690	2766	**5456**
3	4594	4516	**9110**	4769	4772	**9541**
4	7360	7353	**14713**	7567	7545	**15112**
5	7142	8002	**15144**	7277	8197	**15474**
6	7297	7522	**14819**	7281	7580	**14861**

	Weekday Average			Saturday		
ADT Count Location	Eastbound	Westbound	Combined (both directions)	Eastbound	Westbound	Combined (both directions)
1	882	878	**1760**	1084	1080	**2164**
2	2620	2704.5	**5325**	2880	2867	**5747**
3	4682	4644	**9326**	4310	4309	**8619**
4	7464	7449	**14913**	6885	6554	**13439**
5	7210	8099.5	**15309**	5648	6045	**11693**
6	7289	7551	**14840**	5870	6062	**11932**

Exhibit 25. Average Daily Traffic Counts

Turning movement counts were collected on a typical weekday, from 7:00 to 9:00 AM, 1:30 to 3:30 PM, and 4:00 – 6:00 PM, for the following 15 locations:

1. LOVR at Foothill Boulevard (signalized 4-way intersection with left turn lanes for both directions on LOVR, right turn lane for westbound LOVR, crosswalks on north and east legs)
2. LOVR at Turri Road (unsignalized T-intersection with turn lanes for both directions on LOVR)
3. LOVR at South Bay Boulevard (signalized 4-way intersection with left turn lanes for both directions on LOVR, right turn lane for westbound LOVR, crosswalks on north, south, and west legs)
4. LOVR at Fairchild Way (unsignalized 4-way intersection with left turn lane for westbound LOVR, two-way left turn lane on the west side of the intersection, RRFB crosswalk on west leg, crosswalk on north leg, south leg is parking lot entrance)
5. LOVR at Sunset Drive (unsignalized 4-way intersection with two-way left turn lanes on LOVR, RRFB crosswalk on west leg, crosswalk on south leg, north leg is parking lot entrance)
6. LOVR at 10th Street (signalized T-intersection with left turn lane for eastbound LOVR and two-way left turn lane on the east side of the intersection; crosswalks on north and east legs of intersection)
7. LOVR at 9th Street (signalized 4-way intersection with left turn lanes for both directions on LOVR and right turn lane for westbound LOVR; crosswalks on all legs of intersection)
8. LOVR at Palisades Avenue (signalized 4-way intersection with left turn lanes for both directions on LOVR and right turn lane for westbound LOVR; crosswalks on all legs of intersection)
9. LOVR at Ravenna Avenue (unsignalized T-intersection with no turn lanes)
10. LOVR at Broderson Avenue (unsignalized T-intersection with no turn lanes)
11. LOVR at Pine Avenue (unsignalized T-intersection with two-way left turn lane)
12. LOVR at Alexander Avenue (unsignalized T-intersection with school crosswalk and left turn lane for westbound LOVR)
13. LOVR at Doris Avenue (signalized 4-way intersection with left turn lanes for both directions on LOVR; crosswalks on all legs of intersection)
14. LOVR/PVR at Pecho Road (unsignalized T-intersection with turn lanes for both directions on PVR/LOVR)
15. PVR at Monarch Lane (unsignalized T-intersection with turn lanes for both directions on PVR)

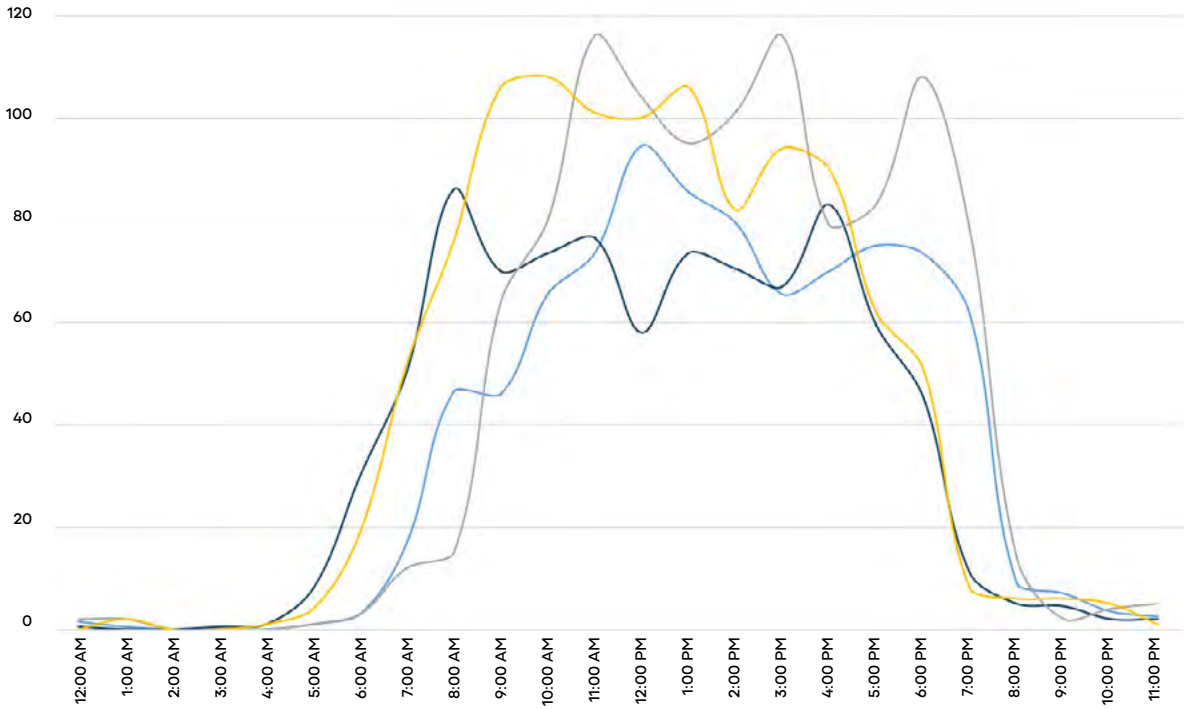


Exhibit 26. ADT1 (PVR between Seascape Place and Rodman Drive) traffic volumes

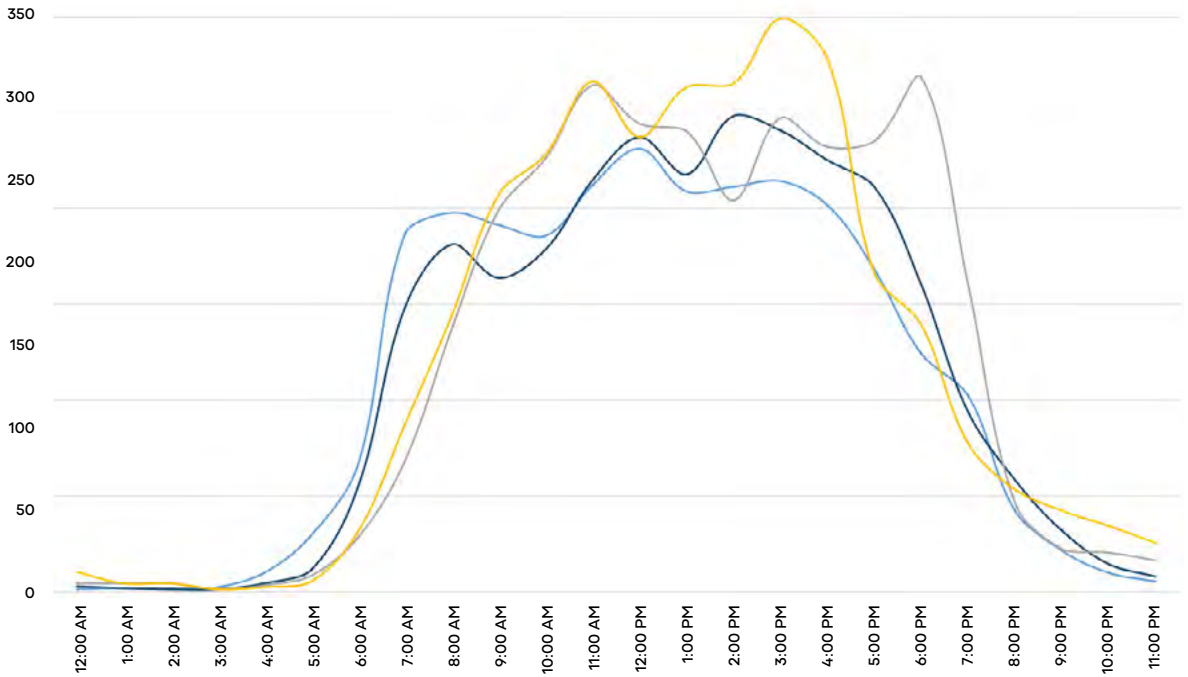


Exhibit 27. ADT2 (LOVR west of Doris Avenue) traffic volumes

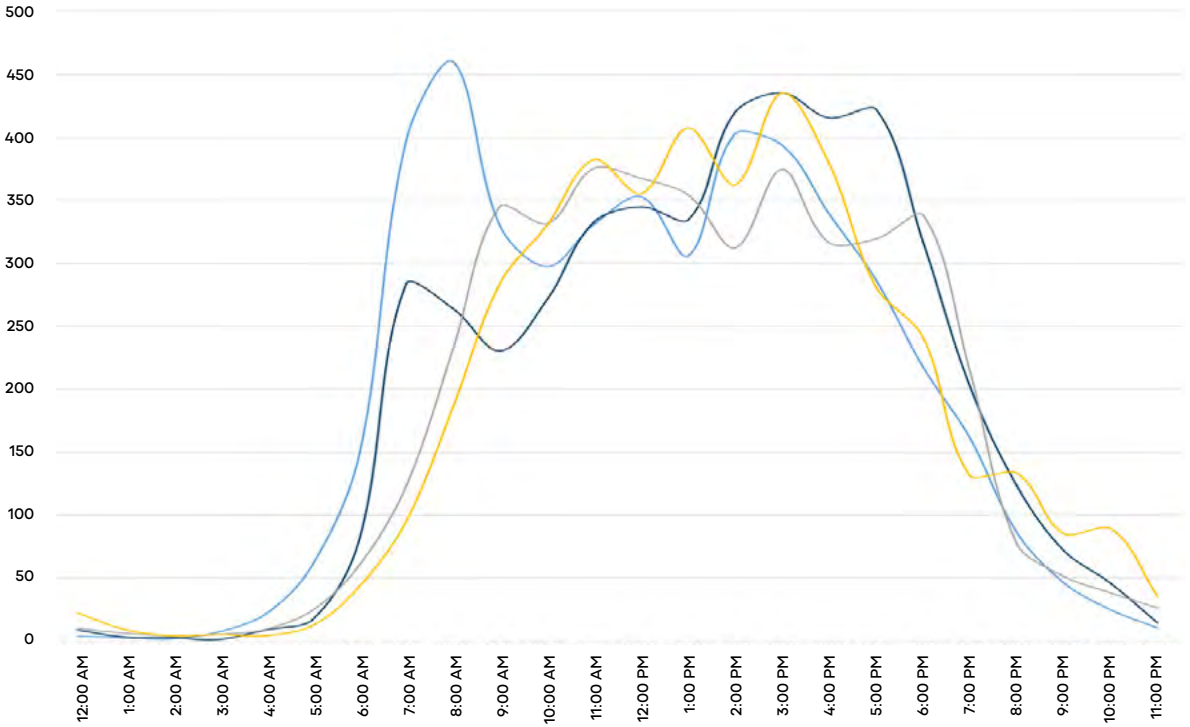


Exhibit 28. ADT3 (LOVR between Doris Avenue and 9th Street) traffic volumes

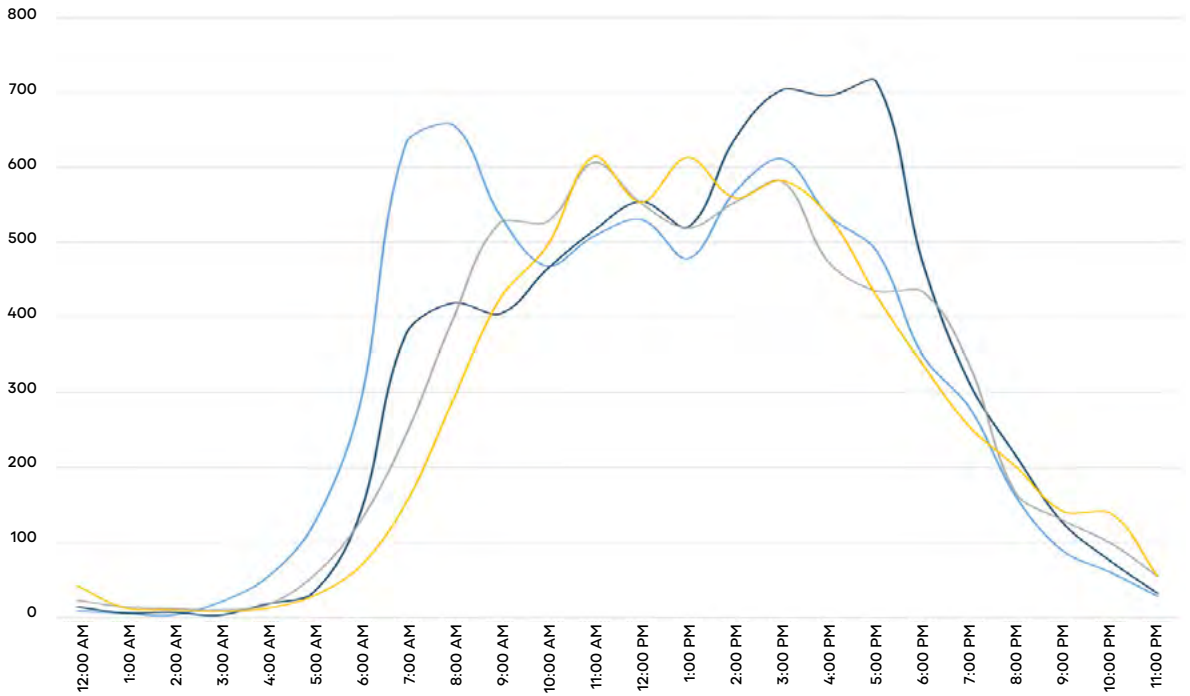


Exhibit 29. ADT4 (LOVR between Sunset Drive and Fairchild Way) traffic volumes

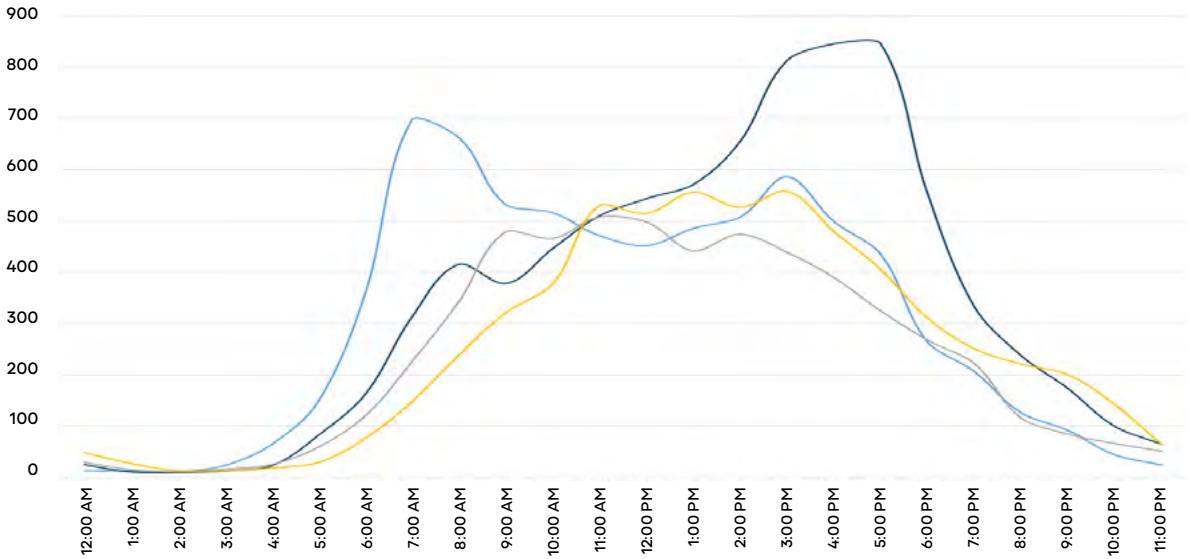


Exhibit 30. ADT5 (LOVR west of Clark Valley Road) traffic volumes

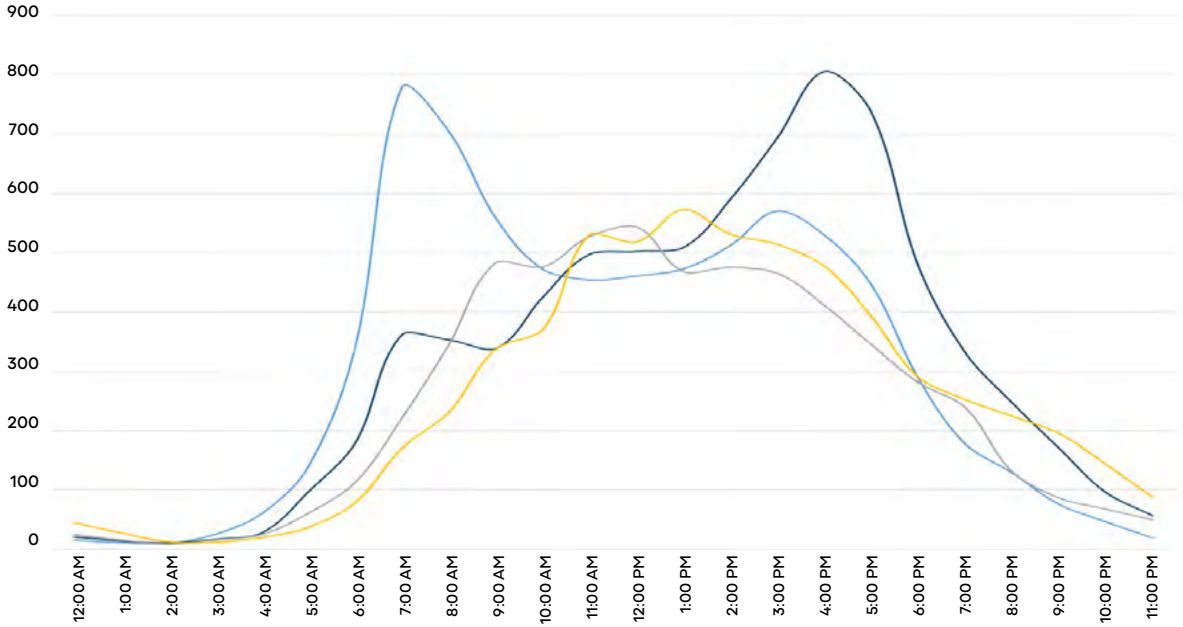


Exhibit 31. ADT6 (LOVR approximately 2 miles west of Foothill Boulevard) traffic volumes

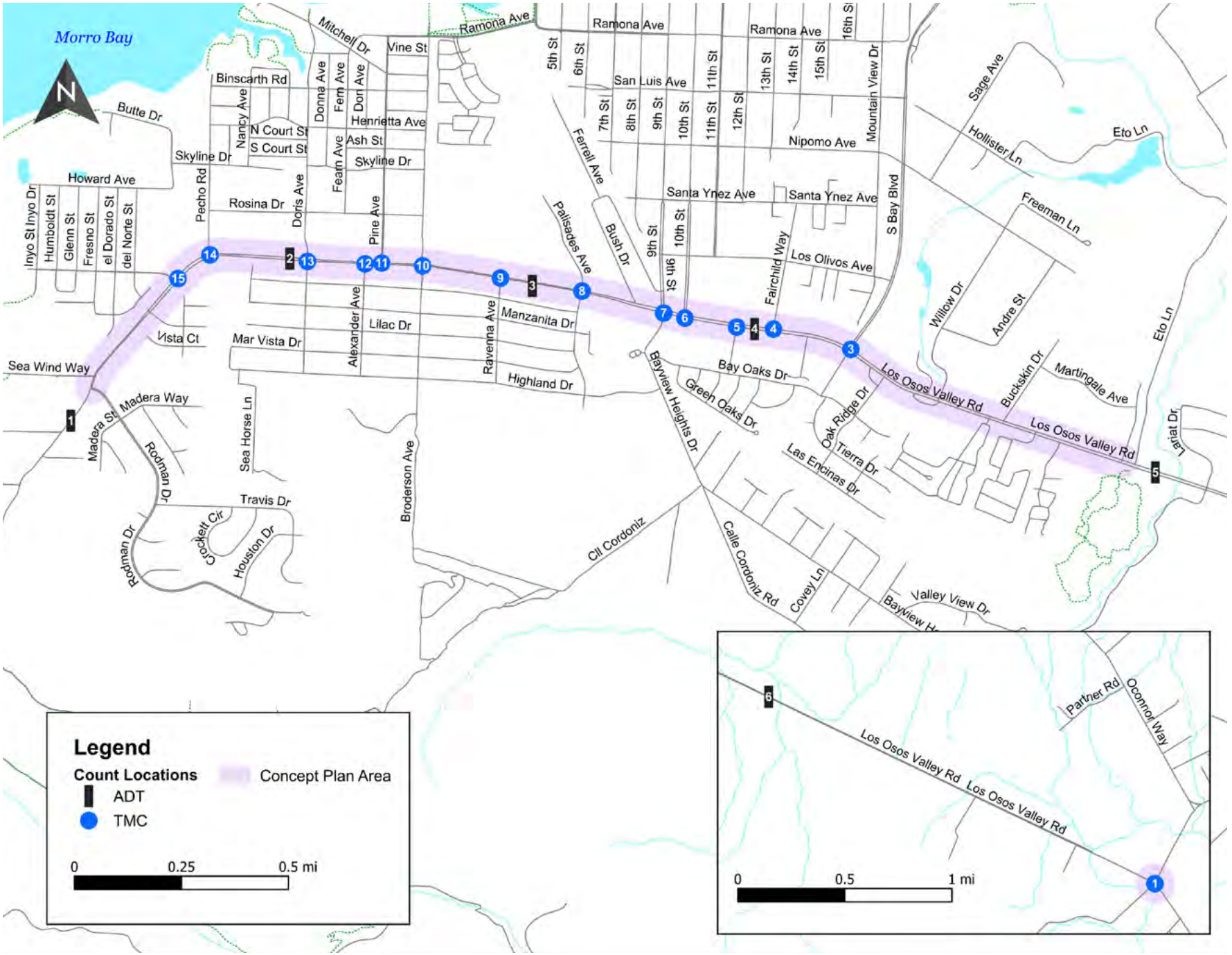
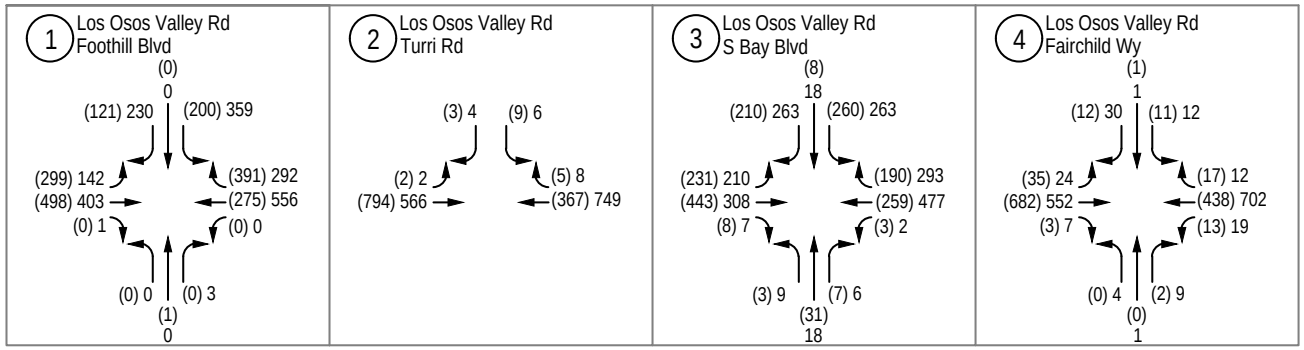
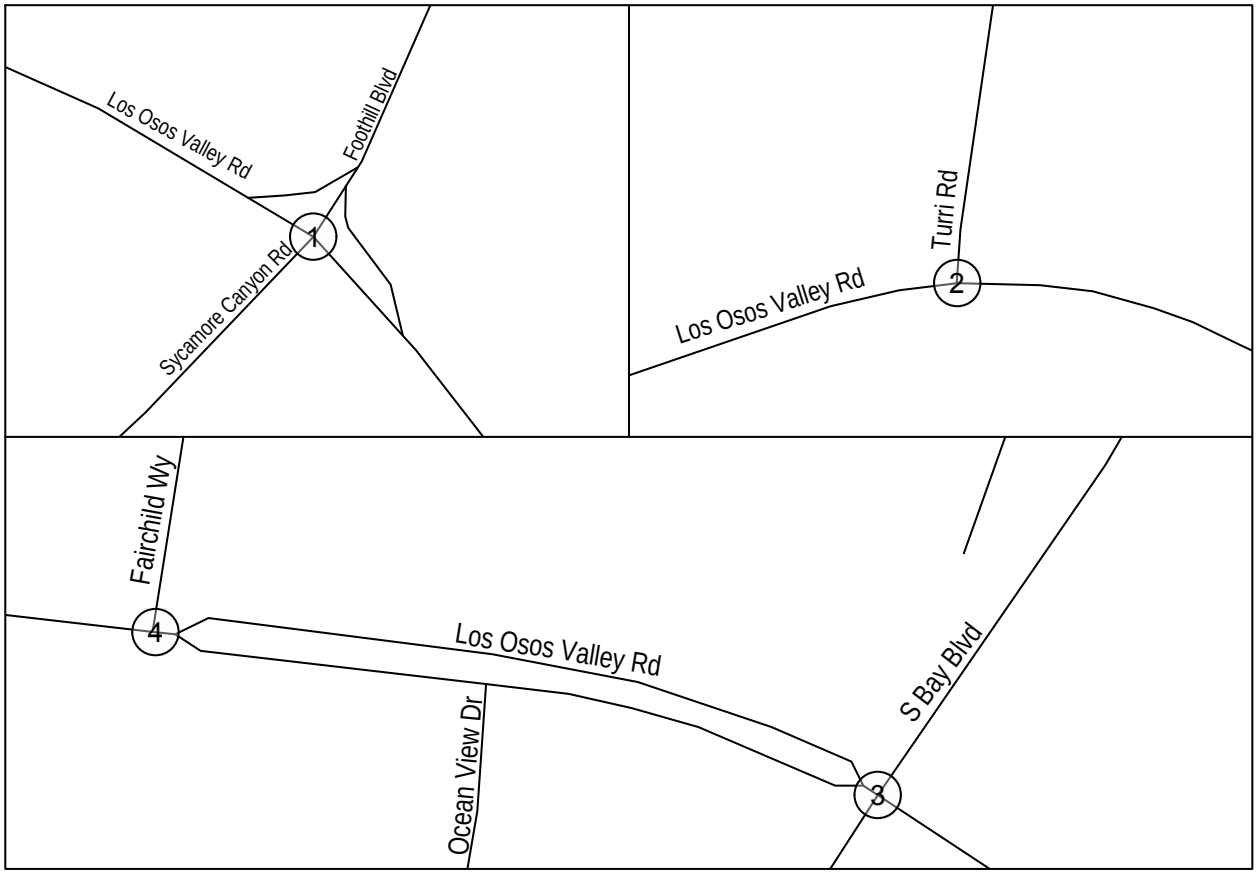


Exhibit 32. Traffic count locations





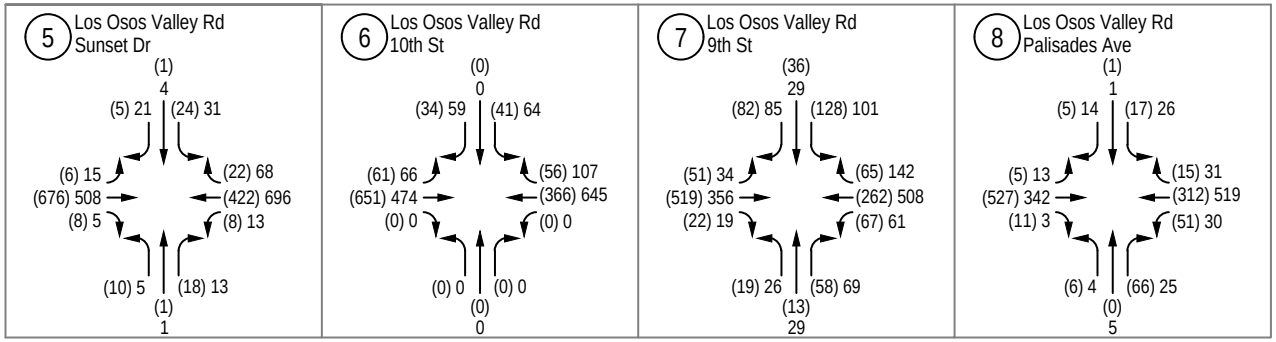
Legend

(X) Weekday AM Peak Hour Traffic Volumes

X Weekday PM Peak Hour Traffic Volumes

(X) Study Intersection

Exhibit 33. Existing turning movement volumes, Intersections 1 through 4



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(X) Weekday AM Peak Hour Traffic Volumes

X Weekday PM Peak Hour Traffic Volumes

(X) Study Intersection

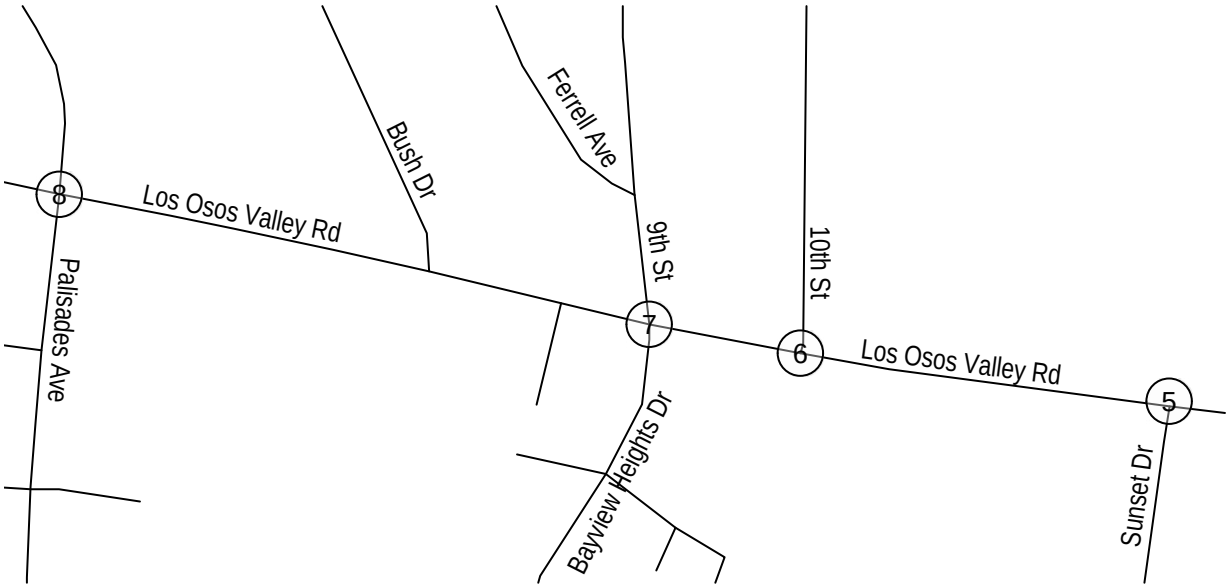
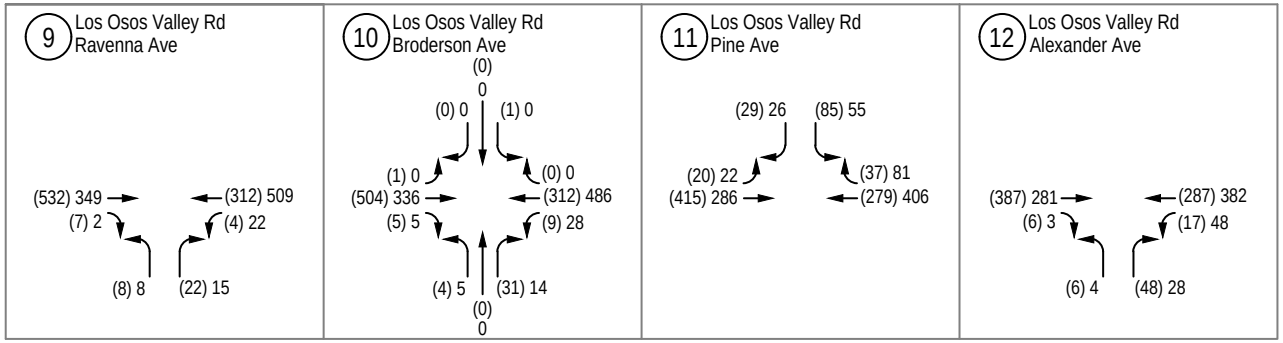
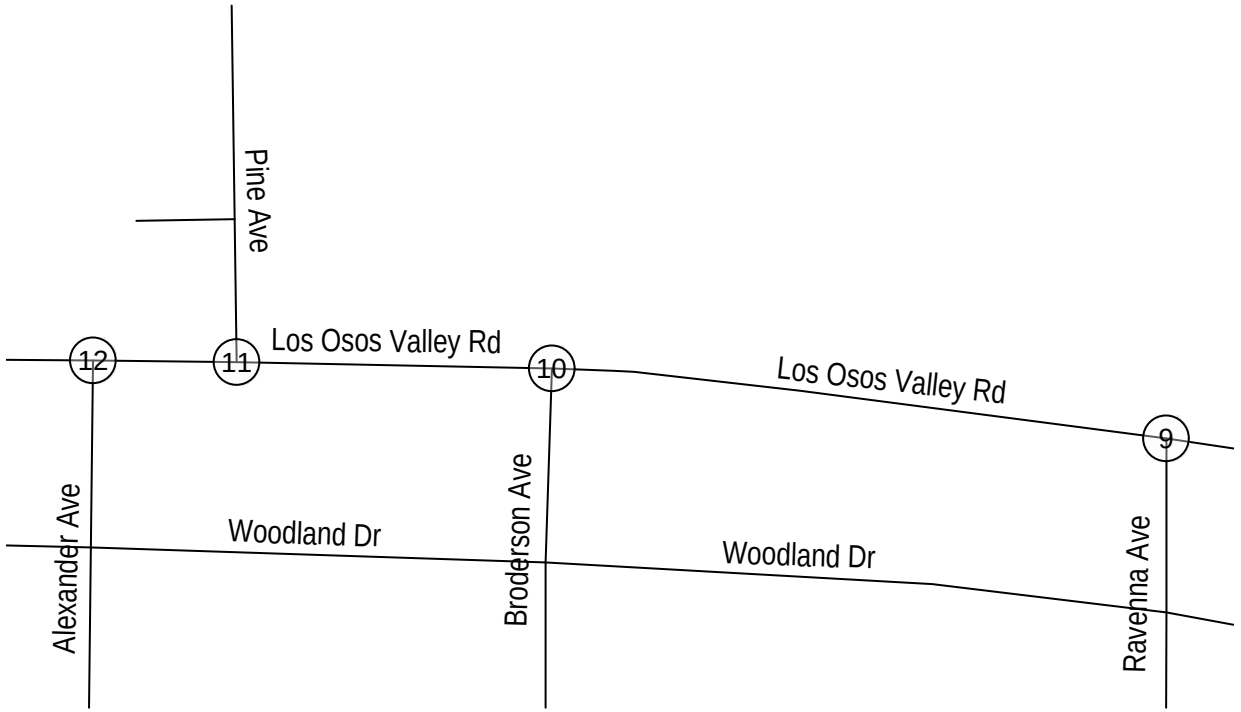


Exhibit 34. Existing turning movement volumes, Intersections 5 through 8





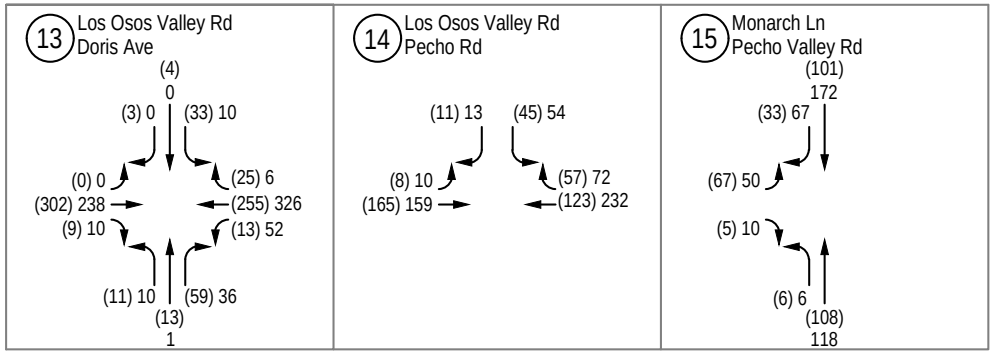
Legend

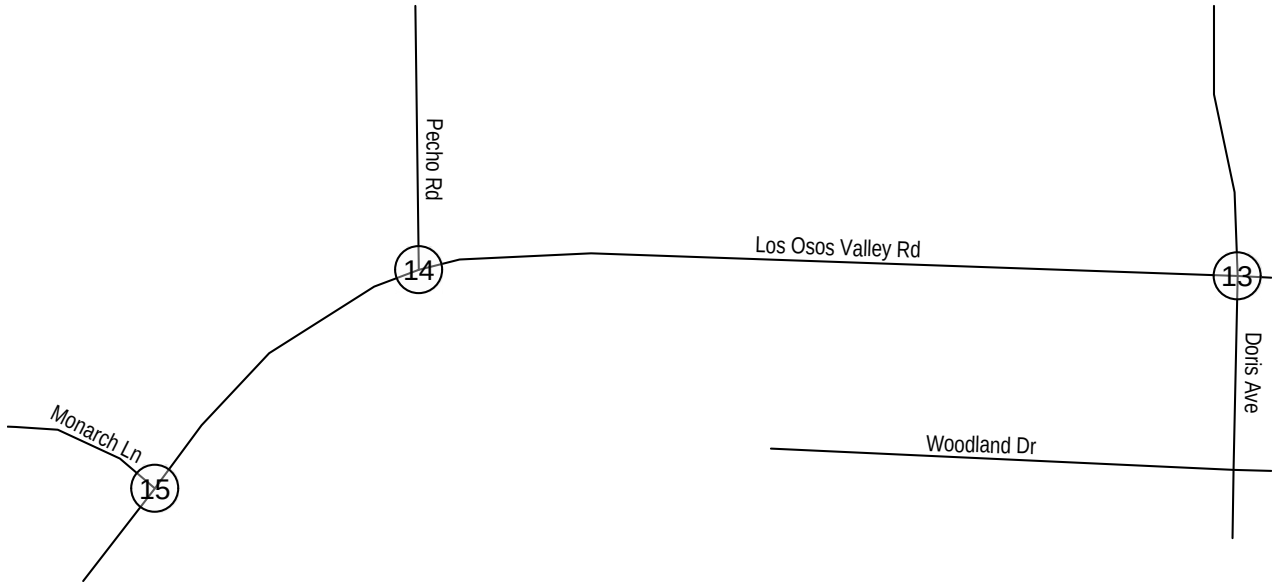
(X) Weekday AM Peak Hour Traffic Volumes

X Weekday PM Peak Hour Traffic Volumes

(X) Study Intersection

Exhibit 35. Existing turning movement volumes, Intersections 9 through 12





Legend

(X) Weekday AM Peak Hour Traffic Volumes

X Weekday PM Peak Hour Traffic Volumes

(X) Study Intersection

Exhibit 36. Existing turning movement volumes, Intersections 13 through 15

5.7. Constraint and Feasibility Assessment

There are a number of proposed corridor improvements across the 2016 San Luis Obispo Bikeways Plan, the 2024 Los Osos Community Plan, the 2021 Los Osos Road Fee Improvement Study (Circulation Study), and the Froom Ranch Specific Plan Traffic Impact Study that have been mentioned throughout this document. These proposals include the installation of class II bike lanes, multi-purpose paths, road widenings, and other enhancements for drivers, bicyclists, and pedestrians. This section will analyze these proposals by segment and intersection going from west to east. It also will identify constraints and overlaps between plans, and examine the feasibility of the proposed improvements.

Exhibit 37. View of Pecho Valley Road showing topographic constraints and limited space for pedestrians

a) Montaña De Oro State Park to Rodman Drive

The Bikeways Plan proposes the installation of a class II bikeway along the section of Pecho Valley Road (PVR) between Montaña De Oro State Park and Rodman Drive. is a two-lane road of rural character with one lane in each direction, soft shoulders, some sharp curves, and limited space for cyclists or pedestrians (see Exhibit 37). In some sections there is no shoulder. Existing constraints include steep topography and trees close to the road. The road would need to be widened to add class II bike lanes. Widening would be challenging and involve relatively high costs due to the topography of the area. During site visits, pedestrians were observed in the roadway with limited space to walk and run and inadequate separation from vehicles.

Even with the addition of class II bike lanes, this road segment would still have inadequate accommodations for pedestrians.

As an alternative to widening this section, one possibility is to develop the existing trails to better accommodate bicycle and pedestrian traffic. The existing network of dirt trails (shown in Exhibit 39) provides a connection from Sea Wind Way to Montaña De Oro State Park and could be improved to provide an alternative route, avoiding PVR but linking the same destinations.

In addition, traffic calming measures appropriate to the context could be implemented. Before any traffic calming measure is implemented, its appropriateness and applicability must be assessed. The Institute of Transportation Engineers (ITE) provides a toolbox of Traffic Calming Measures, available online at:

https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/

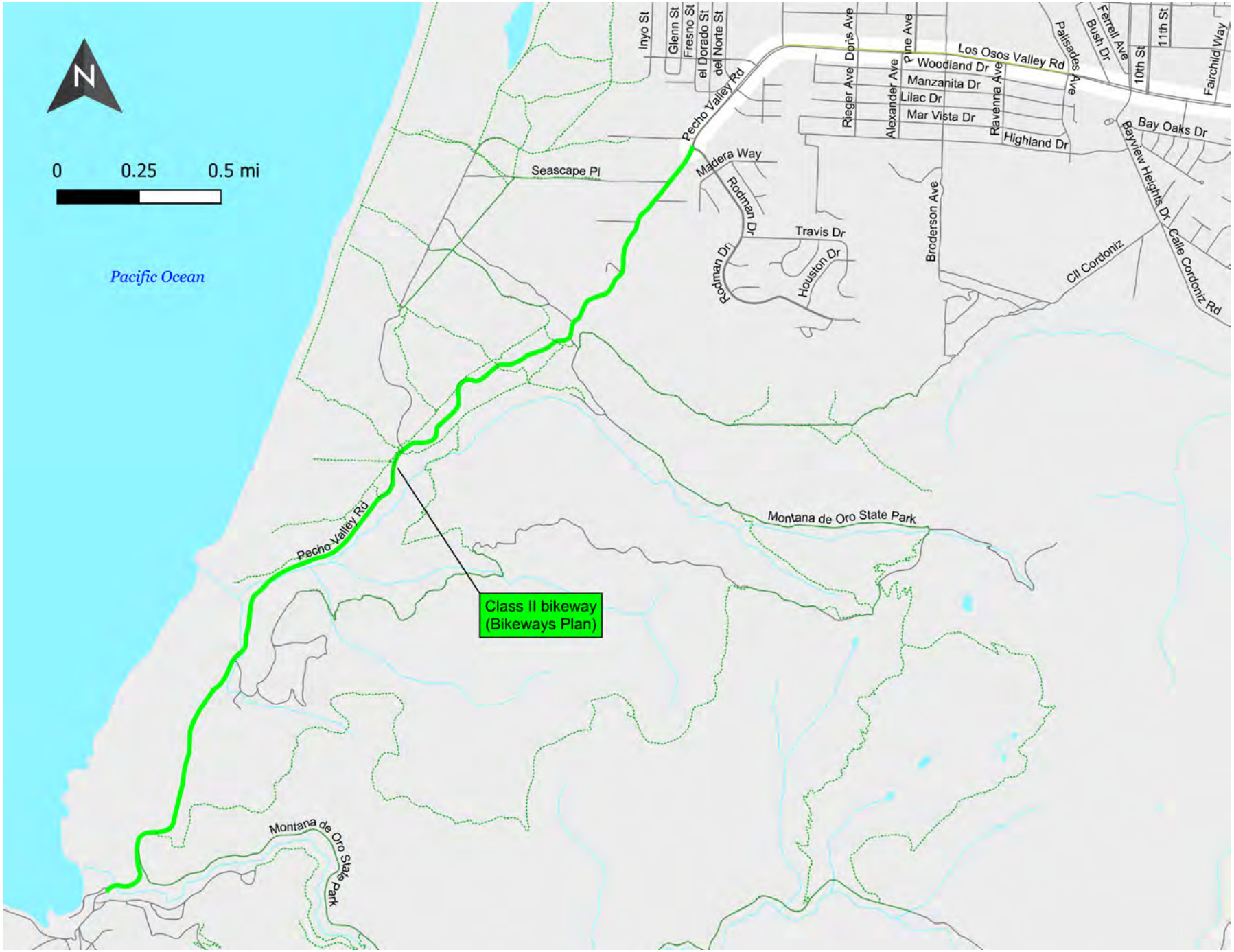


Exhibit 38. Planned improvements from Montaña De Oro State Park to Rodman Drive

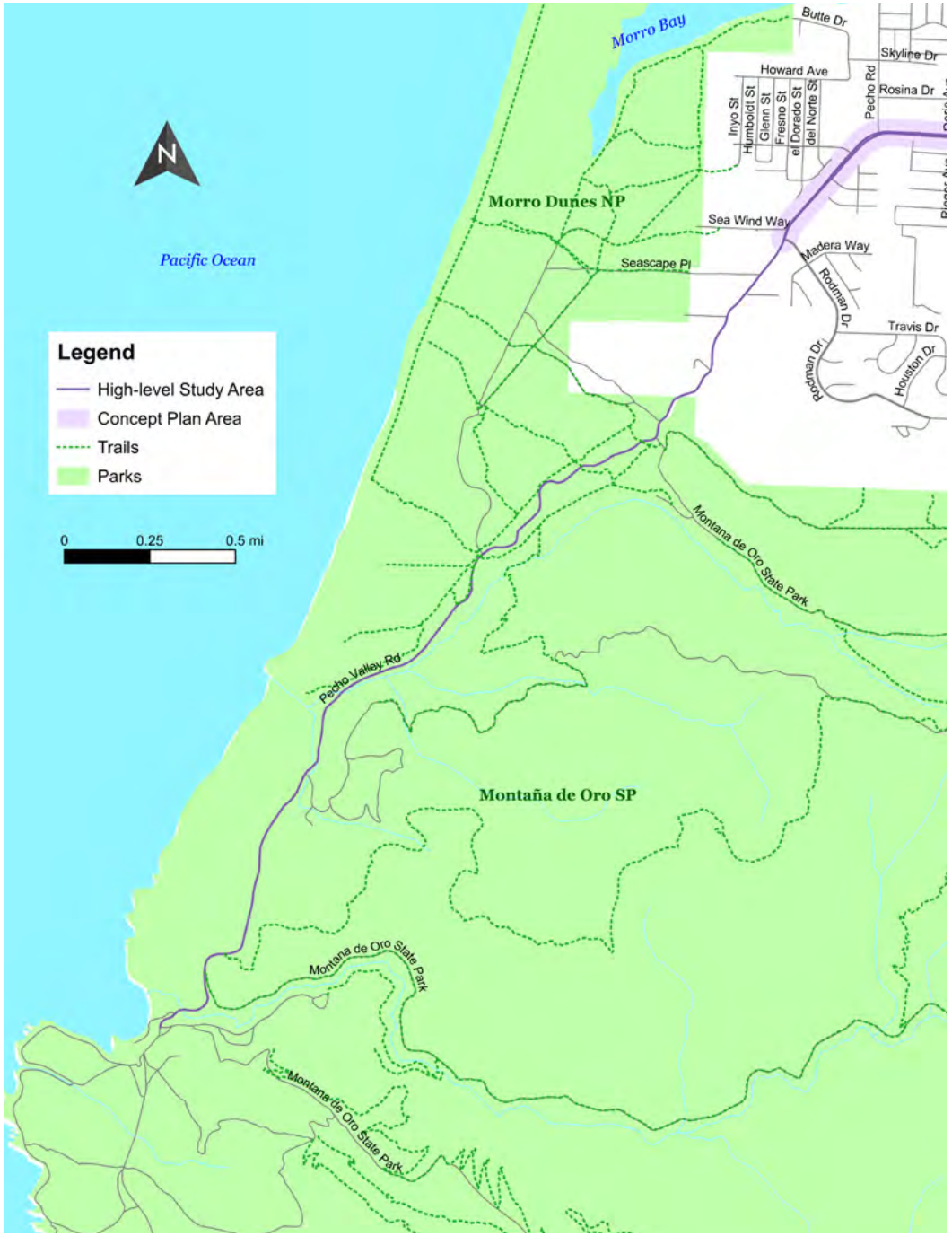


Exhibit 39. Montaña de Oro State Park area trails

b) Rodman Drive to Doris Avenue

Although the existing plans do not call for any improvements to this section, the Corridor Concept Plan includes some improvements to bicycle and pedestrian facilities to ensure continuity and improve safety. Comments posted on the interactive website emphasized the need for such facilities. There is an existing multi-use path on the north side of PVR between Rodman Drive and Monarch Lane, and an existing 10-foot-wide sidewalk on the north side of LOVR alongside Monarch Grove Elementary School. The Corridor Concept Plan includes a multi-use path to connect these existing facilities, which would provide better continuity for pedestrians and cyclists. To improve safety, the continuous right turn lane currently serving Pecho Road and Monarch Lane is separated into two distinct right turn lanes, with the width reduced to the standard range (from the existing 17 feet).

c) Doris Avenue to Palisades Avenue

The following projects are listed in the previous plans for the section of LOVR between Doris Avenue and Palisades Avenue:

- The Bikeways Plan calls for a class II bikeway on the eastbound side of LOVR between Doris Avenue and Broderson Avenue.
- The Community Plan calls for widening LOVR between Doris Avenue and Palisades Avenue to provide a continuous center left-turn lane and constructing a multi-use trail on the westbound side of the same section.
- The Circulation Study calls for the installation of a two-way left-turn lane (TWLTL) between Pine Avenue and Palisades Ave.

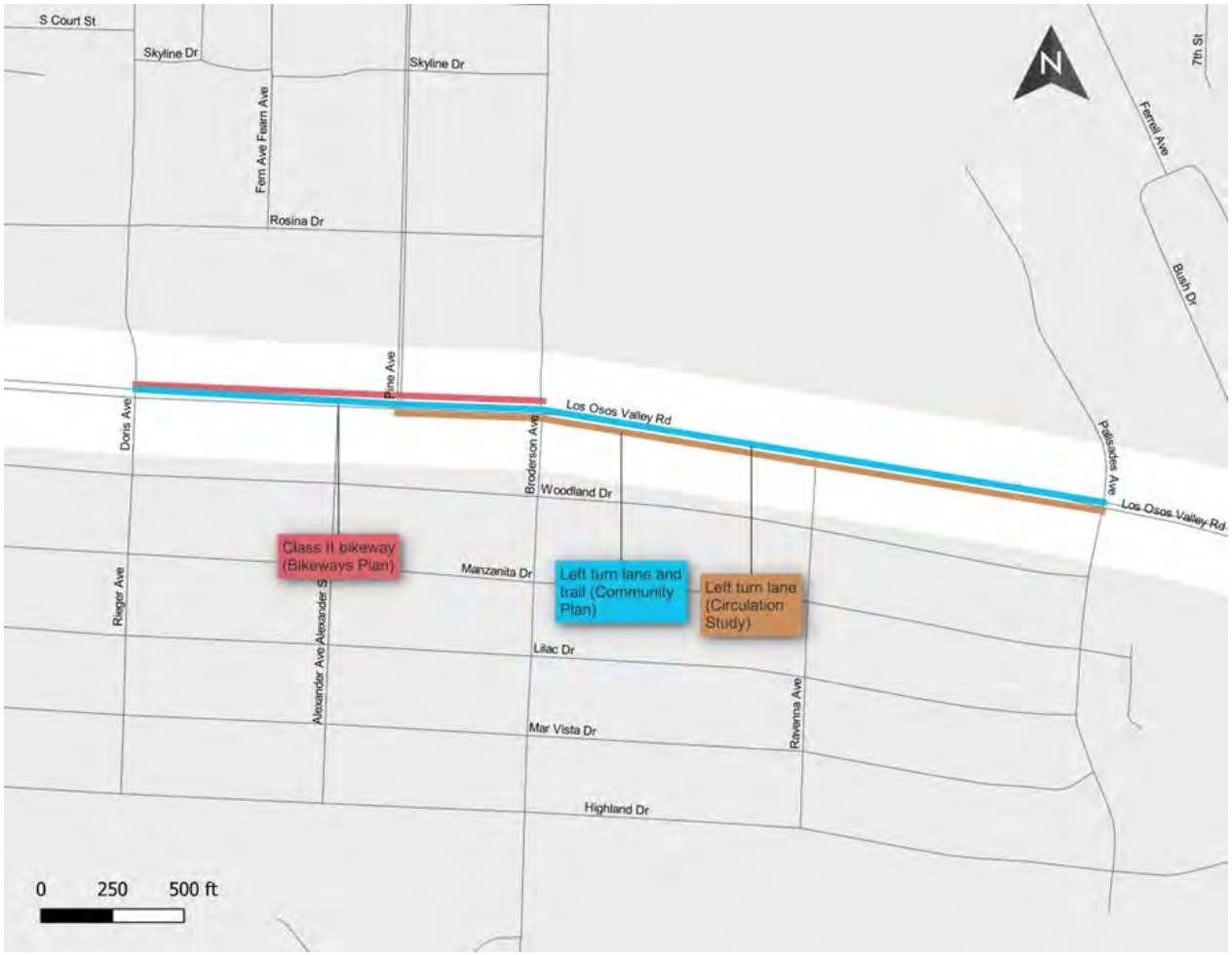


Exhibit 40. Planned improvements from Doris Avenue to Palisades Avenue

Right-of-way constraints exist in this area that make the above improvements challenging to accomplish. However, the Concept Plan attempts to reconcile these improvements while creating continuous bicycle and pedestrian facilities. Between Doris Avenue and Broderson Avenue, some homes are close to the road on the north side, and the road widening necessary to construct both Class I and Class II bicycle facilities would encroach on these homes. Due to this constraint, the Concept Plan shows an 8-foot-wide multi-use trail (the minimum per Caltrans standards) through this section, and no Class II facilities. Between Broderson Avenue and Palisades Avenue, fewer constraints exist; therefore, a 12-foot-wide multi-use trail and Class II lanes are shown through this section.

f) South Bay Boulevard to Palomino Drive

The following projects are listed in the previous plans for the section of LOVR between South Bay Boulevard and Palomino Drive:

- The Circulation Study calls for corridor improvements from 9th Street to Los Osos Creek Bridge.
- The Community Plan calls for a 4-foot-wide pedestrian trail from South Bay Boulevard to Los Osos Creek Bridge.

The Concept Plan includes the pedestrian trail.

Exhibit 41. Planned improvements from South Bay Boulevard to Palomino Drive

g) LOVR / Foothill Intersection

At the intersection of Foothill Boulevard and LOVR, the Froom Ranch TIS proposes restriping the northwest-bound approach into one left-turn lane, two through lanes, and one right-turn lane. An alternative to this proposal which would remove the need for extra lanes and the traffic signal would be the installation of a roundabout with one right-turn lane. As per the City of San Luis Obispo General Plan's Circulation Element, Policy 7.1.2 states that roundabouts will be the "preferred intersection control alternative due to the vehicle speed reduction, safety, and operational benefits."

The Concept Plan includes a conceptual design for a roundabout at this intersection.

Exhibit 42. Intersection of LOVR and Foothill Blvd

5.8. Operational Analysis

This section outlines the level of service (LOS) and delay for project intersections on Los Osos Valley Road. The LOS analysis conducted in this study utilized the Highway Capacity Manual (HCM) methodology.

Highway Capacity Manual 7th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Exhibit 43 summarizes the LOS criteria for signalized intersections, as described in the Highway Capacity Manual 7th Edition (Transportation Research Board, 2022).

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F[1]	>80	Forced flow (congested and queues fail to clear)

Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Exhibit 43. Level of Service Criteria for Signalized Intersections

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Exhibit 44 shows LOS criteria for unsignalized intersections.

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 – 50
F[1]	50

Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Exhibit 44. Level of Service Criteria for Unsignalized Intersections

Exhibit 45 shows the existing LOS and delay. All intersections currently operated at LOS D or better.

		Existing AM		Existing PM	
Intersection	Control Type	Delay	LOS	Delay	LOS
LOVR & S. Bay Blvd	Signalized	28.8	C	34.8	C
LOVR & Fairchild Way	TWSC	20.13	C	18.85	C
LOVR & Sunset Dr	TWSC	21.49	C	28.97	D
LOVR & 10th St [1]	Signalized	40.4	D	7.9	A
LOVR & 9th St [1]	Signalized	37.4	D	26.1	C
LOVR & Palisades Ave	Signalized	14.8	B	7.6	A
LOVR & Ravenna Ave	TWSC	14.04	B	13.53	B
LOVR & Broderson Ave	TWSC	12.92	B	12.54	B
LOVR & Pine Ave	TWSC	17.86	C	16.18	C
LOVR & Alexander Ave	TWSC	11.52	B	10.55	B
LOVR & Doris Ave	Signalized	15.1	B	14.1	B

TWSC = Two Way STOP Control (STOP signs for vehicles on minor street approaches)

[1] LOS calculated using HCM 2000

Exhibit 45. Existing LOS and Delay

Exhibit 46 shows the future LOS and delay without the project. All intersections operate at an acceptable LOS D or better, except for the intersection of Los Osos Valley Road and South Bay Boulevard, which operates at LOS E in the PM peak hour.

		Future AM		Future PM	
Intersection	**Control Type**	**Delay**	**LOS**	**Delay**	**LOS**
LOVR & S. Bay Blvd	Signalized	40.1	D	55.9	E
LOVR & Fairchild Way	Signalized	19.6	B	10.7	B
LOVR & Sunset Dr	TWSC	32.4	D	13.1	B
LOVR & 10th St[1]	Signalized	19.7	B	19.6	B
LOVR & 9th St[1]	Signalized	27.3	C	20.2	C
LOVR & Palisades Ave	Signalized	17.7	B	18.7	B
LOVR & Ravenna Ave	TWSC	17.94	C	24.1	C
LOVR & Broderson Ave	TWSC	14.95	B	14.28	B
LOVR & Pine Ave	TWSC	22.07	C	17.21	C
LOVR & Alexander Ave	AWSC	12.4	B	12.1	B
LOVR & Doris Ave	Signalized	20.2	C	10.2	B

TWSC = Two Way STOP Control (STOP signs for vehicles on minor street approaches), AWSC = stop signs on all approaches

[1] LOS calculated using HCM 2000

Exhibit 46. Future Volume LOS and Delay

Exhibit 47 shows the existing LOS and delay with the project. All intersections operate at an acceptable LOS D or better.

		Existing AM + Project		Existing PM + Project	
Intersection	Control Type	Delay	LOS	Delay	LOS
LOVR & S. Bay Blvd	Signalized	30.5	C	38.4	D
LOVR & Fairchild Way	TWSC	24.46	C	25.87	D
LOVR & Sunset Dr	TWSC	14.75	B	16.25	C
LOVR & 10th St[1]	Signalized	10.93	B	14.44	B
LOVR & 9th St[1]	Signalized	49.8	D	49.2	D
LOVR & Palisades Ave	Signalized	11.7	B	7.6	A
LOVR & Ravenna Ave	TWSC	14.04	B	13.53	B
LOVR & Broderson Ave	TWSC	12.92	B	12.54	B
LOVR & Pine Ave	TWSC	17.86	C	16.18	C
LOVR & Alexander Ave	TWSC	11.52	B	10.55	B
LOVR & Doris Ave	Signalized	15.1	B	14.1	B

TWSC = Two Way STOP Control (STOP signs for vehicles on minor street approaches), AWSC = stop signs on all approaches

[1] LOS calculated using HCM 2000

Exhibit 47. Existing + Project LOS and Delay

Exhibit 48 shows the future LOS and delay with the project. All intersections operate at an acceptable LOS D or better, except for the intersection of Los Osos Valley Road and South Bay Boulevard, which operates at LOS E in the PM peak hour.

		Future AM + Project		Future PM + Project	
Intersection	Control Type	Delay	LOS	Delay	LOS
LOVR & S. Bay Blvd	Signalized	40.1	D	55.9	E
LOVR & Fairchild Way	Signalized	8.6	A	32.8	C
LOVR & Sunset Dr	TWSC	25.98	D	28.13	D
LOVR & 10th St [1]	Signalized	44.1	D	24.4	C
LOVR & 9th St [1]	Signalized	31.6	C	19.4	B
LOVR & Palisades Ave	Signalized	18.0	B	18.7	B
LOVR & Ravenna Ave	TWSC	18.03	C	18.62	C
LOVR & Broderson Ave	TWSC	13.96	B	12.38	B
LOVR & Pine Ave	TWSC	15.94	C	14.28	B
LOVR & Alexander Ave	TWSC	12.43	B	11.4	B
LOVR & Doris Ave	Signalized	12.4	B	10.2	B

TWSC = Two Way STOP Control (STOP signs for vehicles on minor street approaches), AWSC = stop signs on all approaches

[1] LOS calculated using HCM 2000

Exhibit 48. Future Volume + Project LOS and Delay

The level of service and delay for the intersection of LOVR and Foothill Blvd, under the existing and roundabout scenarios, are shown in Exhibit 54. The LOS analyses show that converting the intersection into a single lane roundabout would significantly improve traffic operations in the intersection during both peak periods. For the AM peak period, delay would decrease by 32.2 vehicles/second and LOS would improve from LOS D to LOS A. For the PM peak period, delay would decrease by 29.6 vehicles/second and LOS would improve from LOS D to LOS A.

Intersection	Peak Period	Existing (Signalized)		Single Lane Roundabout		Change (veh/sec)
		Delay (veh/sec)	LOS	Delay (veh/sec)	LOS	
Los Osos Valley Rd/W Foothill Blvd/Sycamore Canyon Rd	AM	64.1	E	6.7	A	-32.2
	PM	43.2	D	7.6	A	-29.6

Exhibit 49. LOS Analysis

5.9. Intersection Control Evaluation: LOVR and Foothill Blvd

An Intersection Control Evaluation (ICE) was conducted for the Los Osos Valley Road and W Foothill Boulevard/Sycamore Canyon Road intersection for the following options:

1. Traffic Signal (Existing)
2. A single lane roundabout with a right-turn lane

An ICE is a data-driven analysis used to provide a well-balanced and comprehensive approach towards analyzing alternatives and selecting an optimal method of traffic control for an intersection. Some of the benefits of carrying out an ICE include the following:

- The opportunity to implement solutions that will be both cost-effective and sustainable
- The utilization of innovative practices that have had their effectiveness tested and proven
- Providing accountability, transparency, and data-driven support for transportation decisions
- The use of objective metrics that can assess the performance of multiple solutions

An ICE is generally conducted when substantial changes to the traffic control and geometry of an intersection are proposed. This allows for a thorough assessment of the impacts of various solutions prior to a final decision being made.

The intersection of Los Osos Valley Road and W Foothill Boulevard/Sycamore Canyon Road is a 4-way intersection in the City of San Luis Obispo, California. The intersection contains 2 through lanes, left turn lanes for W Foothill Blvd and Sycamore Canyon Rd, and right turn lanes for turns from LOVR to Foothill and from Foothill to LOVR (with merge lane). For bicycles, the intersection contains a 5' – 10' bike lane/shoulder on EB side, an 11' bike lane/shoulder on WB side, and 6' green bike lanes through the intersection. For pedestrians, there are crosswalks on the north leg (incomplete) and east leg of intersection, pedestrian refuges between right turn lanes and through lanes, and no sidewalks. The intersection is currently controlled by a traffic signal. The existing setup is shown in Exhibit 50, and the proposed single-lane roundabout is shown in Exhibit 51.

Exhibit 50. Intersection of LOVR and Foothill Blvd - existing

Exhibit 51. Proposed single lane roundabout with right-turn lane

6. CORRIDOR CONCEPT PLAN

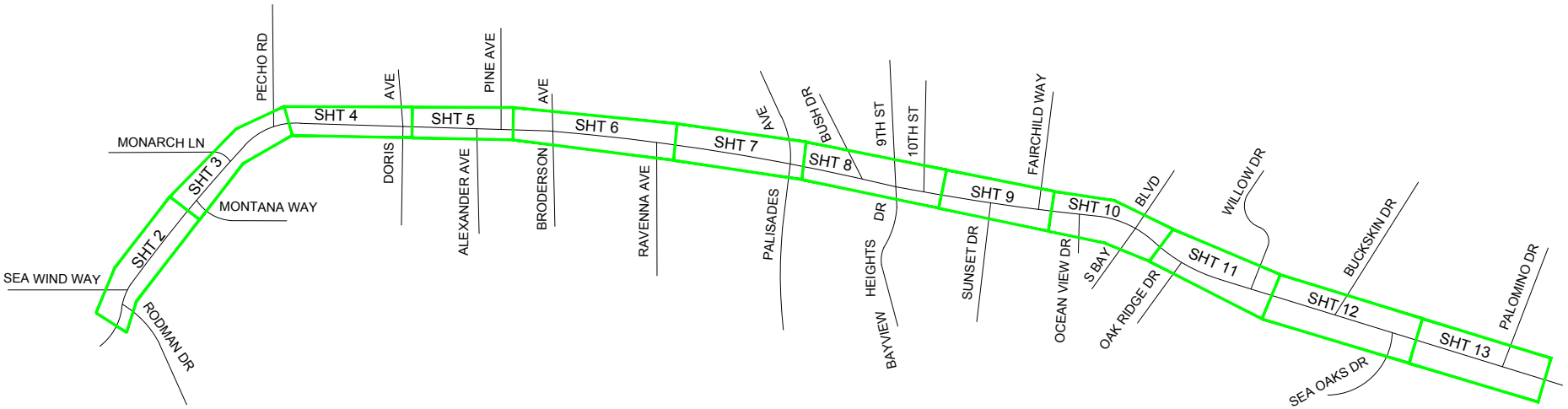
This section presents the Corridor Concept Plan in the following sections:

- One-page overall corridor concept plan sheet, showing an overview of the entire corridor.
- Detailed segment and intersection plan sheets, showing more detailed conceptual design.
- Cross-section exhibit, showing existing and proposed typical cross-sections from 21 points along the study corridor.

The Corridor Concept Plan includes the following alternatives:

- For the intersection of LOVR and 10th Street, the primary alternative retains the existing traffic signal, while the secondary alternative eliminates the signal and restricts traffic from 10th Street to LOVR to right turn only.
- For the intersection of LOVR and Sunset Drive, the primary alternative removes the existing crosswalk and adds a median making both sides of the intersection right-in/right-out, while the secondary alternative retains the crosswalk and adds curb extensions to remove the effective crossing distance.

6.1. Detailed Segment & Intersection Plan Sheets



NTS

Exhibit 52. Concept plan sheet 1

PROPOSED STRIPING

EXISTING STRIPING

PROPOSED ASPHALT

PROPOSED SIDEWALK / TRAIL

PROPOSED MEDIAN

EXISTING ASPHALT

EXISTING SIDEWALK / TRAIL

EXISTING MEDIAN

RIGHT-OF-WAY

PROPOSED CURB / SIDEWALK EDGE

Ⓢ SIGNALIZED INTERSECTION

Ⓑ RECTANGULAR RAPID FLASHING BEACON

P PARKING

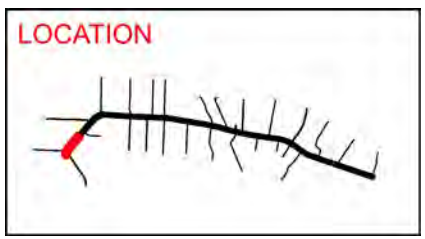


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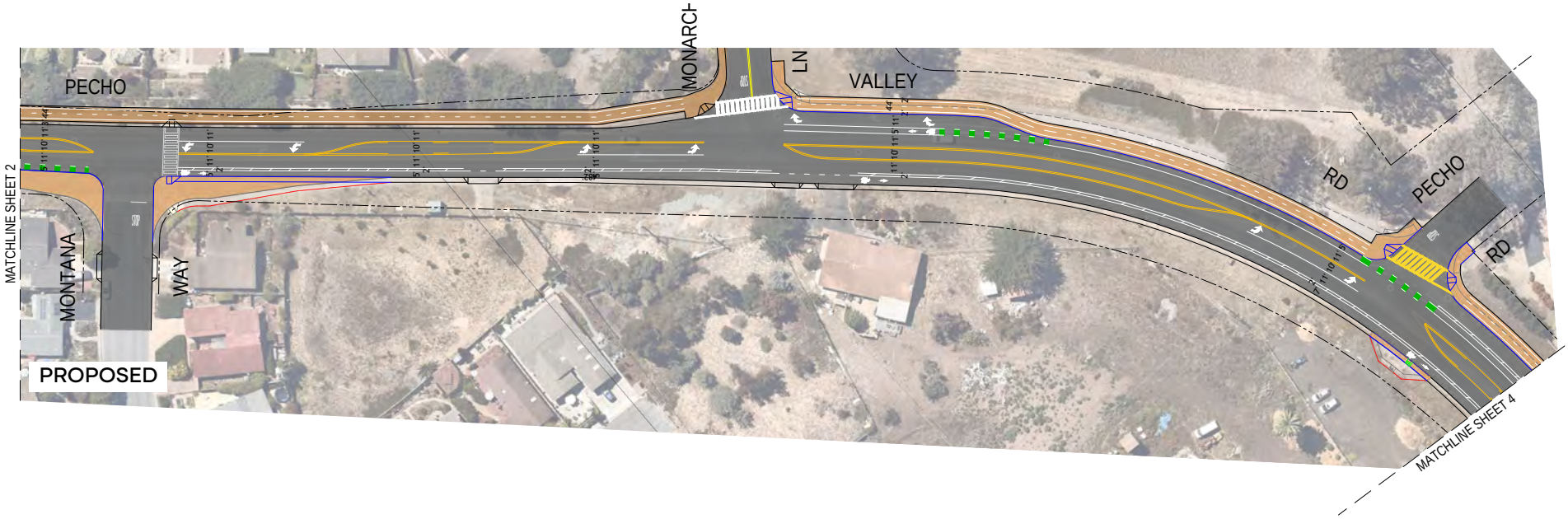
Exhibit 53. Concept plan sheet 2



PROPOSED STRIPING

EXISTING STRIPING

PROPOSED ASPHALT

PROPOSED SIDEWALK / TRAIL

PROPOSED MEDIAN

EXISTING ASPHALT

EXISTING SIDEWALK / TRAIL

EXISTING MEDIAN

RIGHT-OF-WAY

PROPOSED CURB / SIDEWALK EDGE

Ⓢ SIGNALIZED INTERSECTION

Ⓑ RECTANGULAR RAPID FLASHING BEACON

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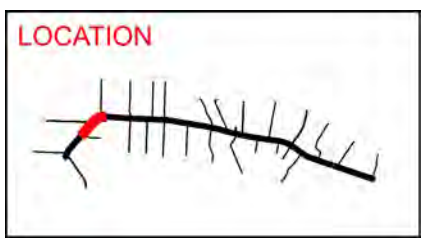

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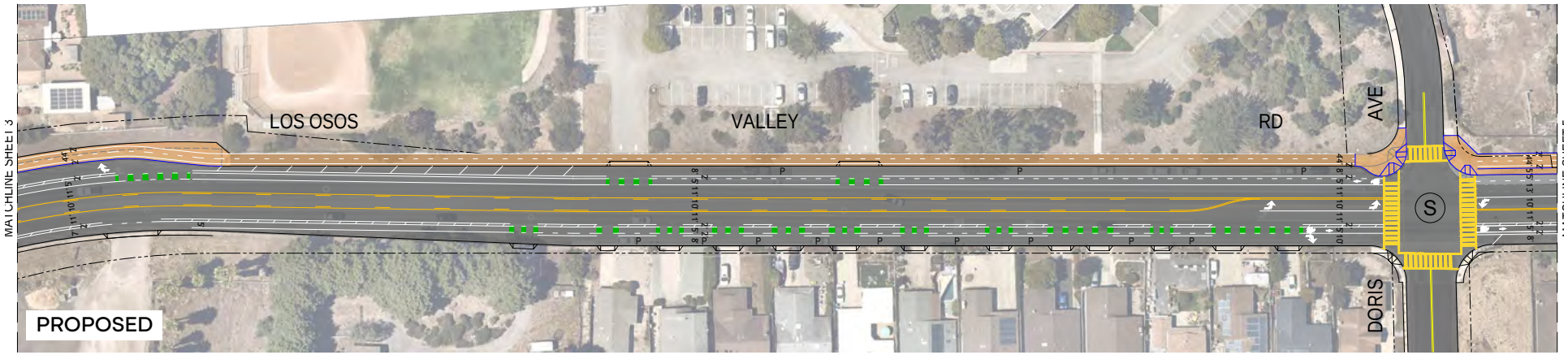
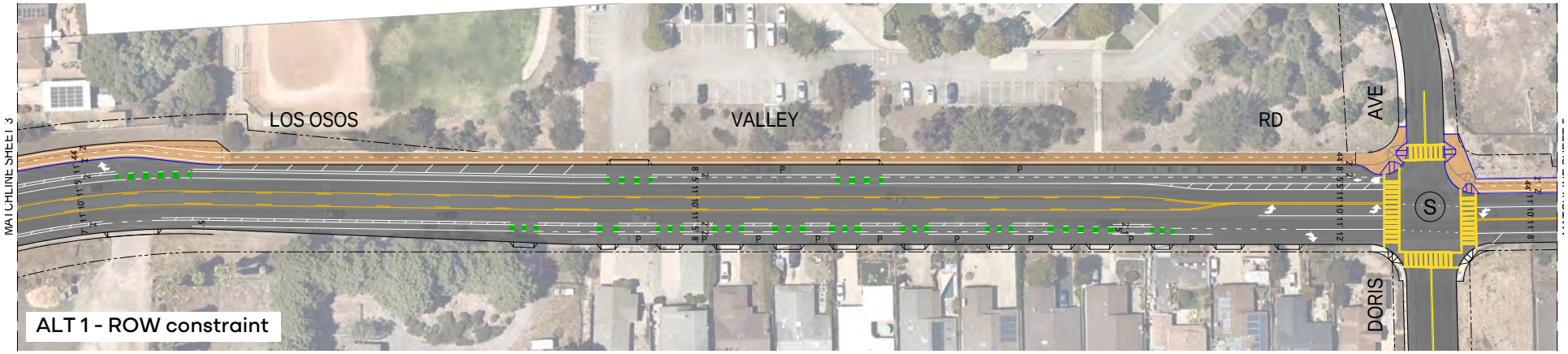
Exhibit 54. Concept plan sheet 3





PROPOSED STRIPING
EXISTING STRIPING
PROPOSED ASPHALT
PROPOSED SIDEWALK / TRAIL
PROPOSED MEDIAN
EXISTING ASPHALT
EXISTING SIDEWALK / TRAIL
EXISTING MEDIAN
RIGHT-OF-WAY
PROPOSED CURB / SIDEWALK EDGE
Ⓢ SIGNALIZED INTERSECTION
Ⓑ RECTANGULAR RAPID FLASHING BEACON
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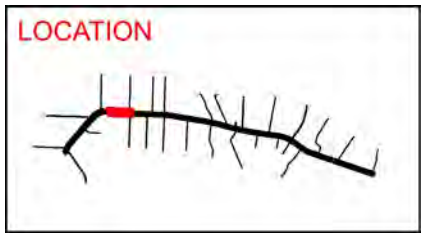

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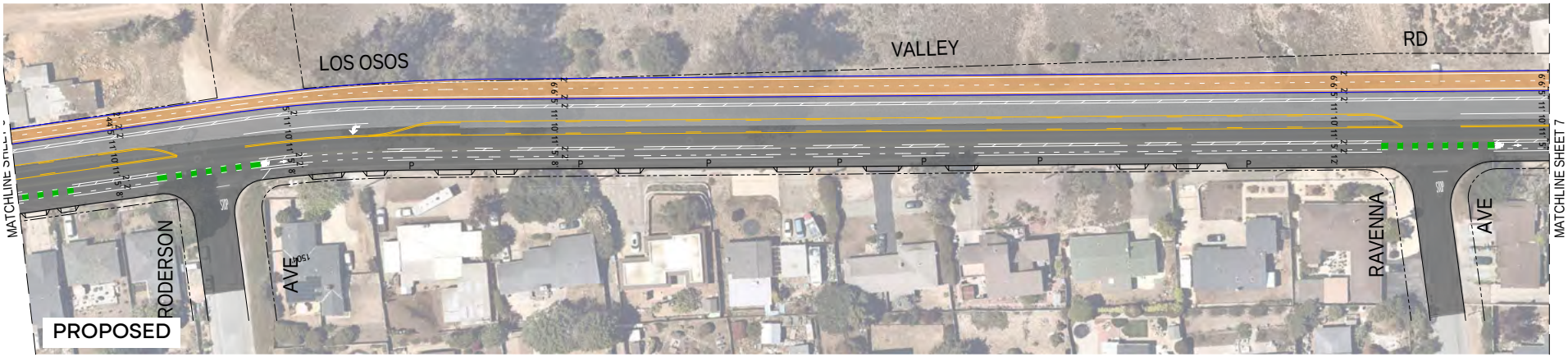
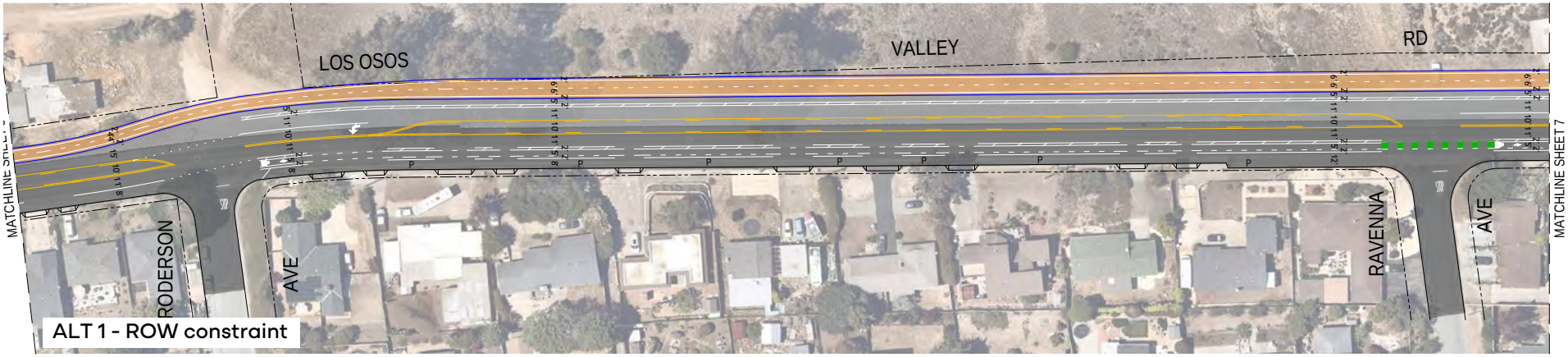
Exhibit 55. Concept plan sheet 4

Exhibit 56. Concept plan sheet 5





PROPOSED STRIPING
EXISTING STRIPING
PROPOSED ASPHALT
PROPOSED SIDEWALK / TRAIL
PROPOSED MEDIAN
EXISTING ASPHALT
EXISTING SIDEWALK / TRAIL
EXISTING MEDIAN
RIGHT-OF-WAY
PROPOSED CURB / SIDEWALK EDGE
SIGNALIZED INTERSECTION
RECTANGULAR RAPID FLASHING BEACON
PARKING

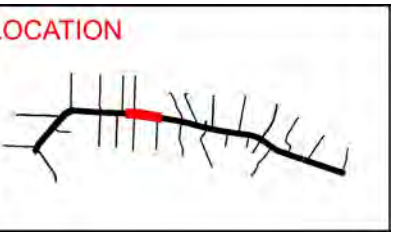


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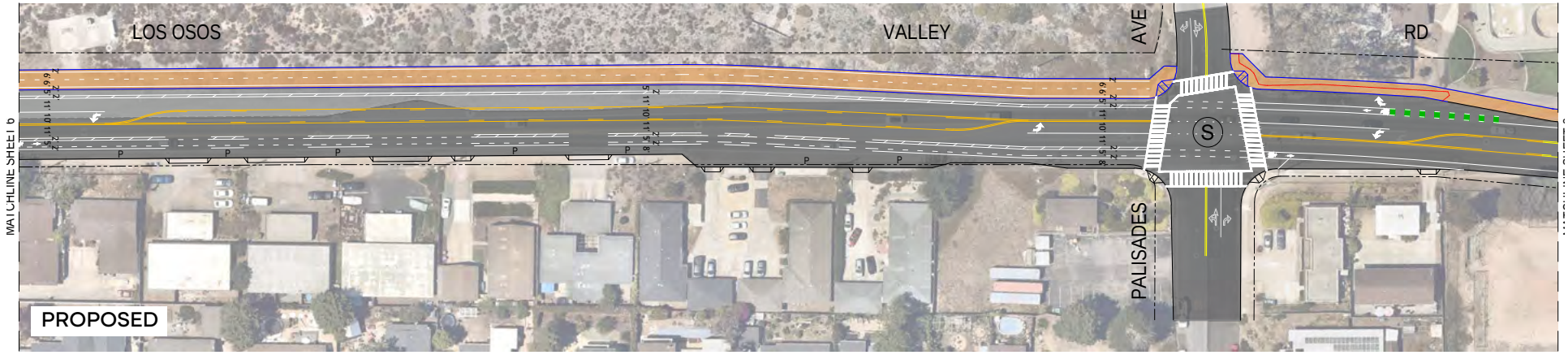
Exhibit 57. Concept plan sheet 6



PROPOSED STRIPING
EXISTING STRIPING
PROPOSED ASPHALT
PROPOSED SIDEWALK / TRAIL
PROPOSED MEDIAN
EXISTING ASPHALT
EXISTING SIDEWALK / TRAIL
EXISTING MEDIAN
RIGHT-OF-WAY
PROPOSED CURB / SIDEWALK EDGE
Ⓢ SIGNALIZED INTERSECTION
Ⓑ RECTANGULAR RAPID FLASHING BEACON
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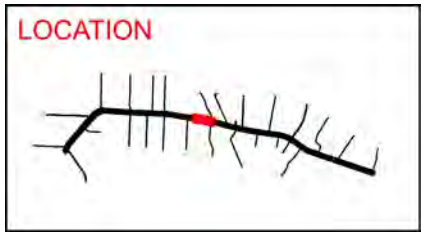

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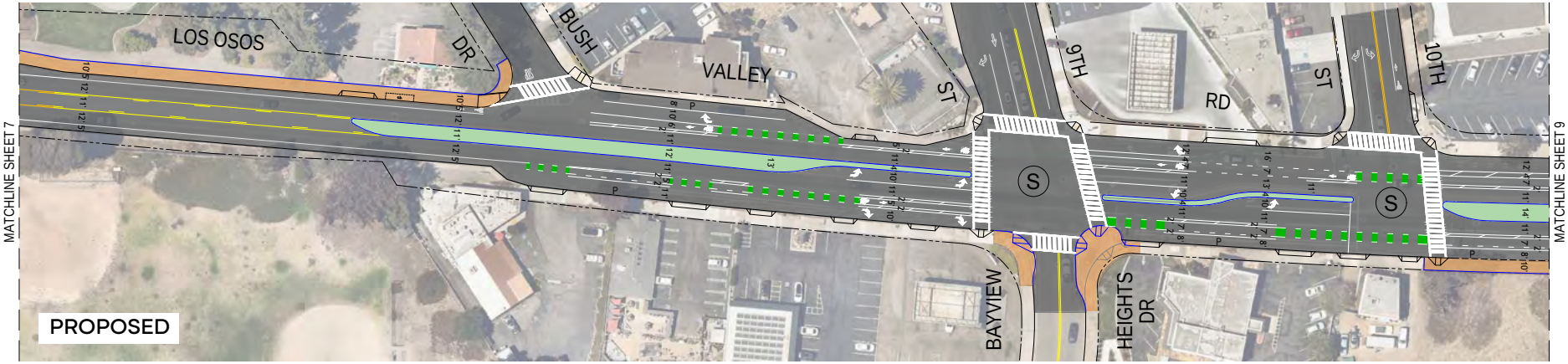
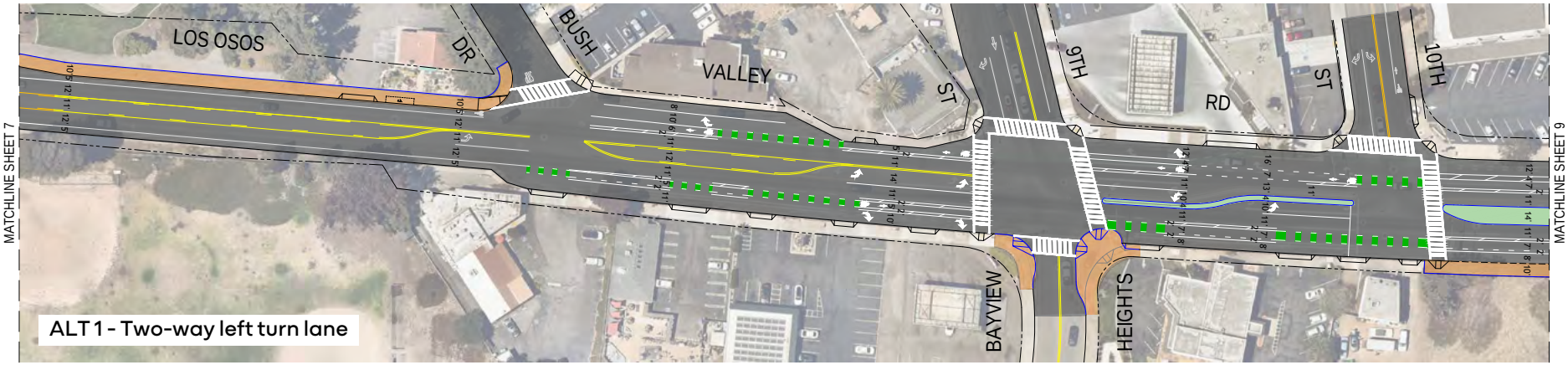
Exhibit 58. Concept plan sheet 7



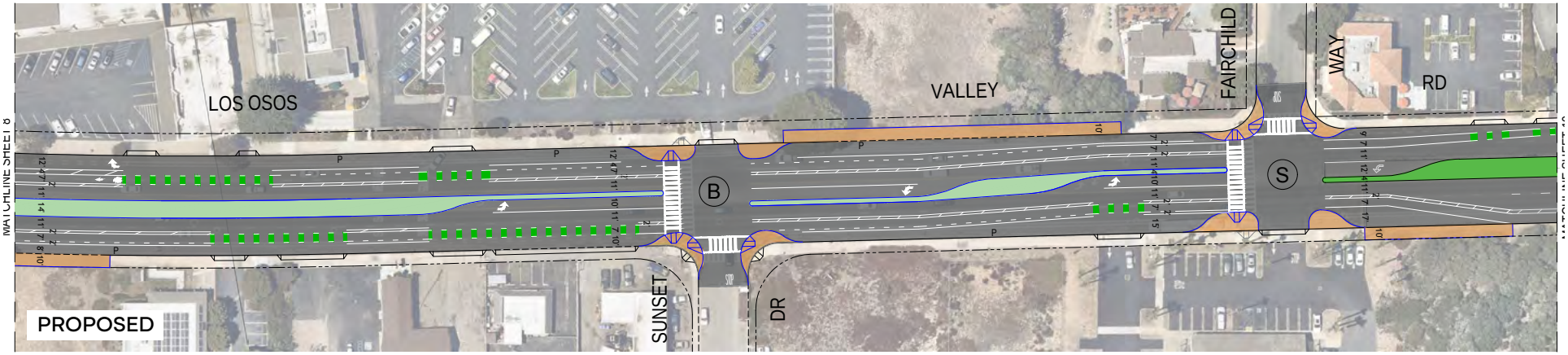


PROPOSED STRIPING
EXISTING STRIPING
PROPOSED ASPHALT
PROPOSED SIDEWALK / TRAIL
PROPOSED MEDIAN
EXISTING ASPHALT
EXISTING SIDEWALK / TRAIL
EXISTING MEDIAN
RIGHT-OF-WAY
PROPOSED CURB / SIDEWALK EDGE
Ⓢ SIGNALIZED INTERSECTION
Ⓑ RECTANGULAR RAPID FLASHING BEACON
P PARKING

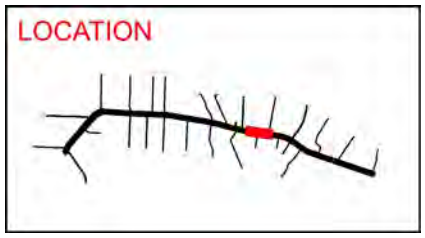
LOCATION

0 40 80 160
SCALE: 1" = 80'

Exhibit 59. Concept plan sheet 8

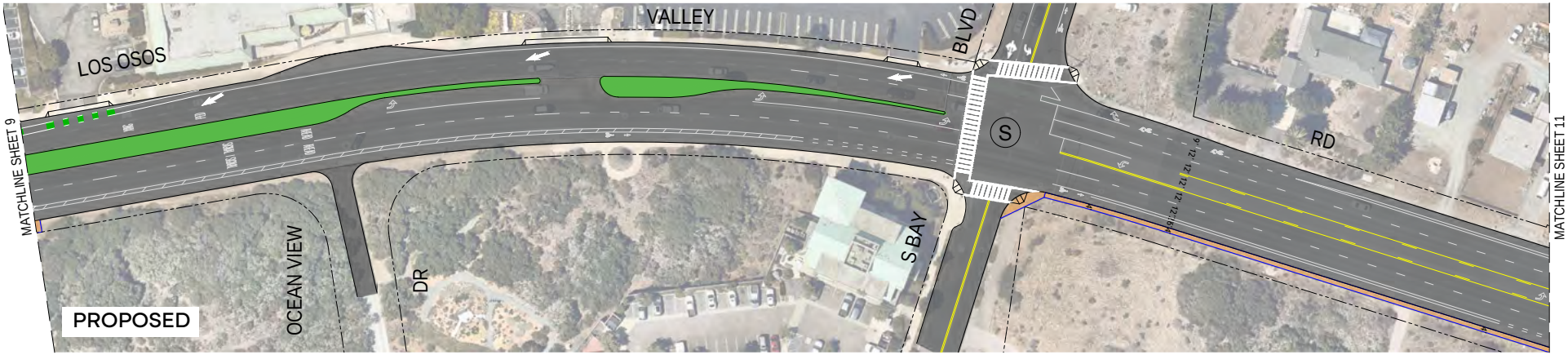


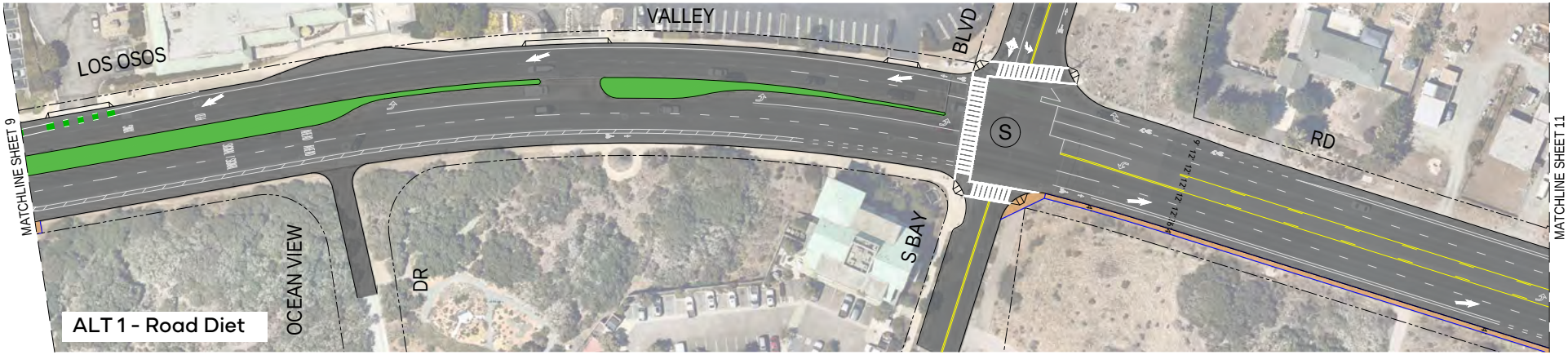
PROPOSED STRIPING
EXISTING STRIPING
PROPOSED ASPHALT
PROPOSED SIDEWALK / TRAIL
PROPOSED MEDIAN
EXISTING ASPHALT
EXISTING SIDEWALK / TRAIL
EXISTING MEDIAN
RIGHT-OF-WAY
PROPOSED CURB / SIDEWALK EDGE
Ⓢ SIGNALIZED INTERSECTION
Ⓑ RECTANGULAR RAPID FLASHING BEACON
P PARKING



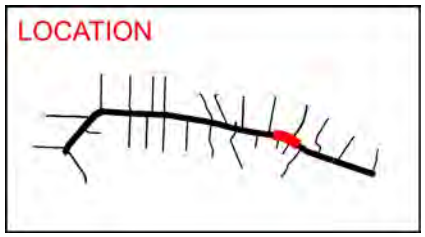
0 40 80 160
SCALE: 1" = 80'

Exhibit 60. Concept plan sheet 9





PROPOSED STRIPING
EXISTING STRIPING
PROPOSED ASPHALT
PROPOSED SIDEWALK / TRAIL
PROPOSED MEDIAN
EXISTING ASPHALT
EXISTING SIDEWALK / TRAIL
EXISTING MEDIAN
RIGHT-OF-WAY
PROPOSED CURB / SIDEWALK EDGE
Ⓢ SIGNALIZED INTERSECTION
Ⓑ RECTANGULAR RAPID FLASHING BEACON
P PARKING



0 40 80 160
SCALE: 1" = 80'

Exhibit 61. Concept plan sheet 10

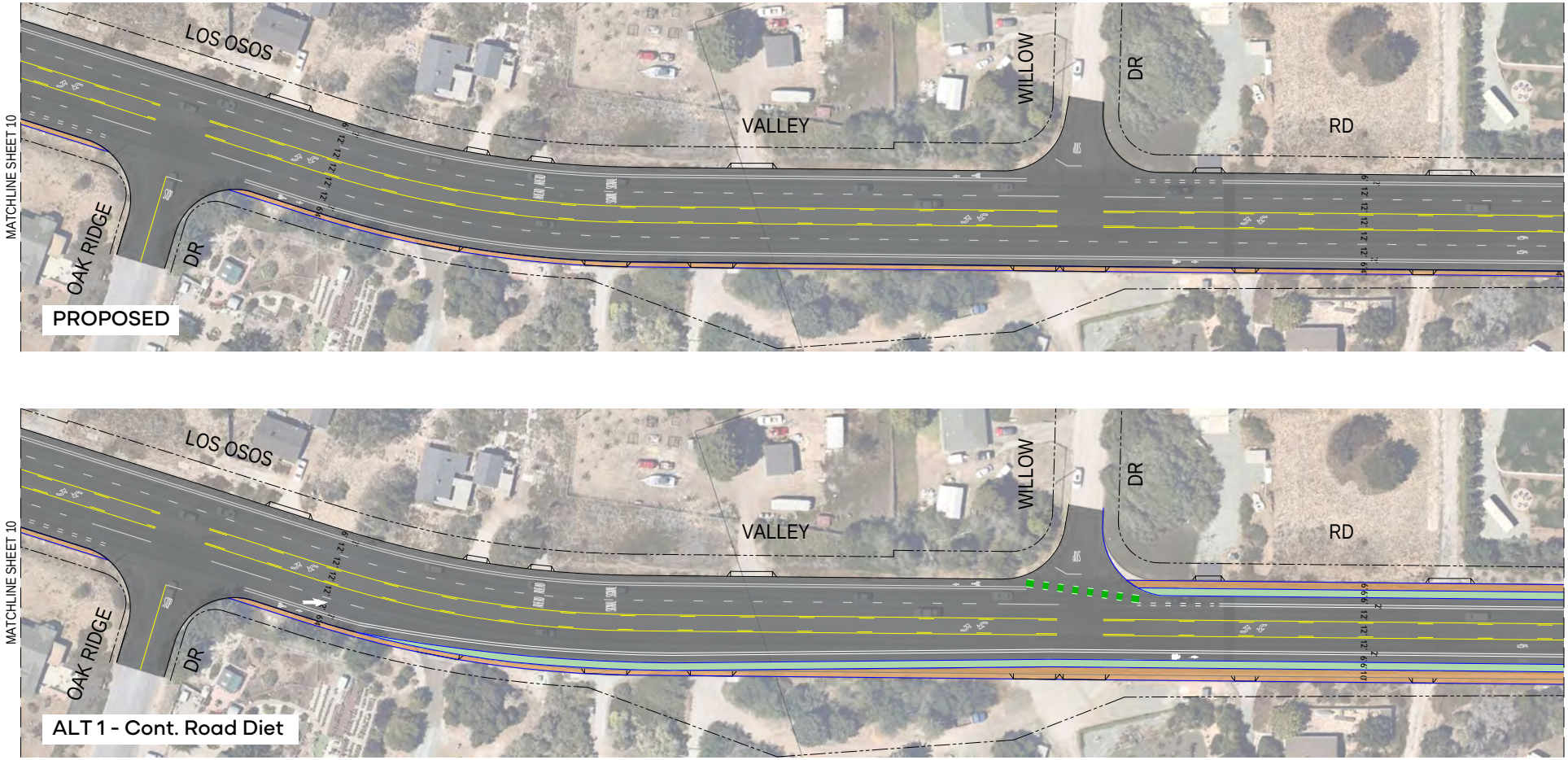


Exhibit 62. Concept plan sheet 11

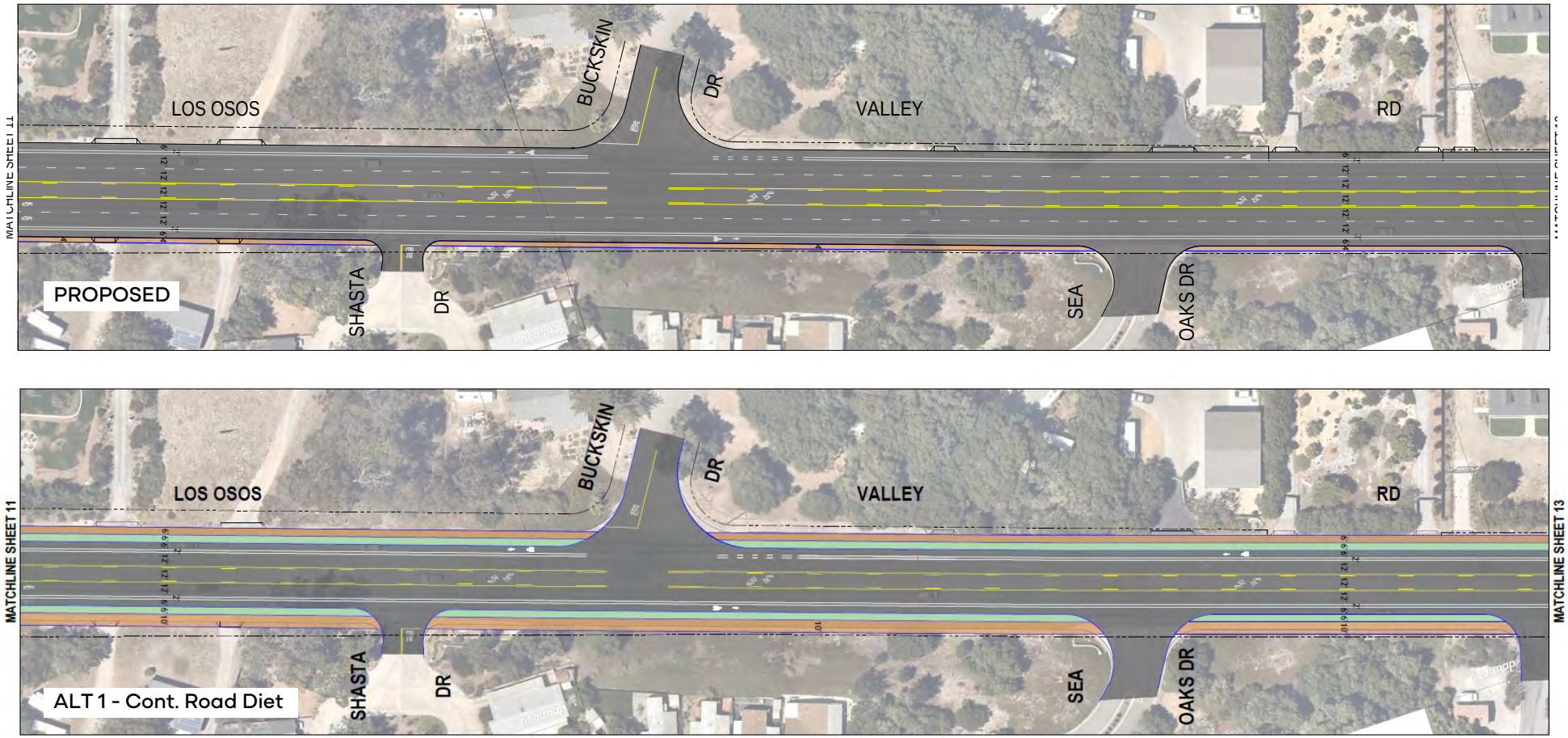


Exhibit 63. Concept plan sheet 12

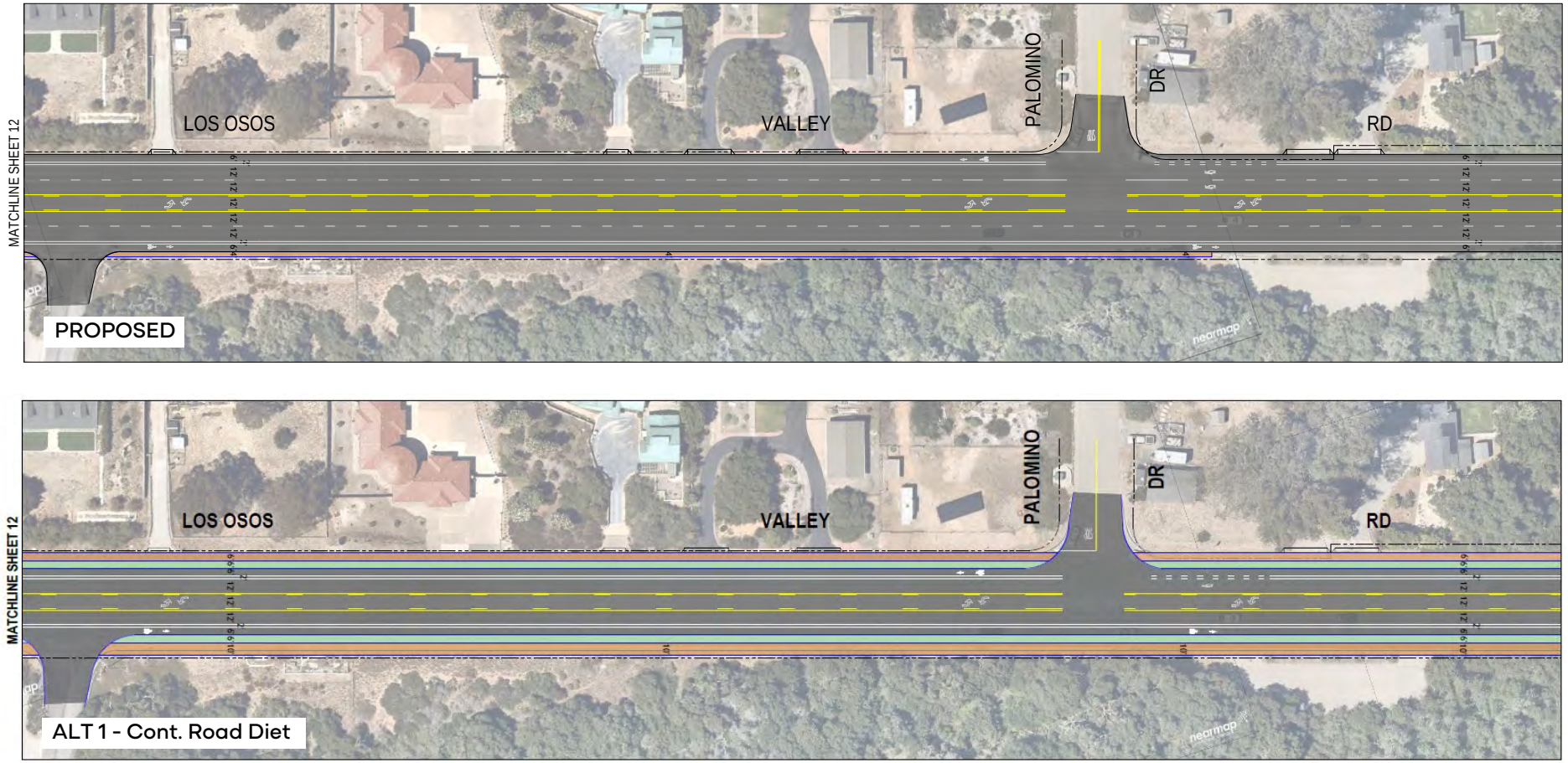


Exhibit 64. Concept plan sheet 13

a) Montaña De Oro State Park to Rodman Drive

Section 1. Pecho Valley Road, West of Rodman Drive

The Bikeways Plan recommends Class II bike lanes along this section. The cross-section below illustrates the hypothetical addition of bike lanes. This would present challenges including removal of large trees and modification of steep topography. Due to the magnitude of these challenges, the Corridor Concept Plan does not include a proposed design for this section. An alternative option could be to pave and develop the existing trails that provide a connection between Sea Wind Way and Montaña De Oro State Park.

Exhibit 65. Existing Conditions: PVR West of Rodman Drive, looking east

Exhibit 66. Illustrative section with bike lanes: PVR West of Rodman Drive, looking east

b) Rodman Drive to Doris Avenue

Section 2. Pecho Valley Road between Rodman Drive and Sea Wind Way

The previous plans that are consolidated under this plan do not recommend any improvements for this segment. However, for the purpose of providing continuous and improved multimodal facilities along the corridor, the Corridor Concept Plan extends the existing shared-use path to Rodman Drive and right-sizes the westbound vehicular lane, using the extra space to widen and buffer the bike lane.

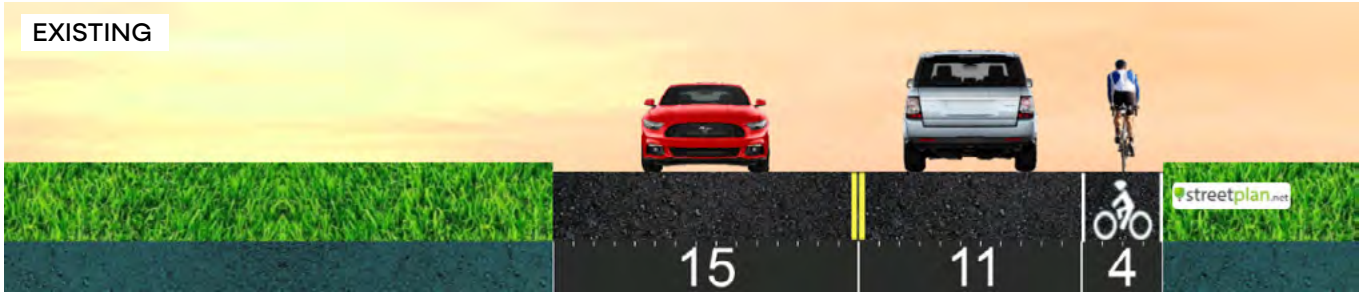


Exhibit 67. Existing Conditions: PVR between Rodman Drive and Sea Wind Way, looking east

Exhibit 68. Concept: PVR between Rodman Drive and Sea Wind Way, looking east

Section 3. Pecho Valley Road between Sea Wind Way and Montana Way

The previous plans that are consolidated under this plan do not recommend any improvements for this segment. However, for the purpose of providing continuous and improved multimodal facilities along the corridor, the Corridor Concept Plan right-sizes the westbound vehicular lane, using the extra space to widen and buffer the bike lane.

Exhibit 69. Existing Conditions: PVR between Sea Wind Way and Montana Way, looking east

Exhibit 70. Concept: PVR at Sea Wind Way/Montana Way Mid-Block, looking east

Section 4. Pecho Valley Road between Montana Way and Monarch Lane

The previous plans that are consolidated under this plan do not recommend any improvements for this segment. However, for the purpose of providing continuous and improved multimodal facilities along the corridor, the Corridor Concept Plan right-sizes the westbound vehicular lane, using the extra space to widen and buffer the bike lane.

Exhibit 71 Existing Conditions: PVR between Montana Way and Monarch Lane, looking east

Exhibit 72. Concept: PVR between Montana Way and Monarch Lane, looking east

Section 5. Pecho Valley Road east of Monarch Lane (with right turn lane)

The previous plans that are consolidated under this plan do not recommend any improvements for this segment. However, for the purpose of providing continuous and improved multimodal facilities along the corridor, the Corridor Concept Plan right-sizes the right turn lane and continues the shared-use path. The westbound vehicular lane and median are right-sized and the extra space is used to widen and buffer the westbound bike lane. A buffer is added to the eastbound bike lane to make its division from the vehicular lane more prominent.

Exhibit 73. Existing Conditions: PVR east of Monarch Lane, looking east

Exhibit 74. Concept: PVR at Monarch Lane/Pecho Road Mid-Block, looking east

Section 6. Pecho Valley Road west of Pecho Road (right turn lane shortened)

The previous plans that are consolidated under this plan do not recommend any improvements for this segment. However, for the purpose of providing continuous and improved multimodal facilities along the corridor, the Corridor Concept Plan reduces the 17-foot-wide right turn lane, which currently runs the entire length of the block, to an appropriate length and width. The curb is brought out and a shared-use path is added, extending the existing path.

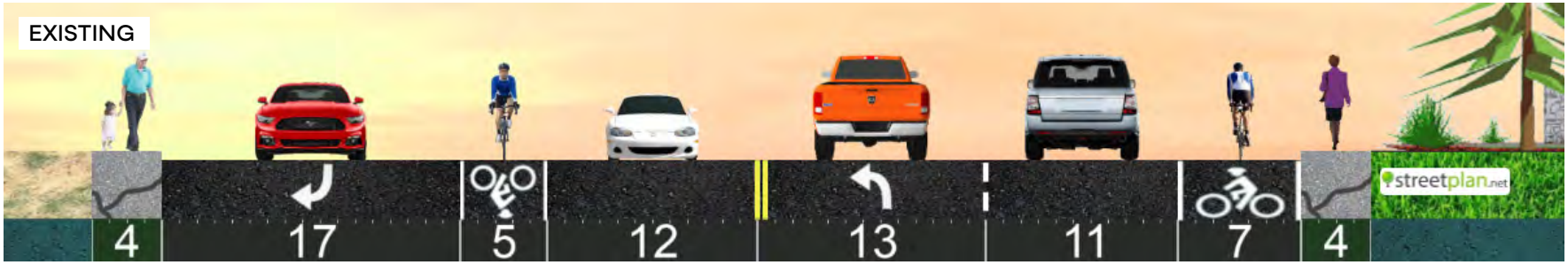


Exhibit 75. Existing Conditions: PVR west of Pecho Road, looking east

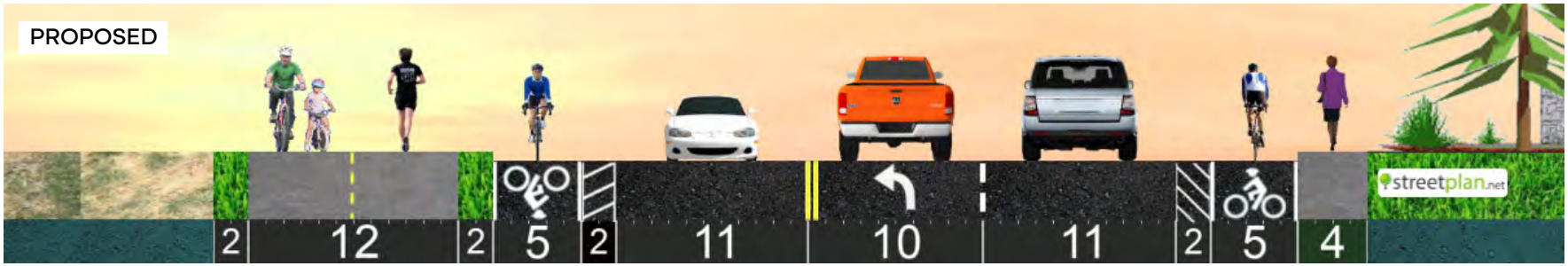


Exhibit 76. Concept: PVR west of Pecho Road, looking east

Section 7. Los Osos Valley Road between Pecho Road and Monarch Grove Elementary School (with right turn lane)

The previous plans that are consolidated under this plan do not recommend any improvements for this segment. However, for the purpose of providing continuous and improved multimodal facilities along the corridor, the Corridor Concept Plan reduces the right turn lane for Pecho Road to an appropriate width. The curb is brought out and a shared-use path is added, extending the existing path.

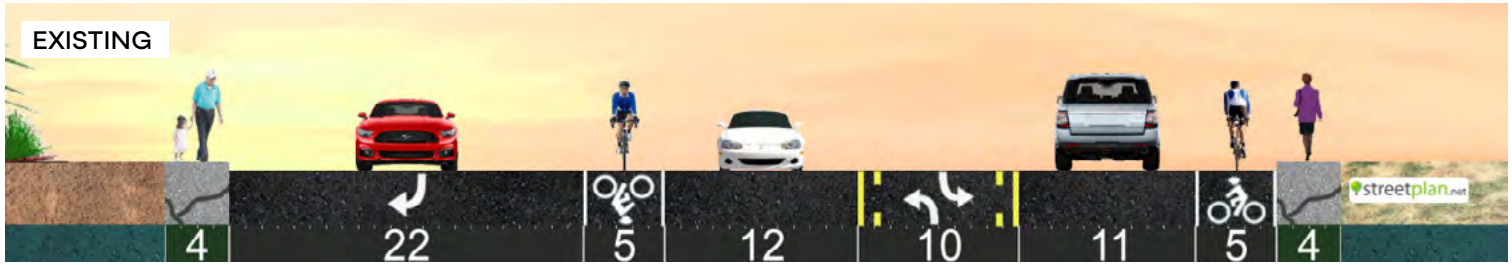


Exhibit 77. Existing Conditions: LOVR between Pecho Road and Monarch Grove Elementary School, looking east

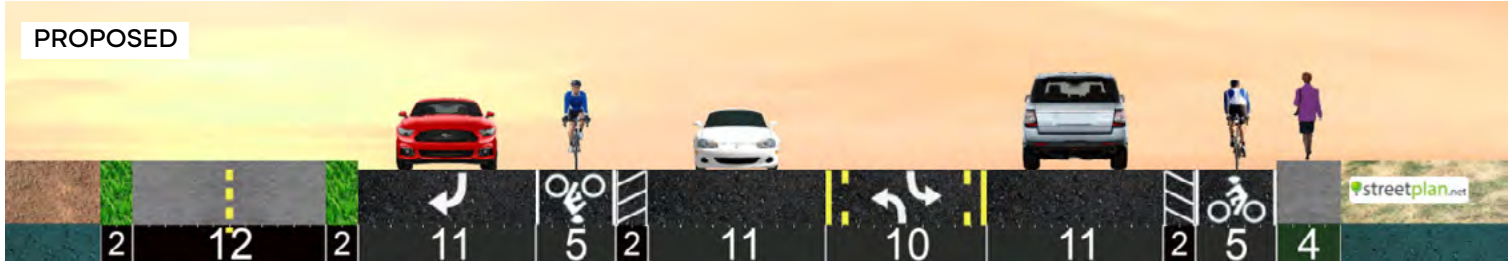


Exhibit 78. Concept: LOVR between Pecho Road and Monarch Grove Elementary School, looking east

Section 8. Los Osos Valley Road in front of Monarch Grove Elementary School (ends at Doris Ave)

The previous plans that are consolidated under this plan do not recommend any improvements for this segment. However, for the purpose of providing continuous and improved multimodal facilities along the corridor, the Corridor Concept Plan adjusts the width of the on-street parking and continues the eastbound bike lane. The existing sidewalk alongside the school is upgraded to serve as a bicycle/pedestrian path, providing a continuous Class I facility.

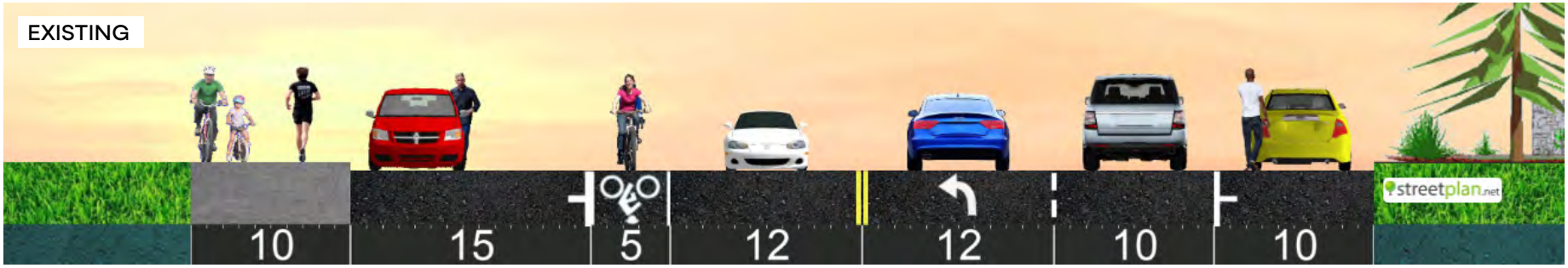


Exhibit 79. Existing Conditions: Los Osos Valley Road in front of Monarch Grove Elementary School

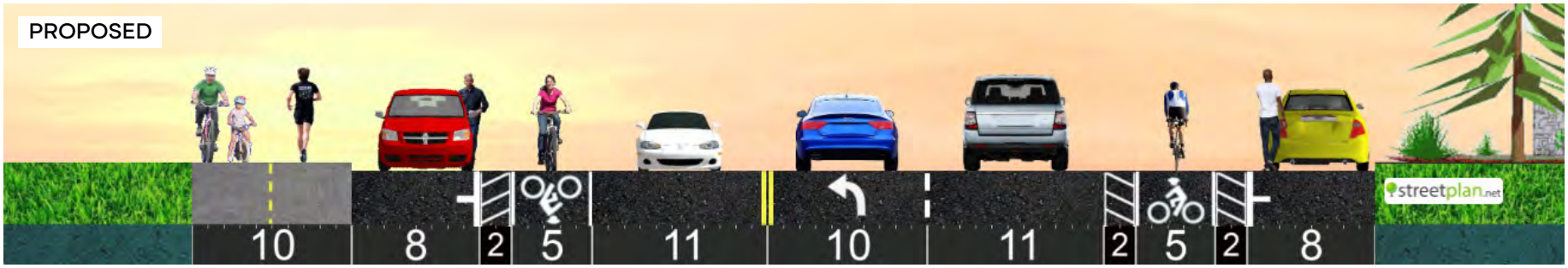


Exhibit 80. Concept: Los Osos Valley Road in front of Monarch Grove Elementary School

c) Doris Avenue to Palisades Avenue

Section 9. Los Osos Valley Road between Doris Avenue and Alexander Avenue

In this segment, an eastbound Class II bike lane is added, as per the Bikeways Plan. A Class I multi-use trail is added on the north side, as per the Community Plan. Alternative 2 shows only the Class I trail without the Class II lanes.

Exhibit 81. Existing Conditions: LOVR between Doris Avenue and Alexander Avenue

Exhibit 82. Concept: LOVR between Doris Avenue and Alexander Avenue (Alternative 1)

Exhibit 82a. Concept: LOVR between Doris Avenue and Alexander Avenue (Alternative 2)

Section 10. Los Osos Valley Road between Alexander Avenue and Pine Avenue

In this segment, an eastbound Class II bike lane is added, as per the Bikeways Plan. A Class I multi-use trail is added on the north side, as per the Community Plan. Alternative 2 shows only the Class I trail without the Class II lanes.

Exhibit 83. Existing Conditions: LOVR between Alexander Avenue and Pine Avenue

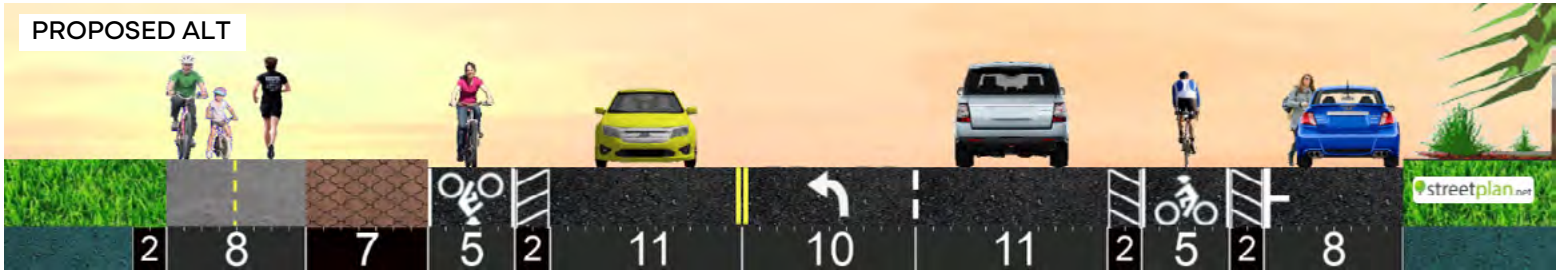


Exhibit 84. Concept: LOVR between Alexander Avenue and Pine Avenue (Alternative 1)

Exhibit 84a. Concept: LOVR between Alexander Avenue and Pine Avenue (Alternative 2)

Section 11. Los Osos Valley Road between Pine Avenue and Broderson Avenue

In this segment, an eastbound Class II bike lane is added, as per the Bikeways Plan. A Class I multi-use trail is added on the north side, as per the Community Plan. A two-way left turn lane is added, as per the Community Plan and the Circulation Study. Alternative 2 shows only the Class I trail without the Class II lanes.

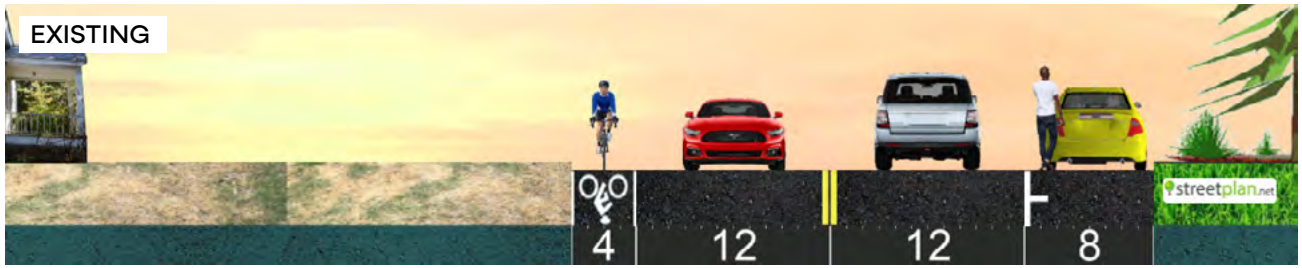


Exhibit 85. Existing Conditions: LOVR between Pine Avenue and Broderson Avenue

Exhibit 86. Concept: LOVR between Pine Avenue and Broderson Avenue (Alternative 1)

Exhibit 86a. Concept: LOVR between Pine Avenue and Broderson Avenue (Alternative 2)

Section 12. Los Osos Valley Road between Broderson Avenue and Ravenna Avenue

A Class I multi-use trail is added on the north side, as per the Community Plan. A two-way left turn lane is added, as per the Community Plan and the Circulation Study. The concept also adds on-street parking on the south side of LOVR on this block to maintain consistency with blocks of similar character along the corridor.

Exhibit 87. Existing Conditions: LOVR between Broderson Avenue and Ravenna Avenue

Exhibit 88. Concept: LOVR between Broderson Avenue and Ravenna Avenue

Section 13. Los Osos Valley Road between Ravenna Avenue and Palisades Avenue

A Class I multi-use trail is added on the north side, as per the Community Plan. A two-way left turn lane is added, as per the Community Plan and the Circulation Study. The concept also adds on-street parking in place of the existing informal roadside parking on this block.

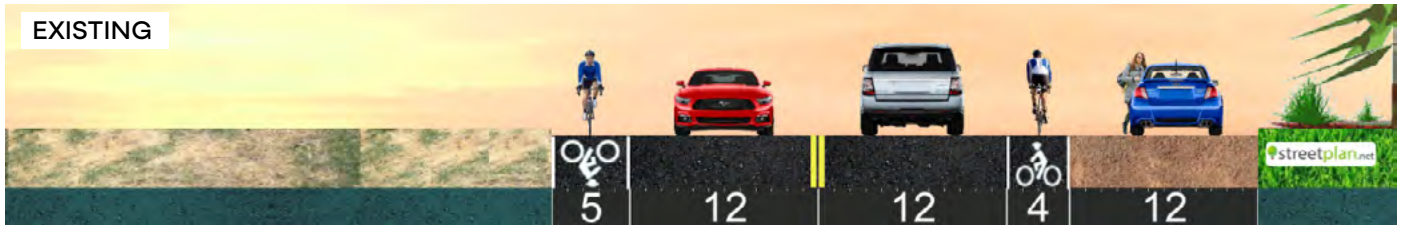


Exhibit 89. Existing Conditions: LOVR between Ravenna Avenue and Palisades Avenue

Exhibit 90. Concept: LOVR between Ravenna Avenue and Palisades Avenue

d) Palisades Avenue to Bush Drive

Section 14. Los Osos Valley Road between Palisades Avenue and Bush Drive

Although the existing plans do not call for any improvements to this section, the Corridor Concept Plan includes right-sizing of travel lanes and buffering of bike lanes to ensure continuity and improve safety.

Exhibit 91. Existing Conditions: LOVR between Palisades Avenue and Bush Drive

Exhibit 92. Concept: LOVR between Palisades Avenue and Bush Drive

e) Bush Drive to South Bay Boulevard

Section 15. Los Osos Valley Road between Bush Drive and 9th Street

In this segment, per the Community Plan and the Circulation Study, a median with left turn pockets replaces the existing two-way left turn lane. A road diet begins here, with a reduction from two eastbound lanes to one. Extra space would be used to buffer bike lanes and add on-street parking. Alternative 2 omits the landscaped median.

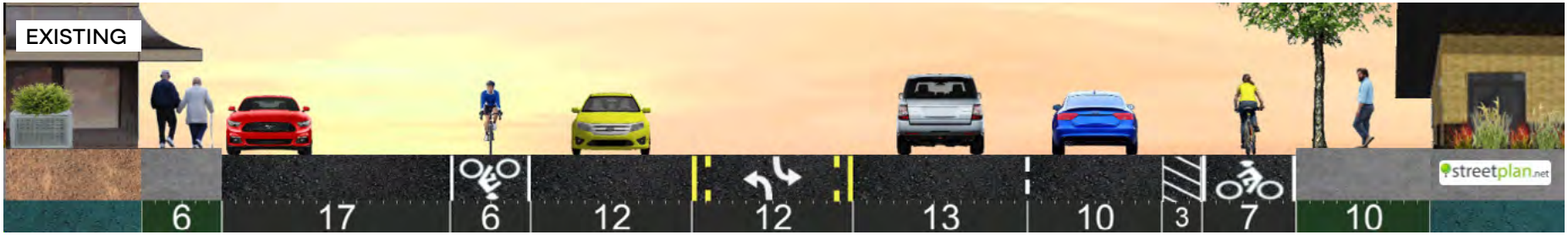


Exhibit 93. Existing Conditions: LOVR between Bush Drive and 9th Street

Exhibit 94. Concept: LOVR between Bush Drive and 9th Street (Alternative 1)

Exhibit 94a. Concept: LOVR between Bush Drive and 9th Street (Alternative 2)

Section 16. Los Osos Valley Road between 9th Street and 10th Street

In this segment, per the Community Plan and the Circulation Study, a median with left turn pockets replaces the existing two-way left turn lane. The road diet continues here, with a reduction from two eastbound lanes to one. Extra space is used to buffer bike lanes and add on-street parking.

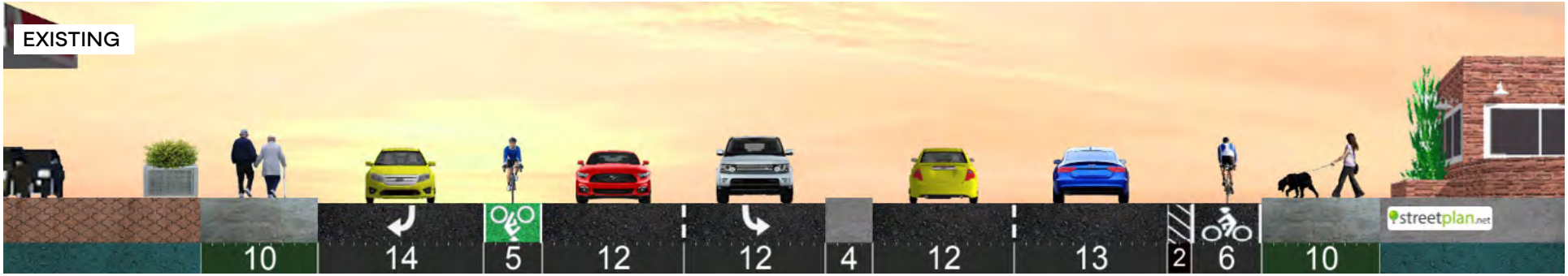


Exhibit 95. Existing Conditions: Los Osos Valley Road east of 9th Street

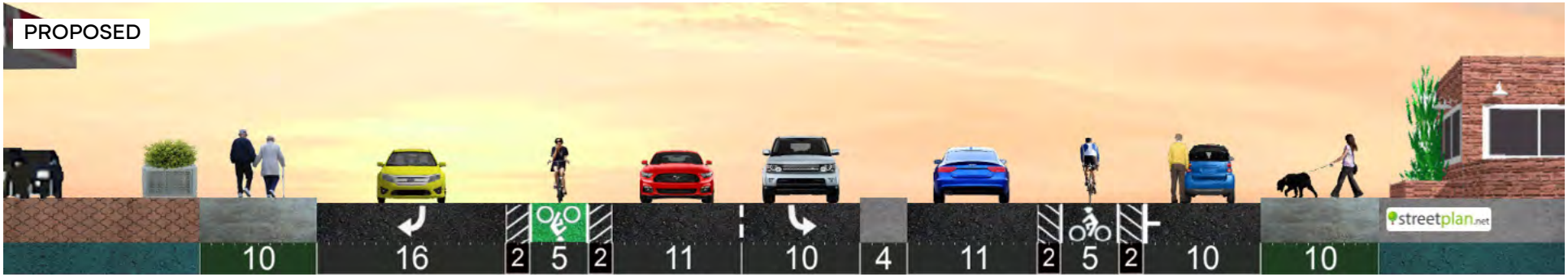


Exhibit 96. Concept: Los Osos Valley Road east of 9th Street

Section 17. Los Osos Valley Road between 10th Street and Sunset Drive

In this segment, per the Community Plan and the Circulation Study, a median with left turn pockets replaces the existing two-way left turn lane. The road diet continues, with two travel lanes in each direction reduced to one in each direction. Extra space is used to buffer bike lanes and add on-street parking.

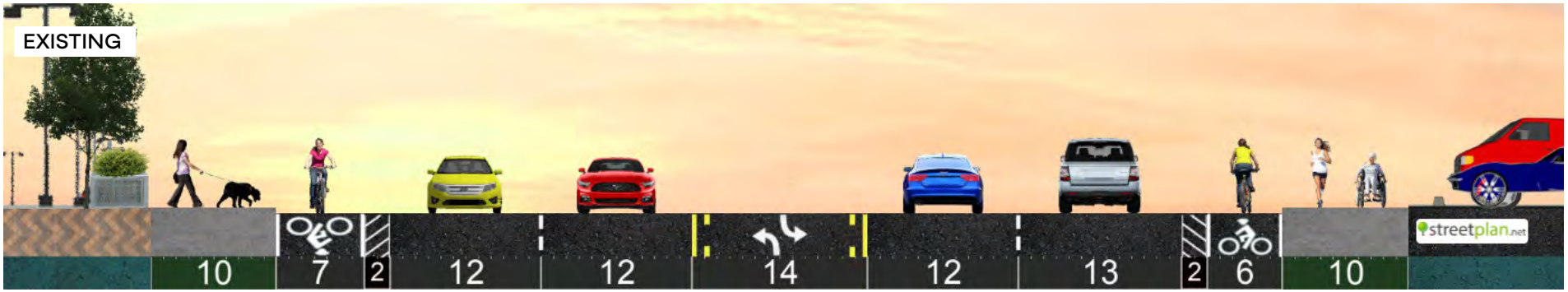


Exhibit 97. Existing Conditions: LOVR between 10th Street and Sunset Drive

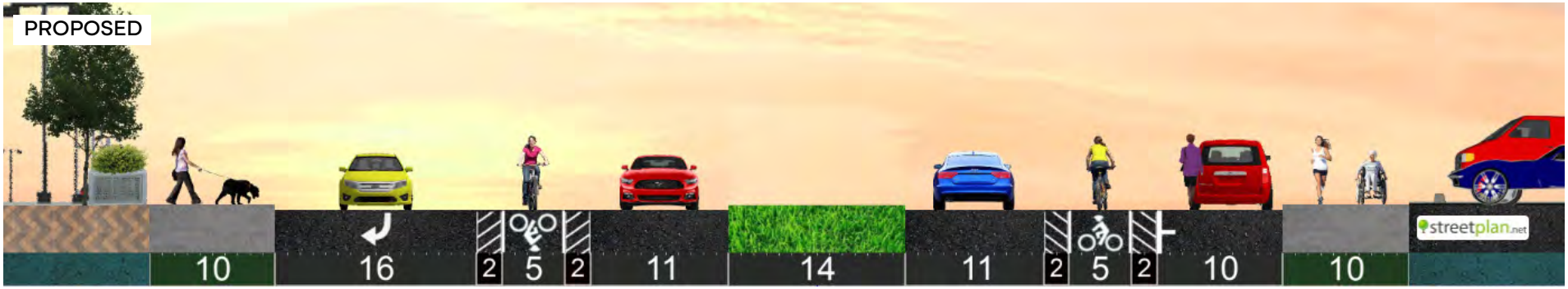


Exhibit 98. Concept: LOVR between 10th Street and Sunset Drive

Section 18. Los Osos Valley Road between Sunset Drive and Fairchild Way

In this segment, per the Circulation Study, a median with left turn pockets replaces the existing two-way left turn lane. The road diet continues, with two travel lanes in each direction reduced to one in each direction. Extra space is used to buffer bike lanes and add on-street parking.

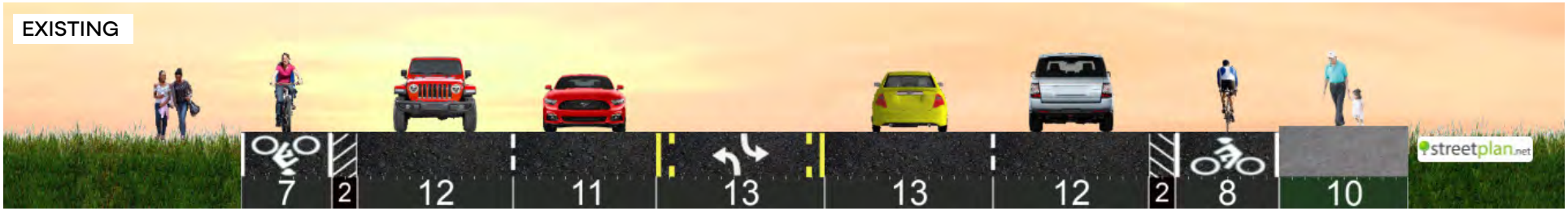


Exhibit 99. Existing Conditions: LOVR between Sunset Drive and Fairchild Way

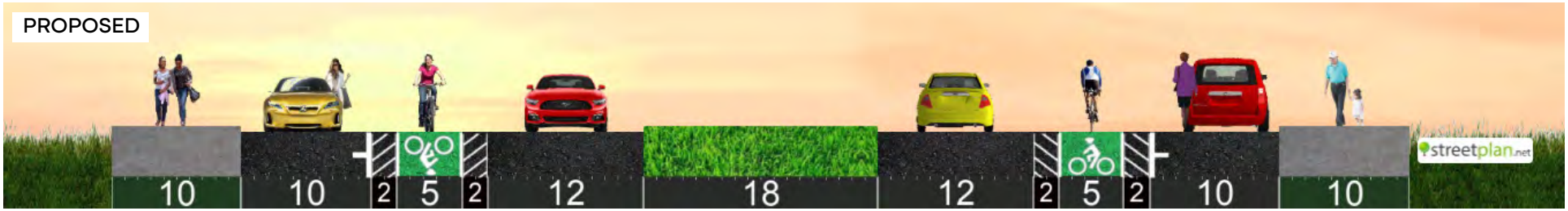


Exhibit 100. Concept: LOVR between Sunset Drive and Fairchild Way

Section 19. Los Osos Valley Road between Fairchild Way and South Bay Boulevard

In this segment, the road diet would end (as one proceeds east) and the transition from one lane in each direction to two lanes in each direction would take place.

Exhibit 101. Existing Conditions: LOVR between Fairchild Way and South Bay Boulevard

Exhibit 102. Concept: LOVR between Fairchild Way and South Bay Boulevard

f) South Bay Boulevard to Palomino Drive

Section 20. Los Osos Valley Road between South Bay Boulevard and Palomino Drive

For this section, the Community Plan recommends a 4-foot-wide pedestrian trail. As requested in the public input, Alternative 2 shows a reduction in the number of vehicular lanes (a road diet) between Willow Dr. and Palomino Dr.

Exhibit 103. Existing Conditions: LOVR between South Bay Boulevard and Palomino Drive

Exhibit 104. Concept: LOVR between South Bay Boulevard and Palomino Drive (Alternative 1)

Exhibit 104a. Concept: LOVR between South Bay Boulevard and Palomino Drive (Alternative 2)

g) Palomino Drive to W Foothill Boulevard

Section 21. Palomino Drive to W Foothill Boulevard

No alternative cross-section is shown for this road segment because the Concept Plan does not recommend any changes to this segment.

Exhibit 105. Existing Conditions: LOVR between Palomino Drive and W Foothill Boulevard

7. CAPITAL PROJECTS LIST

This section contains the list of capital projects that would need to be carried out in order to implement the Los Osos Valley Road Corridor Concept Plan in its entirety.

7.1. Capital Projects List

The list of projects with cost estimates is shown on the following page (Exhibit **106**).

Project Description	Length (for roadway segment projects)	Estimated Cost
Betterments		
Install curb extensions, ADA ramps, and crosswalk with RRFB (push-buttons at regular pedestrian height and equestrian height) at PVR/Rodman Dr intersection.	N/A	$130,000
Install curb extensions, ADA ramps, and crosswalks at Pecho Rd intersection.	N/A	$103,000
Add centerline striping to the sidewalk in front of Monarch Grove Elementary to upgrade it to Class I shared-use path standards. Relocate signs and any other obstacles.	950 ft	$14,000
Install curb extensions and yellow ladder-style school crosswalks at Doris Ave intersection	N/A	$130,000
Install curb extensions at 9th St intersection	N/A	$80,000
Install ladder-style crosswalk at 10th St intersection.	N/A	$12,400
Install curb extensions and ladder-style crosswalk at Sunset Dr intersection.	N/A	$110,000
Install curb extensions and ladder-style crosswalk at Fairchild Way intersection.	N/A	$110,000
Alt 1: Install -4foot all-weather path from South Bay Blvd to Palomino Dr.	3700 ft	$740,000
Alt 2: Reduce LOVR from Willow Dr to Palomino Dr from 4 travel lanes to 2 travel lanes; retain bike lanes and add sidewalks	2400 ft	$1,670,000
Class I Path		
Extend Class I path from current terminus to Rodman, including a crosswalk and ADA ramps at Sea Wind Way.	250 ft	$89,000
Construct new curb & gutter on PVR from Monarch Ln to Pecho Rd. Construct Class I path connecting from existing Class I path at Monarch Ln to Pecho Rd.	500 ft	$230,000
Construct new curb & gutter on PVR/LOVR from Pecho Rd to the terminus of the existing sidewalk in front of Monarch Grove Elementary. Construct Class I path connecting from Pecho Rd to the existing sidewalk.	250 ft	$115,000
Construct Class I shared-use path from Doris Ave to Palisades Ave	3400 ft	$680,000
Corrective Maintenance		
Add centerline striping to existing Class I path from near Sea Wind Way to Monarch.	1400 ft	$8,400
Upgrade crosswalk to straight ladder-style crosswalk at Bush Dr intersection	N/A	$6,500
Intersection Capital Project		
Convert LOVR/Foothill intersection to Roundabout	N/A	$9,000,000
Medians		
Alt 1: Construct -12ft center median on LOVR from Bush Dr to 9th St, with left-turn pocket lane.	350 ft	$92,000
Construct center median dividing the left-turn pocket lanes between 9th St and 10th St.	250 ft	$31,000
Construct center median with left-turn pocket lanes from 10th St to Fairchild Way, with a break at Sunset Dr.	1050 ft	$320,000

Project Description	Length (for roadway segment projects)	Estimated Cost
Overlay		
Restripe PVR from Rodman Dr to Monarch Ln with -11ft thru lanes, -10ft striped median with left turn pocket lanes, buffered EB bike lane, and green bike lane striping at Monarch Ln intersection.	1700 ft	$75,000
Restripe PVR from Monarch Ln to Pecho Rd with -11ft thru lanes, -10ft striped median with left turn pocket lanes, -11ft WB right turn pocket lane, buffered EB Class II bike lane, and WB Class II bike lane with green striping at the WB right turn lane.	500 ft	$55,000
Restripe LOVR from Pecho Rd to Doris Ave with -11ft thru lanes, -10ft two-way left turn lane with left-turn pocket lane at Doris Ave, Class II bike lanes with green striping at driveways, and on-street parking lanes on both sides from the west school driveway to Doris Ave.	1200 ft	$135,000
Alt 1: Restripe LOVR from Doris Ave to Palisades Ave with -11ft thru lanes, -10ft two-way left turn lane with left-turn pocket lanes, buffered Class II bike lanes in both directions, and an on-street parking lane on the WB side of the road**.**	3400 ft	$325,000
Alt 2: Restripe LOVR from Doris Ave to Palisades Ave with -11ft thru lanes, -10ft two-way left turn lane with left-turn pocket lanes, and an on-street parking lane on the WB side of the road.	3400 ft	$288,000
Restripe LOVR from Palisades Ave to Bush Dr with -12ft thru lanes, -11ft two-way left turn lane with pocket left turn lanes, pocket right turn lane at Palisades Ave, and Class II bike lanes in both directions.	650 ft	$62,000
Restripe LOVR from Bush Dr to 9th St with -11ft thru lanes, pocket RT and LT lanes, and buffered bike lanes.	350 ft	$37,000
Restripe LOVR from 9th St to 10th St with -11ft thru lanes, -10ft pocket turn lanes, and buffered Class II bike lanes in both directions.	250 ft	$34,000
Restripe LOVR from 10th St to Fairchild Way with -11ft thru lanes (1 thru lane in each direction), buffered Class II bike lanes on both sides, on-street parking lanes on both sides, and pocket left-turn lanes at Sunset Dr.	1050 ft	$154,000
Restripe LOVR from Fairchild Way to South Bay Blvd with transition from 2 lanes down to 1 lanes in the westbound direction, and transition from 1 lane to 2 lanes in the eastbound direction.	900 ft	$28,000
Signal Modernization		
Adjust timing of all traffic signals.	N/A	$52,000

Exhibit 106. Cost Estimate Table

7.2. Feasibility Analysis

The feasibility of the improvements recommended in this Corridor Concept Plan will primarily be impacted by the following considerations:

1. **Curb and gutter construction:** Although many of the recommended improvements fall within the existing curb-to-curb width and can be implemented solely through signing and striping, there are some improvements that will likely require construction of new sections of curb and gutter, which imposes additional costs and is associated with drainage considerations.

2. **Right-of-way constraints:** The recommended improvements between Doris Ave and Broderson Ave would encroach beyond the existing right-of-way onto residential parcels. About 6 residential properties would be affected, as well as one institutional property (Trinity United Methodist Church), with right-of-way acquisition being necessary to implement the plan along the north side of Los Osos Valley Road.

   In addition, some right-of-way acquisition would likely be needed for the roundabout at the LOVR/Foothill Blvd intersection.

3. **Drainage:** Some elements of the project would add impervious surface and have other impacts on drainage in the area, which may need to be mitigated.

4. **Funding availability:** In all cases, funding will need to be secured for implementation and a lack of funding will impact project feasibility

8. IMPLEMENTATION PLAN

8.1. Responsible Agencies

The responsible agency for implementing this plan will be the County of San Luis Obispo.

8.2. Prioritization & Phasing

Construction will be completed in four phases, each focusing on a specific section of the roadway. These segments were chosen to ensure that there will be minimal traffic interruptions or continuity issues as construction occurs in one area but not another. Phase 1 will occur between Rodman Drive and Doris Avenue; Phase 2 will occur between Doris Avenue and Bush Drive; Phase 3 will occur between Bush Drive and Palomino Drive; and Phase 4 will occur at Foothill Boulevard and Los Osos Valley Road.

Phase 1 – Rodman Drive to Doris Ave

1.1 Restripe from Rodman Drive to Monarch Lane

- 1.1.1 Right-size through lanes
- 1.1.2 Resize EB bike lane and add buffer
- 1.1.3 Stripe green bike crossing at Montana Way
- 1.1.4 Paint crosswalk at future Sea Wind Way trail crossing
- 1.1.5 Paint crosswalk at Rodman Drive

1.2 Restripe from Monarch Lane to Doris Ave

- 1.2.1 Right-size through lanes, turn lanes, and parking
- 1.2.2 Add right-turn lane at Doris Ave
- 1.2.3 Add EB and WB bike lane buffers
- 1.2.4 Paint split green bike lanes at driveways and turn-lane transitions
- 1.2.5 Add zebra striping in shoulder at near Pecho Road
- 1.2.6 Add crosswalks at Pecho Rd

1.3 Extend shared-use path to Rodman Drive

- 1.3.1 Realign path at Sea Wind Way
- 1.3.2 Pave path extension to Rodman Drive
- 1.3.3 Stripe existing and extended shared-use path
- 1.3.4 Add curbs at Rodman Drive

1.4 Extend shared-use path to Doris Ave

- 1.4.1 Pave path from Monarch Lane to existing sidewalk at elementary school
- 1.4.2 Repave existing sidewalk to match shared-use path
- 1.4.3 Stripe shared-use path
- 1.4.4 Add curbs along path and at Monarch Lane

Phase 2 – Doris Ave to Bush Dr

2.1 Restripe from Palisades Ave to Bush Drive

- 2.1.1 Right-size through lanes, turn lanes, and TWLTL
- 2.1.2 Resize WB bike lane add buffers
- 2.1.3 Resize EB bike lane and add buffer
- 2.1.4 Add split green bike lanes at turn-lane transitions

2.1.5 Paint crosswalk at Bush Dr

2.2 Widen from Pine Ave to Palisades Ave

2.2.1 Temporarily remove sidewalk at the church

2.3 Restripe from Pine Ave to Palisades Ave

2.3.1 Right-size through lanes and turn lanes

2.3.2 Add TWLTL

2.3.3 Add left-turn lanes at Ravenna Ave and Broderson Ave

2.3.4 Resize WB bike lane and add buffer

2.3.5 Add EB bike lane and add buffers

2.3.6 Paint split green bike lanes at driveways and street crossings

2.3.7 Paint crosswalks at Palisades Ave

2.4 Widen from Doris Ave to Pine Ave

2.5 Restripe from Doris Ave to Pine Ave

2.5.1 Right-size through lanes, turn lanes, and TWLTL

2.5.2 Add EB parking lane between Broderson Ave and Palisades Ave

2.5.3 Add left-turn lanes at Alexander Ave and Pine Ave

2.5.4 Resize WB bike lane and add buffer

2.5.5 Add EB bike lane and add buffers

2.5.6 Paint split green bike lanes at driveways and street crossings

2.5.7 Paint crosswalks at Doris Ave, Alexander Ave, and Pine Ave

2.6 Pave shared-use path from Doris Ave to Pine Ave

2.6.1 Stripe path

2.6.2 Add curbs, with curb cuts at Alexander Ave and ramps at Pine Ave

2.6.3 Add bulb-out curbs at Doris Ave

2.7 Pave shared-use path from Pine Ave to Palisades Ave

2.7.1 Stripe path

2.7.2 Add curbs, with curb cuts at Palisades Ave

2.8 Add curbs from Palisades Ave to Bush Dr

Phase 3 – Bush Dr to S. Bay Blvd Road Diet, and S. Bay Blvd to Palomino Drive

3.1 Restripe from Bush Dr to S. Bay Boulevard

3.1.1 Reduce both directions from 2 travel lanes to 1 travel lane

3.1.2 Right-size travel lanes and turn lanes

3.1.3 Resize WB bike lane; add buffers from Bush Dr from 9th St to Fairchild Way

3.1.4 Resize EB bike lane and add buffers from Bush Dr to S. Bay Blvd

3.1.5 Add EB parking from Bush Dr to Fairchild Way

3.1.6 Paint crosswalks at Fairchild Way

3.1.7 Paint split green bike lanes at driveways and turn-lane transitions

3.1.8 Stripe or add temporary medians

3.2 Install permanent medians

3.2.1 Install Bush Dr to 9th Street median

3.2.2 Install 10th Street to Fairchild Way median

3.3 Install bulb-out curbs at Bayview Heights Dr and Fairchild Way

3.4 Install EB sidewalk from S. Bay Blvd to Palomino Dr

Phase 4 – Foothill Blvd Roundabout

4.1 Roundabout implementation

8.3. Development Triggers

In the case of development applications along the corridor, the County will evaluate the need for right-of-way improvements within the context of this Corridor Concept Plan as well as in compliance with County codes and other applicable regulations.

8.4. Funding Mechanisms

There are multiple Federal and State grant programs that could be utilized to provide partial or full funding for the projects laid out in this concept plan. If eligible, these can help significantly offset project costs. The following is a non-exhaustive list of programs that the City and County could apply to for this project.

Local:

Road Improvement Fees:

The County of San Luis Obispo enacted Ordinance 2379 in 1988 allowing for the collection of fees for public road facilities and improvements meant to accommodate traffic generated by new developments. The 2021 Los Osos Valley Road Improvement Fee Study explores the use of fees for various projects along the Los Osos Valley Road corridor and was used as one of the guiding documents for the development of this concept plan.

State Programs:

Senate Bill 1 (SB 1):

SB 1 (the Road Repair and Accountability Act of 2017) was signed into law in 2017 in California and serves to reinvest state funds into repair and construction projects on roadways across the state. Over $5 billion is invested annually into roadway projects, including $100 million for bike and pedestrian projects, $25 million in local planning grants, and $1.5 billion in repairs to local streets. Programs funded under the bill include the Active Transportation Program (ATP), the Local Streets and Roads Program (LSRP), and local planning grants, including sustainable community grants and adaptation planning grants.

https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program

Active Transportation Program (ATP):

California's Active Transportation Program (ATP) funds projects that encourage the increased use of active transportation modes and further ATP goals. These goals increasing active transportation mode share and safety and enhancing public health. The ATP allows for the funding of infrastructure projects as well as plans and non-infrastructure projects. Eligible projects include infrastructure projects (capital improvements), non-infrastructure projects (education and enforcement), combination projects (combination of infrastructure and non-infrastructure projects), and plans (active transportation plans, safe routes to school, etc.) Applications are scored on several criteria, including an emphasis on safety. 10% of funding is provided to rural areas. Funding cycles occur every two years.

https://catc.ca.gov/programs/active-transportation-program

SB 1 Local Streets and Roads Program (LSRP):

The Local Streets and Roads Program (LSRP) is a California-run program that provides funding to cities and counties for maintenance, rehabilitation, and safety projects on local roads. The program receives $1.5 billion in formula funding from SB 1. Projects that have been proposed and awarded funding include lane restriping, crosswalk and/or sidewalk installation and repair, and bicycle lane installation and repair. The funding cycle occurs annually in May.

SB 1 Local Partnership Program:

The Local Partnership Program was established by SB 1 and provides $200 million annually to local and regional transportation agencies who have passed tax measures or other fees specifically for transportation improvements. Funds from the program can be used for projects such as infrastructure improvements, active transportation such as bicycles, and health and safety benefits. The program funds are split, with 40% going to the formulaic program and 60% to the competitive program.

https://catc.ca.gov/programs/sb1/local-partnership-program

Office of Traffic Safety Grants:

The California Office of Traffic Safety offers grants to public entities seeking to establish safety programs in a variety of areas. These include pedestrian and bicycle safety programs that seek to reduce the number of fatalities and injuries caused by traffic crashes. The

funding cycle begins in December, with grant applications due by January 31.

/https://www.ots.ca.gov/grants

Sustainable Transportation Planning Grants:

The California Department of Transportation (Caltrans) provides funding to eligible applicants that pursue projects that further the goals of the State. The program provides $84 million in funding annually to transportation planning projects around the state. The program consists of three types of grants: (1) $29.5 million in Sustainable Communities Grants, for projects supporting state goals and contributing to greenhouse gas reduction goals; (2) $50 million in Climate Adaptation Planning Grants, which funds transportation projects seeking to address sustainability and adaptation; and (3) $4.5 million in Strategic Partnerships Grants, which seeks projects that identify and address deficiencies on the State highway system, with a portion of funds going to projects that address multimodal transportation deficiencies.

https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

Federal Programs:

Congestion Mitigation and Air Quality Improvement Program (CMAQ):

The Bipartisan Infrastructure Law (BIL) extended the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide funding to local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. In some cases, projects that improve safety may also meet the criteria for CMAQ funding.

https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq

Safe Streets and Roads for All (SS4A):

The Safe Streets and Roads for All (SS4A) program was established under the BIL. It allocated $1 billion annually through 2026 for local cities, counties, and other roadway owners; projects it funds include safety and roadway improvements. This program is not benefit / cost based. The program has two types of grants: (1) Planning and Demonstration Grants, which range from $100,000 to $1 million and are available for any eligible agency who wishes to complete a qualifying safety plan such as a Local Roadway Safety Plan; and (2) Implementation Grants, which range from $1 million to $20 million and are available to agencies who have completed an eligible safety plan. Should the City or county wish to complete a Safe Streets and Roads for All Action Plan, they would be eligible for a Planning grant. Doing so would then qualify them for an Implementation grant. For expanded potential funding opportunities, the SS4A Action Plan can be combined with a Local Road Safety Plan (LRSP) and Vision Zero Plan.

https://www.transportation.gov/grants/SS4A

Rebuilding American Infrastructure with Sustainability and Equity (RAISE):

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program was established under the BIL. It provides funding to roadway or multimodal transportation projects that have a significant local or regional impact and make efforts to provide sustainable and equitable infrastructure improvements. Eligible applicants include local cities, MPOs, and other public entities involved in transportation management. The program funds planning projects that include planning, preparation, or design of eligible surface transportation capital projects. Projects that have been awarded under the program include bikeways and closure of gaps in pedestrian infrastructure. Project awards are benefit / cost based. For capital projects located in rural areas, the minimum grant size is $1 million, with no minimum size for planning grants. The funding cycle occurs annually.

https://www.transportation.gov/RAISEgrants

Surface Transportation Block Grant (STBG):

The Surface Transportation Block Grant (STBG) provides funding for State and **local transportation projects, including those addressing bicycle and pedestrian infrastructure.**

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm

State Highway Account (SHA):

The State Highway Account (SHA) is used for the deposit of all money from any source for expenditure for highway purposes including major and minor construction, maintenance, right-of-way acquisition, improvements and equipment, services, investigations, surveys, experiments and reports. Funds from the SHA support several of the other grant programs listed in this section.

https://funds.dof.ca.gov/app/download/0042

LOVR CORRIDOR STUDY
COUNTY OF SAN LUIS OBISPO

COUNTY of SAN LUIS OBISPO

Prepared by

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APPENDIX A
SEGMENT-SPECIFIC PUBLIC COMMENTS

The comment summary is organized by geographic area, dividing the study corridor into 11 sections using logical break points such as major intersections and transitions of land uses.

Corridor Sections:

1. PVR from MDO SP to Rodman
- Pecho Valley Road needs a separate facility for bicyclists and pedestrians leading to Montana de Oro State Park (31 comments, 741 upvotes).
- Speeds are too high on Pecho Valley Road (12 comments, 213 upvotes).
- Road deterioration needs to be repaired (3 comments, 45 upvotes).

2. PVR from Rodman to Pecho
- Improvements are needed at Rodman Dr crossing for pedestrians, equestrians, and bicyclists. (41 comments, 422 upvotes).
- Speeds are too high on Pecho Valley Road (13 comments, 240 upvotes).
- There are various visibility and sight line concerns (6 comments, 23 upvotes).
- Improved sidewalks are needed (5 comments, 77 upvotes).
- Drivers do not yield at the crosswalk at Montana Way (4 comments, 22 upvotes).
- A protected bicycle/pedestrian/equestrian path is desired (4 comments, 0 upvotes).
- The existing multi-use path ends abruptly and should be extended (3 comments, 69 upvotes).

3. LOVR from Pecho to Broderson
- Operational problems at the Doris, Pine, and Alexander intersections; additional traffic controls and traffic calming requested. (8 comments, 55 upvotes).
- Sidewalk is needed between the downtown area and Monarch Grove Elementary School (6 comments, 137 upvotes).
- Drivers do not yield at the crosswalk at Alexander Ave (6 comments, 93 upvotes).
- Dedicated bicycle paths are needed (4 comments, 80 upvotes).
- Parked cars on the south side of LOVR create a hazardous situation for bicyclists traveling eastbound (3 comments, 92 upvotes).
- The two-way left turn lane is conducive to hazardous conflicts between vehicles turning left onto Pine and vehicles turning left onto Alexander (vehicles position head-on and near-misses have been reported). (3 comments, 34 upvotes).

4. LOVR from Broderson to Palisades
- A bicycle/pedestrian path is desired connecting between downtown, the library, the community center, and Monarch Grove Elementary (15 comments, 407 upvotes).

- Parked cars on the south side of LOVR create a hazardous situation for bicyclists traveling eastbound (4 comments, 118 upvotes).
- Access is inadequate for seniors and wheelchair users (3 comments, 98 upvotes).

5. LOVR from Palisades to 9th
- Sunnyside School needs improved sidewalk access (1 comments, 26 upvotes).

6. LOVR from 9th to 10th
- The traffic light at 10th Street allows left turns at the same time as pedestrians are crossing, creating a hazardous situation (1 comments, 27 upvotes).
- Pedestrian signals do not give adequate time for pedestrians to cross (1 comments, 0 upvotes).

7. LOVR from 10th to Fairchild
- Drivers do not yield at the crosswalks at Sunset and Fairchild (13 comments, 254 upvotes).
- Road narrowing and/or reduction in the number of lanes is desired (8 comments, 186 upvotes).
- Traffic calming measures are desired (2 comments, 28 upvotes).

8. LOVR from Fairchild to South Bay
- Road narrowing and/or reduction in the number of lanes is desired (1 comments, 31 upvotes).

9. LOVR from South Bay to Palomino
- Road narrowing and/or reduction in the number of lanes is desired (6 comments, 93 upvotes).
- Access improvements are needed for seniors (3 comments, 72 upvotes).

10. LOVR from Palomino to Foothill
- Protected bike lanes are needed (56 comments, 1141 upvotes).
- Traffic safety measures are desired to prevent road departure (rumble strips and/or median features) (18 comments, 168 upvotes).
- Turn lanes are needed for some side roads (17 comments, 271 upvotes).
- Widening of the road (adding more lanes) is specifically not desired (11 comments, 145 upvotes).
- Posted speed limits and actual vehicle speeds are too high (10 comments, 92 upvotes).
- Event traffic management is needed for seasonal events at the Brookshire Farms access road (9 comments, 128 upvotes).
- In some places drainage grates are improperly placed in the bike lane, creating hazardous conditions (1 comments, 38 upvotes).

11. LOVR-Foothill Intersection
- Conversion to a roundabout is desired (23 comments, 146 upvotes).
- Signal timing needs to be improved (9 comments, 72 upvotes).