



Active Transportation Committee

AGENDA REPORT ITEM 4A

DATE: November 21, 2024

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SUBJECT: 2025 Paving Project

Recommendations:

Review current design proposals for the 2025 Paving Project and provide input to staff on the transportation elements to guide further development of the project.

Discussion

As part of the City's Pavement Management Program, specific streets are scheduled for maintenance work each summer, typically alternating each year between local neighborhood streets and arterial/collector streets. These projects provide excellent opportunities to incorporate planned safety and complete street improvements as part of these larger maintenance activities, which allows for more efficient and cost-effective implementation of priority active transportation and safety improvements. During summer 2025, the following locations are planned for repaving work:

- Tank Farm Road (Broad Street to Orcutt Road)
- Orcutt Road (Tank Farm Road to City/County Line)
- Sacramento Drive (Industrial Road to Via Esteban)
- Calle Joaquin (Motel 6 to City/County Line)

See **Attachment 1:Project Area Map** for reference.

Draft Design Concepts showing additional details are also provided for reference as **Attachment 2**.

Project Goals and Objectives

The following primary goals and objectives will guide the project designs, along with input from the Active Transportation Committee (ATC) and other community stakeholders.

Overarching Project Goal:

Implement pavement maintenance treatments at selected public streets, while leveraging opportunities to advance high-priority active transportation, accessibility and safety features.

Specific Design Objectives:

1. Repair and reconstruct damaged pavement surfaces on selected streets to provide a smooth road surface for driving, bicycling, riding transit, and walking across the street.
2. Implement the highest-priority (Tier 1) [Active Transportation Plan](#) (ATP) projects as part of roadway sealing improvements, and advance lower-priority (Tier 2 and Tier 3) ATP projects as resources allow.
3. Implement measures to reduce illegal speeding and other safety elements as identified in the City's [Traffic Safety/Vision Zero Program](#) as part of paving project, where resources allow.
4. Retain on-street parking supply, unless where warranted for safety purposes.
5. Minimize inconveniences to residents and businesses during construction.

Proposed Active Transportation Design Elements

The following sections identify the preliminary scope of complete street and safety improvements proposed as part of the 2025 Paving Project, as guided by the ATP and the Traffic Safety/Vision Zero Program. Final designs will be refined based on input provided by the ATC, San Luis Obispo Fire Department, neighborhood residents, and other community stakeholders.

All Streets in 2025 Paving Project

The following complete street/safety features are proposed for all streets within the 2025 Paving Project limits:

1. **Pavement Rehabilitation:** Repair potholes, refresh striping, and reconstruct roadway pavement to restore a smooth surface for driving, using transit, bicycling, and walking.
2. **Curb Ramp Upgrades:** Upgrade select curb ramps to current ADA standards
3. **Pedestrian Crossing Treatments:** Install high-visibility crosswalks at all existing and proposed new marked pedestrian crosswalks.
4. **Intersection Daylighting:** Remove obstructions to lines-of-sight at all marked and unmarked crosswalks to increase pedestrian visibility and safety at intersection corners and midblock crossings. This is generally accomplished through vegetation trimming and installing red curb paint and/or signage to prohibit parking at intersection corners adjacent to crosswalks. California Assembly Bill 413 restricts parking within 20 feet of any marked or unmarked crosswalk, with enforcement permitted starting in 2025 regardless of whether signs or curb markings are present. The City will be proactively implementing curb markings and signed parking restrictions where appropriate as part of annual paving projects. These measures primarily apply to Sacramento Drive and side-street intersection approaches on Tank Farm Road.

Tank Farm Road

Complete street improvements are proposed for Tank Farm Road to improve active transportation facilities and safety for all road users. Tank Farm Road is identified as a Tier 1 (highest priority) corridor in the City's ATP, with recommendations to add protected bike lanes and pedestrian crossing improvements. Further, City staff receives regular comments/complaints from community members regarding the following concerns on Tank Farm Road:

1. General complaints about high vehicle speeds and illegal speeding on Tank Farm Road, including requests to lower posted speed limits.
2. Complaints about difficulty making left turns onto Tank Farm Road from side street intersections due to high vehicle speeds on Tank Farm.
3. Concerns about vehicles failing to yield to pedestrians at existing marked crosswalks on Tank Farm at Poinsettia and at the Righetti Ranch Road roundabout.
4. Requests for addition of an enhanced pedestrian crossing on Tank Farm between Poinsettia and Righetti Ranch Road.

The most prominent modification proposed for Tank Farm Road as part of the 2025 Paving project is a five-lane to three-lane road diet between Poinsettia and Righetti Ranch Road. Road diets are one of the U.S. Department of Transportation's proven safety countermeasures and have consistently demonstrated effectiveness in reducing illegal speeding, crash frequency and severity. According to the Federal Highway Administration (FHWA), road diets typically reduce total collisions by 19%-47% on average.

The City has implemented several successful road diets at other streets, such as South Street, Marsh Street, Laurel Lane, and Johnson Avenue (south of Bishop Street) where traffic demand did not require the excess lane capacity that was previously provided and have seen clear reductions in illegal speeding and collision trends. Tank Farm Road currently carries an average daily traffic volume of 11,000 veh/day west of Righetti Ranch Road, and 5,600 veh/day east of Righetti Ranch Road, which is well within the thresholds typically deemed appropriate for three-lane road diets per state and federal guidelines (up to 18,000-25,000 veh/day).



Tank Farm Road – Proposed Road Diet Limits

A traffic operations analysis study was prepared to assess the viability of a proposed road diet on Tank Farm Road. This study is near completion and will be provided as agenda correspondence prior to the ATC Meeting. The analysis evaluates traffic conditions—specifically motor vehicle congestion and delays—along the segment of Tank Farm Road where lane reductions are proposed (Poinsettia to Righetti Ranch Road), considering both existing and future (Year 2040) traffic conditions. The conclusions of the traffic analysis report are summarized as follows:

- The existing (2024) and projected future (2040) traffic volumes on Tank Farm Road are well within the volume thresholds recommended for a five-lane to three-lane road diet.
- Driver delays/congestion at intersections within the proposed road diet limits would remain below the City’s adopted level of service (LOS) thresholds for existing (2024) conditions with the proposed lane reductions.
 - The most notable change in driver experience would be an increase in delay of 2-6 seconds per vehicle on average turning left from side streets to Tank Farm Road during AM and PM peak hours.
- Under 2040 conditions, with buildout of the City’s General Plan land use forecasts, including remaining development within the Orcutt Specific Plan Area and additional growth outside of the city limits, all intersections within the road diet limits would operate at acceptable levels of delay/congestion, with the exception of the Tank Farm/Poinsettia intersection, where the northbound approach would operate at unacceptable level of service (LOS) E during the afternoon peak hour period. Average delays for drivers making this northbound left turn from Poinsettia to Tank Farm would increase from 35 seconds per vehicle to 45 seconds per vehicle during the PM peak hour for 2040 condition with proposed lane reductions.
 - The traffic study recommends monitoring conditions at this intersection and modifying striping to add a northbound left-turn acceleration lane when warranted prior to the 2040 horizon year. While this acceleration lane is not proposed as part of the 2025 Paving project, it is recommended as a future modification and illustrated for reference in **Attachment 3**.

The intersection of Tank Farm/Morning Glory/Sunrose is an appropriate location to add a marked pedestrian crosswalk, if additional safety features are incorporated into the design (i.e. bulbouts, warning beacons, safety lighting, etc.).

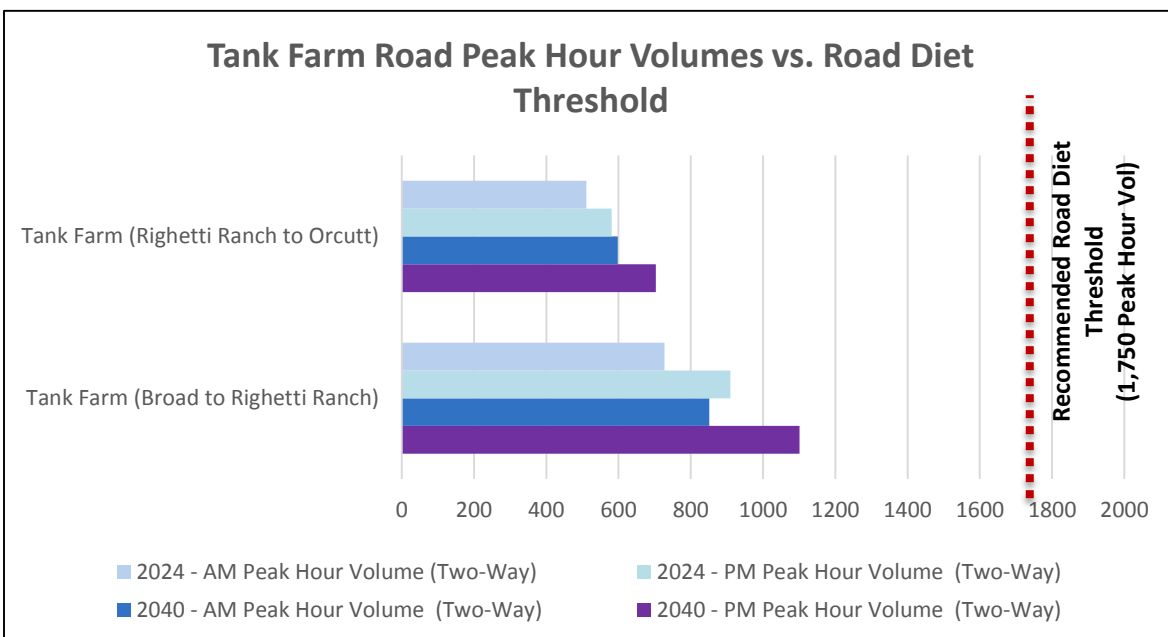


Table Comparing Peak Hour Traffic Volumes vs the Road Diet Threshold

In addition to the proposed road diet, the following design elements are currently proposed for Tank Farm Road (see attached design drawings for additional detail):

1. ADA curb ramp upgrades.
2. Installation of radar speed feedback signs and additional speed limit signs (example photo below).



Example of Radar Speed Feedback Sign

3. Upgrades to Tank Farm/Poinsettia pedestrian crossing:
 - Removal of the low-contrast decorative crosswalks, replace with high-visibility “ladder-style” crosswalk markings for added contrast.
 - Potential for curb extensions (bulbouts) at the west leg of the intersection to shorten pedestrian crossing distance/exposure
 - Installation of a new streetlight to better illuminate the pedestrian crosswalk on Tank Farm.
 - Relocating the existing Rectangular Rapid Flashing Beacons (RRFBs) to new corner extensions to increase visibility.
4. Installation of an enhanced pedestrian crossing at Tank Farm/Morning Glory/Sunrose:
 - Potential for curb extensions (bulbouts) at the west leg of the intersection to shorten pedestrian crossing distance/exposure.
 - Addition of high-visibility “ladder-style” crosswalk markings.
 - Potential for curb extensions (bulbouts) at the west leg of the intersection to shorten pedestrian crossing distance/exposure.
 - Installation of push-button RRFB system (see example photo below).



Example of a Rectangular Rapid Flashing Beacon (RRFB)

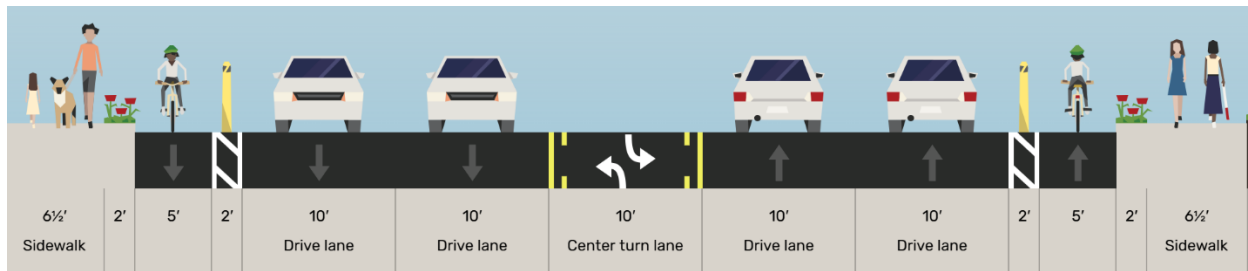
5. Addition of RRFB beacons at the Righetti Ranch Roundabout for crosswalks crossing Tank Farm Road, improving visibility for pedestrians crossing Tank Farm Road.
6. Striping modifications to the westbound Tank Farm Road approach at the Broad Street intersection to provide one left-turn lane, one through lane and one shared through/right turn lane. (reduces vehicle congestion/delays and eliminates need for westbound cyclists to merge across high-speed/volume traffic lane).
7. Addition of green bike lane conflict markings at intersections and high-traffic driveways.
8. Addition of striped bike lane buffers along the full segment between Broad Street and Orcutt Road, and installation of flexible bollards separating bicyclists from motor vehicle traffic where roadway width allows.

Typical street cross sections for Tank Farm Road are provided below for reference. ¹

¹ For all cross sections in this report, dimensions are typical and may vary by street segment.



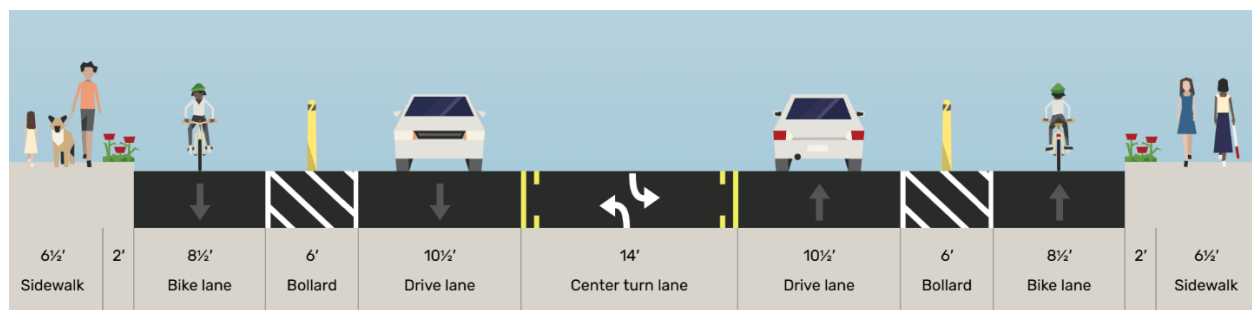
Existing Cross Section of Tank Farm Rd: Broad St to Poinsettia St



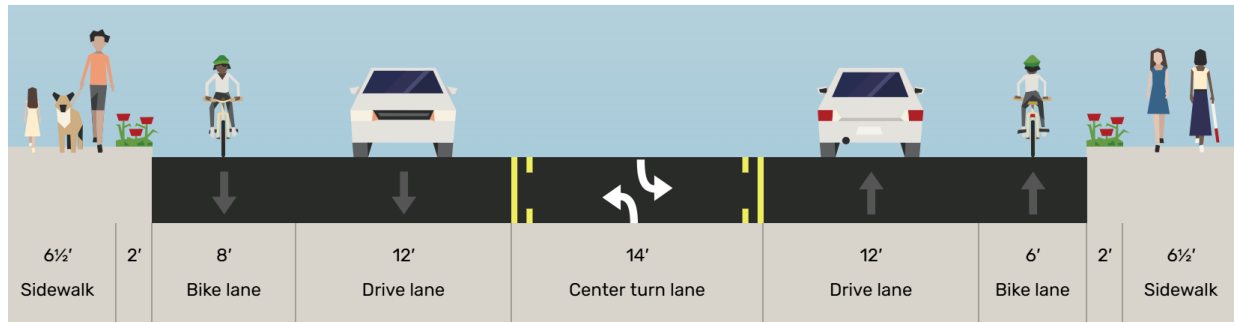
Proposed Cross Section of Tank Farm Rd: Broad St to Poinsettia St



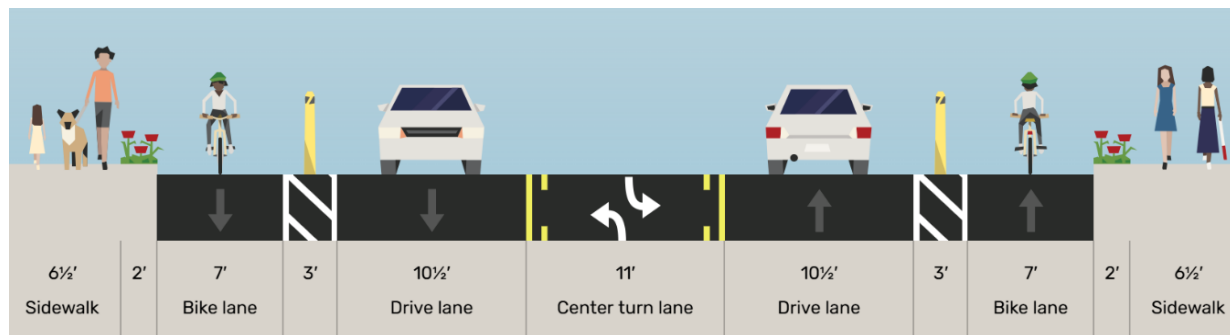
Existing Cross Section of Tank Farm Rd: Poinsettia St to Righetti Ranch Rd



Proposed Cross Section of Tank Farm Rd: Poinsettia St to Righetti Ranch Rd



Existing Cross Section of Tank Farm Rd: Righetti Ranch Rd to Orcutt Rd



Proposed Cross Section of Tank Farm Rd: Righetti Ranch Rd to Orcutt Rd

Orcutt Rd: Tank Farm Rd to City/County Line

Proposed improvements for this segment of Orcutt Road include pavement rehabilitation and restriping only.

Sacramento Drive (Industrial Way to Via Esteban)

Sacramento Drive is designated as a commercial collector and serves both residential as well as light industrial uses, including a high level of commercial delivery trucks. The City's ATP calls for retaining the striped bike lanes on Sacramento, which exist currently, and a potential future intersection improvement in the form of an all-way stop at the Sacramento/Capitolio, which is identified as a Tier 3 (lower priority) improvement. Public comments/complaints received by City staff regarding Sacramento Drive in recent years primarily include the following:

1. Concerns with poor pavement condition, particularly within the northbound bike lane.
2. General complaints regarding high speeds and illegal speeding, including from larger commercial trucks that frequent Sacramento Drive.
3. Concerns with large, parked vehicles/trucks encroaching into southbound bike lane.
4. Concerns with high vehicle speeds and encroachment into the bike lane along the curve in the road north of the paving project limits (note that two community members traveling on foot were tragically killed by a reckless driver along this curve in November 2022)

To address these concerns, primarily with illegal speeding on the corridor, the following design elements are proposed as part of the 2025 Paving project for Sacramento Drive:

1. Pavement reconstruction to repair potholes and cracking, providing a smooth road surface for all users.
2. While outside of the paving project limits, plans include sign/stripping modifications along the roadway curve north of Via Esteban to reduce illegal speeds and vehicle encroachment into the bike lane. Measures include addition of striped bikeway buffers and plastic flex posts to separate vehicles from bicycles, centerline hardening (ceramic “bots dots” along yellow centerline), and additional curve warning signage.
3. ADA curb ramp upgrades.
4. Installation of radar speed feedback signs and additional speed limit signs.
5. Addition of green bike lane conflict markings at intersections and high-traffic driveways.
6. Striping refinement to narrow auto lane widths (within City Engineering Standards), add width to northbound bike lane, and add striped bike lane buffers, where width allows.
7. Moderate expansion of parking restrictions at intersection corners (“daylighting”) to improve sight distance and safety for all road users.
8. Pilot installation of traffic calming measures between Via Esteban and Industrial Way to reduce illegal speeding. Initial installation proposed using temporary bolt-down rubber speed cushions to allow for monitoring of effectiveness and potential impacts to commercial trucks and emergency response vehicles, with potential for further modifications and permanent materials at a future date. (Note that final traffic calming details require approval from the City Fire Department).

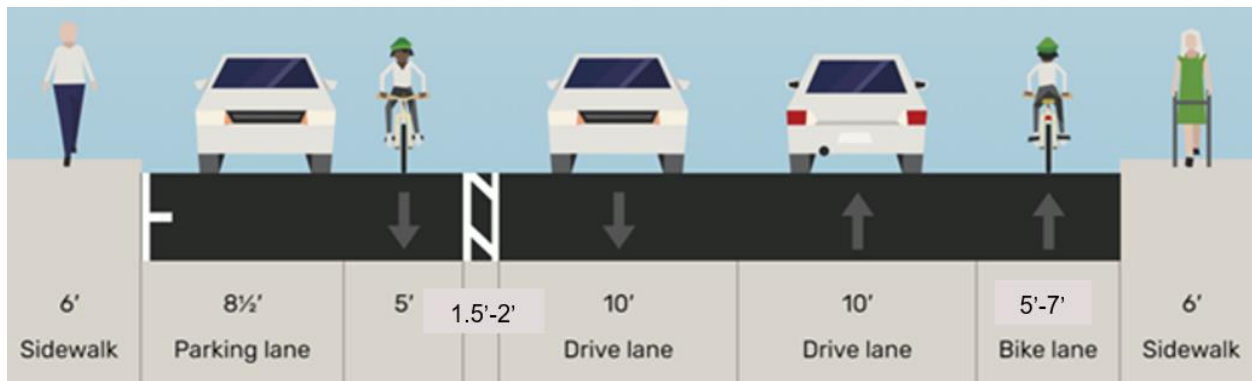
During preliminary planning for Sacramento Drive repaving, staff evaluated the intersection of Sacramento/Capitolio to verify the feasibility of installing all-way stop control. However, based on review of traffic volumes, collision history, and site conditions, the intersection does not currently meet the thresholds or “warrants” that need to be satisfied per state engineering standards in order to legally install an all-way stop at this intersection. A future all-way stop is recommended for consideration in the City’s ATP; thus, staff will continue to monitor potential for this modification in the future.

Typical cross sections for Sacramento Drive (looking north) are provided for reference below.²

² For all cross sections in this report, dimensions are typical and may vary by street segment.



Sacramento Dr – Existing Cross Section



Sacramento Dr – Proposed Cross Section

Calle Joaquin (Motel 6 to City/County Line)

Along this stretch of Calle Joaquin southwest of the Motel 6, improvements include pavement rehabilitation and restriping, with the only notable change from existing conditions being the addition of striped edge lines for added visibility at night.



Example of Increased Nighttime Visibility with Addition of Edge Lines

Public Outreach

For this project, a [project webpage](#) was created, where members of the community can find out more info about the project as well as sign up for project specific updates. In addition, a [press release](#) was sent out and over 2,600 postcards were sent to residents in the areas near the proposed paving inviting input at the ATC meeting. Following the ATC meeting, members of the community can still provide input by reaching out to the contacts listed on the project webpage.

Project Costs and Funding

This project currently has a budget of approximately \$9.2 million. This includes allocation of \$200,000 from the Active Transportation Plan Implementation account for addition of ATP elements. Most of the funding is from the Street Reconstruction and Resurfacing Capital Improvement Project Account, which includes a mix of approximately \$1.5 million in SB 1 (Gas Tax) funding and \$7.5 million in general funds. The current preliminary total project cost estimate is approximately \$9 million, which is within the total budget; however, detailed designs have not yet been completed and final cost estimates may vary.

Next Steps

Following review and input from the ATC and community, staff will refine final project designs. A [project webpage](#) has also been created for the public to gain further information, ask questions, and provide further input. The project is scheduled to go to the City Council in spring 2025 to approve final plans and authorize solicitation of construction bids. Construction of the project is planned to begin in late summer 2025.

Recommendations:

Review current design proposals for the 2025 Paving Project and provide input to staff on the transportation elements to guide further development of the project.

Attachments:

Attachment 1: Project Area Map

Attachment 2: Draft Design Concepts

Attachment 3: Potential Future Tank Farm/Poinsettia Left Turn Acceleration Lane