20.0 TRANSPORTATION AND TRAFFIC

20.1 Regulatory Setting

20.1.1 Federal Plans, Policies, Regulations, and Laws

No federal plans, policies, regulations, or laws related to transportation apply to the proposed project.

20.1.2 State Plans, Policies, Regulations, and Laws

Specific construction routes for Development Projects associated with the PWP have not been identified at this time although it is generally assumed that U.S. Highway 101 (US 101) and State Route 1 (SR 1) would be used by project-related construction traffic. Caltrans manages the operation of State Highways, including SR 1, and U.S. 101, which pass through the project area. According to Caltrans' Guide for the Preparation of Traffic Impact Studies, Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D (Caltrans 2002).

20.1.2.1 Senate Bill (SB) 743

To further the state's commitment to the goals of SB 375, AB 32, and AB 1358, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for urban infill projects and eliminating the measurement of automobile delay, including LOS, as a metric that can be used for measuring traffic impacts in transit priority areas.

Pursuant to SB 743, the Office of Planning Research (OPR) released a Draft of Updates to the CEQA Guidelines in August 2014. OPR's Draft of Updates proposes vehicle miles traveled (VMT) as the replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the Draft of Updates suggest criteria that indicate when a project may have a significant or less than significant transportation impact on the environment. For instance, a project that results in VMTs greater than the regional average for the land use type (e.g. residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 miles of an existing major transit stop or results in a net decrease in VMTs compared to existing conditions.

The revised CEQA Guidelines that implement this legislation became effective on December 28, 2018, and state that vehicle LOS and similar measures related to delay shall not be used as the sole basis for determining the significance of transportation impacts for land use projects, and that as of July 1, 2020, this requirement shall apply statewide, but that until that date, lead agencies may elect to rely on VMT rather than LOS to analyze transportation impacts.

20.1.3 Local Plans, Policies, Regulations, and Ordinances

20.1.3.1 The San Luis Obispo Council of Governments (SLOCOG) Regional Transportation Plan (RTP):

The following regional transportation goals, policy objectives, and action strategies are from the SLOCOG 2019 RTP:

Goal 1. Preserve the transportation system

Policy 1.1 Maintain and maximize efficiency of existing transportation system and operations.

Policy 1.2 Employ low-cost solutions whenever possible, including transportation demand management principles.

Policy 1.3 Preserve the region's transportation system to a state of good repair.

Goal 4. Improve public safety and security

Policy 4.1 Reduce fatalities, serious injuries, and collisions for motorized and non-motorized users.

Policy 4.2 Reduce congestion and increase safety by improving operations.

Policy 4.3 Enhance public safety and security in all modes of transportation.

City of Pismo Beach

The City's Circulation Plan (City of Pismo Beach, 2018) was developed through transportation analysis and public input to guide future circulation planning and improvements to the Pismo Beach circulation system. The Circulation Plan includes the following four goals:

Goal 1: Provide a circulation system that supports safe and efficient travel for all modes of transportation.

Goal 2: Plan and provide pedestrian and bicycle facilities to encourage and meet the walking and bicycling needs of the City.

Goal 3: Promote the use of public transit and seasonal shuttle services.

Goal 4: Provide connectivity and guidance for safe rail and truck movement of people and goods.

City of Grover Beach

The City's Circulation Element (City of Grover Beach, 2005) goals will provide the overall direction the City desires in planning and implementing the expansion of its circulation system to meet the changing travel demands of their community. The circulation policies will establish the link between the adopted goals and the implementing programs, and guide how the programs will be implemented. The programs, themselves, are the specific action items that will accomplish the improvement or plan that will meet and serve the expanded community need.

GOALS

1. Provide Safe and Efficient Vehicular Movement.
2. Coordinate Policies for Land Development and Circulation.
3. Promote Alternative Travel Modes, Including Transit, Pedestrian, Bicycle, and Rail Systems.
4. Coordinate Local Transportation Planning and Administration with the Activities of Other Government Agencies and Concerns of Local Citizens and Businesses.

20.2 Environmental Setting

This PWP includes a series of proposed Development Projects, a series of proposed Small Development Projects, and future special projects. Each of these projects is described in Chapter 3, " The Plan," of Volume 1 (PWP) at the level of detail currently known. The locations of all proposed Development Projects and proposed Small Development Projects are shown in Figure 3-1, Proposed Specific and Small Development Projects in Chapter 3 of Volume 1. During the planning process, the planning team met with representatives from Caltrans several times, and additional meetings were held with County planners. Caltrans also commented on the PWP scoping process (see Scoping Report in Appendix A of this EIR).

The Phillips 66/Southern Entrance Project is currently being explored at the concept level and could occur at a future time. If the project were to move forward at a future time, it would involve additional construction. Construction would be temporary, and would be anticipated to occur several years into the future, not likely concurrently with other Development Projects included in this PWP. However, there is not enough information available at the time of this analysis regarding anticipated construction requirements and future operations to support a detailed analysis. Additional environmental analysis for the Phillips 66/Southern Entrance Project would be conducted at a future time.

Roadways

The roads and other transportation facilities within the project area operate at relatively good service levels, except for congestion experienced during weekends, holidays, and summer months on Pier Avenue and Grand Avenue at the entrances to the Park. The Development Project sites are served by a network of highways, arterial, and collector streets. The Oso Flaco Improvement Project site is served by Oso Flaco Lake Road. The North Beach Campground Facility Improvements Project site, Butterfly Grove Public Access Project site and Park Corporation Yard Improvement Project are accessed directly from SR 1. Grand Avenue would be the access road for the Grand Avenue Entrance & Lifeguard Towers Project site. The Oceano Campground Infrastructure Improvement Project site, Pier Avenue Entrance & Lifeguard Towers Project site, and Pismo State Beach Boardwalk Project site would be accessed through Pier Avenue. Of the Small Development Projects, the 40 Acre site, Trash Enclosure site, Safety and Education Center Replacement site, and Oceano Campfire Center site would be accessed through Pier Avenue. The Floating Bridge Installation site would be accessed through Addie Street in Pismo Beach. The following text provides a brief discussion of the existing street network.

U.S 101, located east of the project sites, is a freeway that serves as the major north-south link through the County of San Luis Obispo and is the principal inter-city route along the Pacific Coast. U.S. 101 is a 4-lane freeway within the Oceano and Pismo Beach area. Access roads to the project sites from U.S. 101 include Grand Avenue, 4th Street, and Pier Avenue.

SR 1 (Highway 1), also known as Cabrillo Highway, is located east of the project sites and serves as a major north-south link along the California coast. SR 1 is a 2-lane highway within the Oceano and Pismo Beach area.

Addie Street in Pismo Beach, located just north of Pismo River, is a 2-lane collector that runs from Cypress Street to the Addie Street Surfer Parking Lot by the beach.

4th Street, located east of the project sites, is a 2-lane collector street that runs approximately 2.5 miles north from SR 1 to James Way.

Pier Avenue, located east of the project sites, is a 2-lane collector road that runs approximately 0.5 mile west of SR 1 to its terminus at the Park entrance kiosk.

Grand Avenue, located east of the project sites, is a primary and 4-lane arterial in the study area that extends west from US 101 to its terminus at the Oceano Dunes SVRA kiosk.

Oso Flaco Lake Road, located east of the project site, is a 2-lane collector road that runs approximately 5.5 west from SR 1 to the parking area at Oso Flaco Lake.

Associated Transportation Engineers prepared the existing traffic condition report for the Oceano Dunes State Vehicular Recreation Area (SVRA) and Pismo Beach Public Works Plan (PWP). Existing average Daily Traffic (ADT) volumes for the average weekday/weekend period were collected at the two main kiosk entrances to the Oceano Dunes SVRA, located on Grand Avenue and Pier Avenue. Table 20-1a and Table 20-1b presents the ADT volumes for the average weekday/weekend period and for the peak summer weekday/weekend period. As shown, the ADT volumes entering and exiting the two Oceano Dunes SVRA Kiosks ranged from 3,534 to 5,663 during the average operation weekday/weekend and 4,312 to 9,567 vehicles per day during the peak summer period.

Table 20-1a. Existing Oceano Dunes SVRA Kiosk ADT – Average Weekday/Weekend

Day	Grand Avenue	Pier Avenue	Total
Friday (9/21)	2,010	1,524	3,534
Saturday (9/22)	2,633	3,030	5,663
Sunday (9/23)	1,943	2,494	4,437

Source: Associated Transportation Engineers 2018.

Table 20-1b. Existing Oceano Dunes SVRA Kiosk ADT – Peak Summer Weekday/Weekend

Day	Grand Avenue	Pier Avenue	Total
Friday (9/21)	1,968	2,344	4,312
Saturday (9/22)	3,964	4,991	8,955
Sunday (9/23)	3,885	5,682	9,567

Source: Associated Transportation Engineers 2018.

Transit, Bicycle, and Pedestrian

Pismo Beach

Pedestrian and Bicycle Circulation

The climate and topography of Pismo Beach provide an attractive environment for bicycling, walking, and recreational trail use. The primarily level terrain in the downtown area, extending along the Pacific Ocean, combined with its abundant sunshine, low levels of precipitation, and increasingly compact development pattern, help make

bicycling and walking viable transportation and recreational options year-round. The City's Bicycle and Pedestrian Master Plan is intended to serve as the bicycle, pedestrian, and trails component of the General Plan. According to the California Streets and Highways Code, Sections 891.2 and 891.4, local agencies must complete a Bicycle Transportation Plan to qualify for Bicycle Transportation Account (BTA) grant funds issued by the California Department of Transportation (Caltrans) Division of Local Assistance. Conforming plans must contain required Bicycle Transportation Plan elements and be no more than 5 years old. The City developed the Bicycle and Pedestrian Master Plan in 2010 (City of Pismo Beach, 2010). This plan establishes goals, policies, implementation actions, and priorities for the development of bicycling and walking facilities in Pismo Beach, as envisioned by the General Plan. Key elements of the plan include maps of existing and proposed bicycle facilities and their proximity to major activity centers. The implementation plan identifies project priorities, locations, improvement descriptions, facility types, and cost estimates. The plan guides development of the proposed improvements.

Bicycle facilities

Bicycle facilities can be classified into two types: 1) bikeways or facilities provided for bicycle travel; and 2) support facilities for use by bicyclists while travelling or once they have reached their destination. The City's General Plan encourages the use of walking and bicycling, and recognizes the following functional classifications of bicycle facilities:

- Class I – Multi-Use/Bike Path: Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class I bikeways must be compliant with provisions of the ADA. These bikeways are intended to provide superior safety, connectivity, and recreational opportunities as compared to facilities that share rights-of-way with motor vehicles.

- Class II – Bike Lane: Class II facilities provide a striped and signed lane for one-way bicycle travel on either side of a street or highway within the paved area of a roadway that shares the roadway with motor vehicles. The minimum width for bike lanes ranges between 4 and 6 feet, depending on the edge of roadway conditions (curbs). Bike lanes are demarcated by a 6-inch white stripe, signage, and pavement legends.

- Class III – Bike Route: Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measure of separation from motor vehicles, they have an important function in providing continuity to the bikeway network. By law, bicycles are allowed on all roadways in California except on freeways when a suitable alternate route exists. However, Class III bikeways serve to identify roads that are more suitable for bicycles.

- Class IV – Cycle Tracks or Separated Bikeways: Class IV Bikeways provide a separate travel way that is designated exclusively for bicycle travel adjacent to the roadway and are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

Bicycle Boulevard: Bicycle Boulevards are streets where the following conditions are created in order to enhance bicycle safety and optimize travel for bicycles rather than automobiles:

- Reduced traffic speed and volume;
- Use of diverters and roundabouts to discourage through and non-local motor vehicle traffic;
- Improved travel for bikes by assigning the right-of-way priority to the bicycle boulevard at intersections with other roads wherever possible;
- Traffic controls that help bicycles cross major arterial roads; and
- Signage and street design that encourages use by bicyclists and informs motorists that the roadway is a priority route for bicyclists.

Bicycle boulevards use a variety of traffic calming elements to achieve a safe environment. For instance, diverters with bicycle cut-outs allow cyclists to continue to the next block but discourage through traffic by motor vehicles. Typically, these modifications will also calm traffic and improve pedestrian safety as well as encourage bicycling.

Roadways with bicycle lanes (Class II) in Pismo Beach include Dolliver Street (SR 1/Pacific Coast Highway) through downtown, Mattie Street, and James Way. A bicycle path (Class I) example includes the bike path over Pismo Creek adjacent to and immediately south of US 101 that connects Price Street and Five Cities Drive and extends along a portion of Mattie Road.

Pedestrian Facilities

Walkability is an important component of every community. Common pedestrian facilities include sidewalks, marked crosswalks, and curb ramps. There are several different types of crosswalk enhancements that aim to improve safety for pedestrians. Sidewalks typically are at least 4 feet wide in most non-commercial areas throughout the city.

Sidewalk standards are typically 9 to 10 feet wide in the downtown area and 6 feet wide in newer subdivisions. Streets in downtown Pismo Beach generally have sidewalks on both sides of the street, with the exception of parts of Park Avenue (east of Dolliver Street), Addie Street (west of Dolliver Street), and Cypress Street (north of Main Street). There are numerous streets within Pismo Beach where sidewalks are not provided or are intermittently available. These occur primarily in Shell Beach, Pismo Heights, along portions of Mattie Road, and within private mobile home parks, recreational parks, and gated communities. Curb ramps provide wheelchair and stroller access to sidewalks at corners of intersections. Truncated domes alert visually impaired pedestrians as they approach a street crossing. New standards for the construction of Americans with Disabilities Act (ADA)-compliant curb ramps have prompted recent renovation of several street corners by the City.

Crosswalks are defined as either “that portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections” or “any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings” (California Vehicle Code [CVC] Section 275). Therefore, legal unmarked crossings are those at intersections defined by the prolongation of sidewalk areas. Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of crosswalks: controlled and uncontrolled. Controlled crosswalks are located at intersections

with stop signs or traffic signals. At uncontrolled crosswalks, drivers are legally required to yield to pedestrians, but do not have to stop when a pedestrian is not present.

Train Service

A railroad track owned by Union Pacific Railroad extends through Pismo Beach by way of Price Canyon between the greater San Luis Obispo area and Grover Beach. The only roadway crossing of the railroad within Pismo Beach is a grade-separated crossing at US 101. The nearest crossing of the railroad in the vicinity of Pismo Beach is to the south at Grand Avenue in Grover Beach. This is an at-grade crossing near SR 1.

The nearest rail station is adjacent to the Grand Avenue crossing in Grover Beach and is commonly referred to as "The Train Station." It is serviced four times each day (two northbound and two southbound trains) by the Pacific Surfliner service operated by Amtrak on its route between San Luis Obispo and San Diego. The station is also served three times per day by buses connecting to other train stations along the Pacific Surfliner route and by twice daily, round-trip bus service to the Central Valley and Southern California.

San Luis Obispo County/Oceano Community

Bicycling

Bicycling is a popular form of recreation, exercise, shopping, and commuting. Bicycling can provide an alternative mode of transportation that is nonpolluting, efficient, inexpensive, and convenient for short trips and health promoting. Bicycle routes in the area are currently limited to Highway One. Programs are recommended to bring bikeways to the beach and through the community. Development of trails proposed in the County Trails Plan will also extend bicycle service throughout the community.

Transit

The South County Area Transit (SCAT) system is a fixed route bus system that serves Oceano in addition to Arroyo Grande, Grover Beach, and Pismo Beach. The system consists of four primary bus routes and two early morning trips that serve Arroyo Grande High School. Service is provided twice an hour Monday through Friday from 6 am to 8 pm. Transfers to Central Coast Area Transit (CCAT), the regional fixed route system, can be made at Ramona Park. Currently, Route 2 serves Oceano to Ramona Park. Future coordination with the public transit provider may result in the expansion of a fixed route system to serve Oceano.

"Runabout" is the regional dial-a-ride system and serves as the ADA-compliant service to all fixed routes in the County. It is the only dial-a-ride system in the County that provides inter-city service. The primary function of Runabout is to serve the elderly and/or disabled riders, although the general public may ride when space is available. Consistent with ADA requirements, the service hours are the same as the fixed route systems. Oceano wants to maintain affordable transit to other parts of the county, and improve service where possible.

20.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to traffic and Transportation if it would:

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d) Result in inadequate emergency access?

The proposed project would result in new vehicle trips associated with construction activities. The number of truck trips generated under the proposed project is expected to be up to 30 worker trips during the peak construction activities and one to two truck trips per day. These trip generation levels would not result in increased congestion on, or reduce the effectiveness of the local and regional transportation system used to access the proposed sites in the area. This analysis uses the screening criterion recommended by the Institute of Transportation Engineers (ITE 1988) for assessing the effects of construction projects that create temporary traffic increases. To account for the large percentage of heavy trucks associated with typical construction projects, the Institute of Transportation Engineers recommends a threshold level of 50 or more new peak-direction (one-way) trips during the peak hour.

With respect to the analysis of vehicle miles traveled (VMT) required under Section 15064.3(b) of the CEQA Guidelines, the proposed project would not result in any increase in operations compared to existing conditions and would not change vehicular travel demand during project operations. Similarly, the duration and intensity of construction activities have limited potential to generate substantial additional VMT. Therefore, the discussion provided below applies a qualitative approach to the analysis of potential VMT impacts.

20.3.1 Impacts and Mitigation

Impact 20-1. Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities.

The goals and policies proposed in the County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach are intended to enhance circulation, improve safety, and reduce congestion. These goals and policies are intended to improve circulation infrastructure within the County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach and to provide a circulation system that is consistent with the RTP; the land use elements of the County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach General Plans, and the bicycle and pedestrian master plans of the County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach. The project, while it would not increase vehicular travel demand, would include improvements to bicycle and pedestrian access, avoiding any conflict with local and regional land use and transportation plans.

All roadways in the immediate project vicinity have curbs, gutters, sidewalks, and on-street parking. The project does not conflict with any applicable circulation system plans and does not significantly add to demand on the circulation system or conflict with any congestion management programs or any other agency's plans for congestion management.

Also, the project would not change the current use of the site or result in an increase in vehicular traffic. Vehicular traffic accompanying the construction or operation of the Project would not result in a significant traffic impact.

Short-term construction activities will require the use of roadways in the area; however, this movement of equipment, materials, and construction workers would be short term. The project would result in a temporary increase in construction-related traffic during the project construction activities at the project sites. Total truck trips per day would average up to two round trips (four trips) during the peak construction activities. Applying a passenger-car equivalent value of 2.0, this number of truck trips would be equivalent to eight passenger-car trips per day. In addition to these trips, there would be an average of 30 construction workers traveling to the site during construction. In total, project construction activities may add as many as 38 trips per day to roadways in the project area throughout the 8-hour work window. During the peak hour, a maximum of five trips would be added to area roadways.

As shown in Table 20-1, the existing ADT volumes entering and exiting the two Oceano Dunes SVRA Kiosk ranged from 3,534 to 5,663 during the average operation weekday/weekend and 4,312 to 9,567 vehicles per day during the peak summer period. Considering the relatively low volume and existing roadway capacity, the 38 trips per day to roadways in the project area throughout the 8-hour work window would not cause any significant increase to the area roadways that would substantially affect their function. This is reflected in screening criteria used in an industry-standard publication produced by the Institute of Transportation Engineers (ITE), which identifies that projects that would not generate more than 50 new trips during the a.m. or p.m. peak hour would not cause a substantial increase in traffic relative to the existing traffic load and capacity of the street system (ITE 1988). Mitigation Measures 20-1 has been recommended to minimize construction-related traffic impacts. This impact would **be less than significant**. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would **be less than significant**. No mitigation is required.

Mitigation Measure 20-1: Prepare and Implement a Traffic Control Plan.

Before construction begins, the State Parks and/or its construction contractor shall prepare and implement a traffic control plan to minimize construction-related traffic safety hazards on affected roadways and ensure adequate access for emergency responders. The lead agency and/or its contractor shall coordinate the development and implementation of this plan with agencies with jurisdiction over the affected routes (i.e., SLO County, City of Pismo Beach, and the City of Grover Beach), as appropriate. The traffic control plan shall, at a minimum:

- Discuss work hours and haul routes, delineate work areas, and identify traffic control methods and plans for flagging.
- Determine the need to require workers to park personal vehicles at an approved staging area and take only necessary project vehicles to the work sites.
- Develop and implement a process for communicating with affected residents and landowners about the project before the start of construction. The public notice shall include posting notices and appropriate signage regarding construction

activities. The written notification shall include the construction schedule, the exact location and duration of activities on each roadway (e.g., which roads/lanes and access points/driveways will be blocked on which days and for how long), and contact information for questions and complaints.

- Notify the public regarding alternative routes that may be available to avoid delays by use of electronic message signs if/when traffic is disrupted on Highway 1 and any other public roads providing the traveling public, on all modes, with current construction information and the availability of alternate travel routes

- Plan schedules to show hours of operation to minimize congestion during peak hours and special events. Ensure that appropriate warning signs are posted in advance of construction activities, alerting bicyclists and pedestrians to any closures of nonmotorized facilities.

- Notify administrators of police and fire stations, ambulance service providers, and recreational facility managers regarding the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable. Maintain access for emergency vehicles in and/or adjacent to roadways affected by construction activities at all times.

- Require the repair and restoration of affected roadway rights-of-way to their original condition after construction is completed.

Implementing Mitigation Measure 20-1 would reduce the potentially significant construction impact associated with traffic hazards to a **less-than-significant** level because the traffic control plan would require measures including requiring that contractor's work within the State's right of way is subject to general permit conditions of Caltrans' issued encroachment permit including implementing traffic controls, restricting work on holidays and weekends, and notifying the traffic management center daily; adequate off-street worker parking provided, planning scheduling to show hours of operation to minimize congestion during peak hours and special events, use of electronic message signs if/when traffic is disrupted on Highway 1 and any other public roads providing the traveling public, on all modes, with current construction information and the availability of alternate travel routes, and to provide construction staging areas to minimize storage of equipment and materials in the traffic lanes.to ensure acceptable traffic flow through and/or around the construction zone, minimize impacts on multimodal facilities by providing alternate routes for users of the facilities, and minimize traffic congestion.

Mitigation Measures: Implement Mitigation Measure 20-1.

Impact 20-2 Conflict or Inconsistency with CEQA Guidelines Section 15064.3(b).

The PWP could have a significant impact relative to Section 15064.3(b) of the CEQA Guidelines if the project would generate work vehicle miles traveled per employee at a level that would exceed 15 percent less than the existing average work vehicle miles traveled per employee for the area in which the project is located. However, as stated above, the proposed project operations and maintenance practices would not increase any activities compared to existing conditions, and no new employees would be required. Therefore, the additional vehicle miles traveled as a result of project implementation would not be

substantial. The relatively limited duration and intensity of construction activity, involving less than 100 truck trips per day, does not have the potential to result in a substantial VMT impact. Therefore, **no impact** would occur.

Mitigation Measures: No mitigation is required.

Impact 20-3 Substantial Increase in Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment).

The proposed Development Projects do not include any design features or introduce incompatible uses that would increase hazards on local roadways. The primary access to the project sites would be from SR 1 to public roads. Project construction vehicles and equipment would maneuver among the general-purpose vehicles on local roads, which could cause safety hazards. The presence of haul trucks and other on-road construction vehicles could increase hazard risks on existing roadways. The risk of traffic safety hazards could increase because of the potential for:

- conflicts where construction vehicles enter a public right-of-way from the project work site;
- conflicts where road width is narrowed or a roadway is closed during construction activities, which could cause delays for emergency vehicles passing through the project area; or
- increased truck traffic (and the trucks' slower speeds and wider turning radii) during construction.

The use of large trucks to transport equipment and materials to and from the worksite could also increase the rate of roadway wear. The degree to which this impact would occur would depend on the design (pavement type and thickness) and the existing condition of the roadway. Major arterials and collectors are designed to accommodate a mix of vehicle types, including heavy trucks. Potential impacts on those roads are expected to be negligible. Also, the trip generation levels under the proposed project would not result in increased congestion on, or reduce the effectiveness of the local and regional transportation system used to access the proposed sites in the area, as the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways. Traffic would be controlled and coordinated with Caltrans, County of San Luis Obispo, City of Pismo Beach, and the City of Grover Beach. Traffic control would conform to the specifications of these jurisdictions. Signage will be posted that will warn users of the roadway to slow down, entrances and exits to project construction sites will be located in order to avoid conflicts, and speed limits will be reduced in order to avoid conflict areas, as necessary. Mitigation Measure 20-1 will be imposed to minimize construction-related traffic impacts. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would **be less than significant**.

Mitigation Measures: Implement Mitigation Measure 20-1.

Impact 20-4 Inadequate Emergency Access as a Result of Project Construction Activities.

Construction activities for the Development Projects in the PWP could reduce emergency access to roadways in the project area. Slow-moving trucks entering and exiting the project sites along roadways in the vicinity of the project sites could delay

the movement of emergency vehicles. Emergency access along the surface streets would be maintained during construction, staging, and access activities. Construction staging will occur within construction areas and will not affect emergency access to any of the project sites.

The roads and other transportation facilities within the project area operate at acceptable service levels, except for the congestion experienced during weekends, holidays, and summer months on Pier Avenue and Grand Avenue at the entrances to the State Beach. The project sites are served by a network of highways, arterial, and collector streets. Oso Flaco Improvement Project site is served by Oso Flaco Lake Road. The project is proposing to expand the Oso Flaco Lake Road as part of the project to accommodate increased traffic and to reduce impacts to farm activities. The improvement will facilitate continued use of the roadways and avoid conflicts related to movement of agricultural equipment, and in case of emergency needs. Similarly, the North Beach Campground Facility Improvements Project site, Butterfly Grove Public Access Project site, and Park Corporation Yard Improvement Project are accessed directly from Highway 1. There are multiple access points along Highway 1 and also sides of the highway (shoulders and driveways) can be used in case of emergency. Grand Avenue would be the access road for Grand Avenue Entrance & Lifeguard Towers Project site. Grand Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Oceano Campground Infrastructure Improvement Project site, Pier Avenue Entrance & Lifeguard Towers Project site, and Pismo State Beach Boardwalk Project site would be accessed through Pier Avenue. Pier Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Also, the 40 Acre site, Trash Enclosure site, Safety and Education Center Replacement site, and Oceano Campfire Center site would be accessed through Pier Avenue. The Floating Bridge Installation site would be accessed through Addie Street in Pismo Beach.

Since the project would not result in changes in use, the project would not change traffic operations, increase congestion, or reduce the effectiveness of, the local and regional transportation system. During construction only, for the access points used to access the proposed sites, the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways. Mitigation Measure 20-1 is imposed to help manage construction-related traffic. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would **be less than significant**.

Mitigation Measures: Implement Mitigation Measure 20-1.

20.4 Cumulative Effects

The trip generation levels under the proposed project would not result in increased congestion on or reduce the effectiveness of, the local and regional transportation system used to access the proposed sites in the area as the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways.

Project construction vehicles and equipment would maneuver among the general-purpose vehicles on local roads, which could cause safety hazards. The presence of haul trucks and other on-road construction vehicles could create some temporary delays on area roadways or otherwise change the typical use of roadways during peak construction periods. The use of large trucks to transport equipment and materials to and from the

worksite could also affect roadway conditions on the access routes by increasing the rate of roadway wear. The degree to which this impact would occur would depend on the design (pavement type and thickness) and the existing condition of the roadway. However, the effect of this roadway wear is anticipated to be minor since major arterials and collectors are typically designed to accommodate a mix of vehicle types, including heavy trucks.

The roads and other transportation facilities within the project area operate at acceptable service levels, except for congestion experienced during weekends, holidays, and summer months on Pier Avenue and Grand Avenue at the entrances to the State Beach. The project sites are served by a network of highways, arterial, and collector streets. Oso Flaco Improvement Project site is served by Oso Flaco Lake Road. The proposed project includes roadway improvements to Oso Flaco Lake Road that would have benefits for moving farm equipment and improvements that add bicycle lanes along Oso Flaco Lake Road. These improvements would have benefits. The City of Guadalupe is preparing a bike plan and it has the potential for bike lanes on this road. The project is proposing to expand the Oso Flaco Lake Road as part of the project to accommodate increased traffic and to reduce impacts to farm activities. The improvement will facilitate continued use of the roadways and avoid conflicts related to movement of agricultural equipment,

Similarly, the North Beach Campground Facility Improvements Project site, Butterfly Grove Public Access Project site, and Park Corporation Yard Improvement Project are accessed directly from Highway 1. There are multiple access points along Highway 1 and also sides of the highway (shoulders and driveways) can be used in case of emergency. Grand Avenue would be the access road for Grand Avenue Entrance & Lifeguard Towers Project site. Grand Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Oceano Campground Infrastructure Improvement Project site, Pier Avenue Entrance & Lifeguard Towers Project site, and Pismo State Beach Boardwalk Project site would be accessed through Pier Avenue. Pier Avenue is a multi-lane roadway and would provide sufficient access for emergency access during the proposed project construction. Also, the 40 Acre site, Floating Bridge Installation site, Trash Enclosure site, Safety and Education Center Replacement site, and Oceano Campfire Center site would be accessed through Pier Avenue. Philipps 66 is in conceptual level, not in design level at the moment. There could be future impacts related to Philipps 66 construction and operation and would be addressed during future design and permitting.

Impacts on those roads are expected to be negligible. However, if there is project construction occuring at the same time as construction activities of the cumulative projects in the area listed in Table 3-1, this could temporarily affect the use of area roadways. During construction, the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways. While there could be some overlap in project constrution activities and other construction projects in the vicinity, the level of project construction traffic is **not cumulatively considerable** in relation to inadequate emergency access during temporary construction periods.

During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would **be less than significant**. No mitigation is required.

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