3.13 TRANSPORTATION

This section identifies applicable regulatory requirements, describes the existing transportation system, and evaluates impacts pertaining to vehicle miles traveled (VMT); transit, bicycle, pedestrian, and facilities; roadway hazards; and emergency access resulting from implementation of the 2035 Master Plan. This section is primarily based on a VMT analysis prepared by Fehr & Peers in August 2019 to evaluate the effects of the 2035 Master Plan on VMT. The VMT impact analysis memo, data, and modeling are included as Appendix G.

When the Notice of Preparation (NOP) for the 2035 Master Plan was circulated in October 2016, level of service (LOS) was the metric by which physical environmental impacts related to transportation were evaluated. However, the California Natural Resources Agency has since amended CEQA statute and the State CEQA Guidelines, and as of December 28, 2018, VMT has replaced LOS as the appropriate metric for determining transportation impacts. For this reason, NOP comments received during the October 2016 scoping period that pertain to LOS analysis were considered but are not reflected in the analysis, as LOS is no longer the appropriate metric for determining physical environmental impacts. Cal Poly will continue to coordinate with the City and other jurisdictions regarding LOS with respect to maintaining target LOS established through policy in local planning documents. Other transportation-related comments that were received in response to the NOP included concerns regarding the need to expand bicycle and pedestrian facilities, trip reduction measures and their level of effectiveness, and impacts to local transit service. These issues are addressed in this section.

3.13.1 Regulatory Setting

FEDERAL

There are no federal laws or regulations addressing transportation and circulation that are relevant to the project.

STATE

Senate Bill 743

Senate Bill (SB) 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA Guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the [State] CEQA Guidelines, if any." The purpose of this change in CEQA is to lower VMT statewide, to encourage mixed-use development, and to encourage infill development.

OPR published its proposal for the comprehensive updates to the CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in new CEQA Guidelines (Section 15064.3). Pursuant to the new CEQA Guidelines, VMT replaced congestion as the metric for determining transportation impacts. The Office of Administrative Law approved the updated CEQA Guidelines and lead agencies have an opt-in period until July 1, 2020 to implement the updated guidelines.

California State University Transportation Impact Study Manual

The CSU Transportation Impact Study Manual (TISM) was updated in March 2019 to provide guidance for the preparation of transportation impact assessments for projects on CSU campuses, including all lands owned by CSU, consistent with the SB 743 and the CEQA Guidelines update. The updated CSU TISM provides direction for analyzing transportation impacts relative to VMT, applicable significance thresholds, and recommended mitigation measures.

Projects that do not meet any of the VMT screening criteria described within the CSU TISM are required to determine if the project-generated VMT per service population (i.e., the sum of all residents, employees, and students) is less than 15 percent of the existing regional, sub-regional, or citywide VMT per service population to determine whether the project would result in any project-related significant VMT impacts (Fehr & Peers 2019). The CSU TISM also requires evaluation of the project's effect on VMT to demonstrate whether the project would result in an increase or decrease in the regional, sub-regional, or citywide VMT per capita which is used determine if the project would result significant cumulative impacts.

California State University Transportation Demand Management Manual

The CSU Transportation Demand Management (TDM) Manual (Nelson Nygaard 2012) addresses the unique transportation needs of different campuses and provide a system-wide framework for implementing sustainable transportation programs. The manual contains a set of goals, criteria, and best practices to guide the provision of programs, tools, and strategies that encourage students, faculty and staff to commute to and from campus via bus/rail transit, carpools, vanpools, bicycling and walking to lessen reliance upon single-occupant vehicle travel and reduce vehicle trips to campuses (Nelson Nygaard 2012). This manual is a resource designed to provide guidance in developing campus TDM plans and the associated programs and policies.

LOCAL

As detailed above, VMT replaces congestion (i.e., LOS) in the new CEQA Guidelines as the metric for determining automobile transportation impacts. Therefore, policies and objectives within local plans (e.g., City of San Luis Obispo General Plan) pertaining to LOS are not described herein or addressed within this section. However, local plans and policies as they relate to all other aspects of transportation as required under CEQA are summarized below.

Additionally, Cal Poly, as a state entity, is not subject to municipal regulations of surrounding governments for uses on property owned or controlled by Cal Poly that are in furtherance of the University's education purposes. However, Cal Poly may consider, for coordination purposes, aspects of local plans and policies for the communities surrounding the Master Plan Area when it is appropriate and feasible, but it is not bound by those plans and policies in its planning efforts.

San Luis Obispo Council of Governments 2019 Regional Transportation Plan

The San Luis Obispo Council of Governments (SLOCOG) is both a metropolitan planning organization and a regional transportation planning agency responsible for preparing and adopting a regional transportation plan (RTP) every four years. In response to this requirement, SLOCOG completed the 2019 RTP. The 2019 RTP outlines the region's transportation policies, programmed investments necessary to support growth expectations, and its overarching goals. The four primary elements of the 2019 RTP are as follows:

- The Policy Element includes a vision and goals, as well as action strategies necessary to attain the RTP's expectations.
- The Financial Element identifies the reasonably expected funding available for transportation investments through local, state, and federal funding sources.
- The Action Element describes all modes of travel, maintenance, investments, and improvements.
- The Sustainable Communities Strategy identifies how to accommodate the region's new and expected growth (SLOCOG 2019).

City of San Luis Obispo General Plan

The City of San Luis Obispo General Plan guides the use and protection of various resources to meet community purposes. The Circulation Element of the General Plan describes how the City plans to provide for the transportation of people and materials within San Luis Obispo with connections to county areas and beyond (City of San Luis Obispo 2014). The following General Plan Circulation Element policies pertain to traffic and transportation.

- **Policy 3.1.1: Transit Development.** The City shall encourage transit accessibility, development, expansion, coordination and marketing throughout San Luis Obispo County to serve a broad range of local and regional transportation needs.
- **Policy 3.1.4: Campus Service.** The City shall continue to work with Cal Poly to maintain and expand the "fare subsidy program" for campus affiliates. The City shall work with Cuesta College and other schools to establish similar programs.
- **Policy 3.1.7: Transit Service Access.** New development should be designed to facilitate access to transit service.
- **Policy 4.1.1: Bicycle Use.** The City shall expand the bicycle network and provide end-of-trip facilities to encourage bicycle use and to make bicycling safe, convenient and enjoyable.
- **Policy 4.1.2: Campus and School Site Trips.** The City shall encourage the use of bicycles by students and staff traveling to local educational facilities.
- **Policy 4.1.13: Campus Coordination.** The City shall consider the Cal Poly and Cuesta Master Plans to better coordinate the planning and implementation of safe and convenient bicycle access and facilities to local college campuses.
- **Policy 6.1.1: Complete Streets.** The City shall design and operate city streets to enable safe, comfortable, and convenient access and travel for users of all abilities including pedestrians, bicyclists, transit users, and motorists.

City of San Luis Obispo Bicycle Transportation Plan

The City of San Luis Obispo Bicycle Transportation Plan, as adopted in 2013, guides the planning, development, and maintenance of bicycle facilities and activities within the corporate limits of the city. Additionally, the plan represents the City's official policy for the design and development of bikeways in adjoining territory under County jurisdiction but within San Luis Obispo's Urban Reserve, or the anticipated outward limit of City growth. The plan describes the existing bicycle transportation network and facilities, presents the goals, objectives, and policies, and includes a list of projects and implementation measures intended to improve the City of San Luis Obispo cycling environment in the future.

San Luis Obispo Regional Transit Authority Short Range Transit Plan

The San Luis Obispo Regional Transit Authority (~~SLO~~RTA) Short Range Transit Plan (SRTP), as adopted in 2016, presents a 5-year plan intended to provide a detailed business plan to guide the transit organization over the coming years. The ~~SLO~~RTA SRTP is a comprehensive plan which details the planned service improvements, capital improvements, management and financial strategies, and implementation plan. The ~~SLO~~RTA SRTP includes the recommendation of expansion of service times and frequency along routes that access campus, including a mid-day weekday express service which is recommended to be implemented along Route 10 (a route with a stop at the Cal Poly Kennedy Library).

San Luis Obispo Transit Short Range Transit Plan

The San Luis Obispo Transit (SLO Transit) SRTP presents a 5-year plan which includes a review of demographics and its transit needs, a series of surveys and ridership counts conducted for all SLO Transit services, a review of the effectiveness and efficiency of existing services, a review of similar systems, analysis of a wide range of options, and the results of public input processes (LSC Transportation Consultants 2016). The SLO Transit SRTP was prepared jointly with the SLORTA SRTP in order to identify means to best coordinate the two services. The SLO SRTP is a comprehensive plan which details the planned service improvements, capital improvements, management, and financial strategies. The proposed service plan in the SLO Transit SRTP includes the realignment on the existing route structure designed to improve on-time performance by building more layover time into the routes, increases service frequency in the key neighborhoods near campus and to/from downtown, provides service to new neighborhoods and employment opportunities, and provides flexibility to expand services in the future to serve new developments.

3.13.2 Environmental Setting

The study area for transportation-related impacts extends beyond the Master Plan Area and was developed in consultation with City and California Department of Transportation (Caltrans) staff and was based on consideration of the project's expected travel characteristics (including number of vehicle trips and directionality of those trips), primary travel routes, mode split, and other considerations.

ROADWAY SYSTEM

U.S. Highway 101 (US 101) is a major north-south facility connecting California, Oregon, and Washington. In San Luis Obispo County, US 101 is classified as a Principal Arterial, acting as the primary regional connector for cities in the north, such as Paso Robles~~, Templeton~~, and Atascadero, to the City of San Luis Obispo, as well as to communities in the south, including Arroyo Grande, Grover Beach, Pismo Beach, and Nipomo. Near the study area, US 101 is a four-lane freeway with on and off ramps at California Boulevard and additional access ramps at Buena Vista Avenue, Grand Avenue, and Monterey Street.

Santa Rosa Street (State Route [SR] 1) is a north-south facility connecting Northern California to Southern California along the Pacific coastline. The facility also serves as a regional connector to Morro Bay, Los Osos, and Cayucos with four lanes in the study area. Santa Rosa Street (SR 1) connects to US 101 via access ramps at Olive Street and Walnut Street.

California Boulevard is a north-south arterial road connecting campus to US 101. California Boulevard is primarily three to four lanes wide; however, it narrows to two lanes north of the Campus Way entrance. California Boulevard is one of the three primary campus gateways.

Grand Avenue is a north-south, four-lane arterial road that provides access into campus at its intersection with Slack Street; north of Slack Street it is a two-lane local road. Grand Avenue connects surrounding residential areas and the University with US 101. Grand Avenue is one of the three primary campus gateways.

Highland Drive is an east-west, two-lane road defined as a residential collector west of Chorro Street and an arterial east of Chorro Street. Highland Drive connects residential areas and the University to Santa Rosa Street (SR 1). Highland Drive is one of the three primary campus gateways.

Boysen Avenue is two-lane local road running east-west from Chorro Street to Santa Rosa Street (SR 1).

Broad Street is a north-south, two-lane collector and arterial road. Throughout the study area, it is a residential collector. Broad Street connects the residential areas to the north and the downtown core to the south. Broad Street terminates at its intersection with Foothill Boulevard to the north. South of South Street, Broad Street becomes Highway 227.

Chorro Street is a north-south, two-lane collector and arterial road. In the study area, Chorro Street is a residential collector. Chorro Street terminates at Highland Drive and at Broad Street and connects residential uses with downtown San Luis Obispo.

Foothill Boulevard is an east-west, two- to four-lane road. West of its intersection with Broad Street, it is classified as a residential arterial, between Broad Street and California Boulevard, it is classified as an arterial, and east of California Boulevard it is a local road. Foothill Boulevard is a main connection between the residential areas to the west, Santa Rosa Street, and Cal Poly to the east.

Monterey Street is an east-west, two-lane arterial. Monterey Street connects US 101, Grand Avenue, California Boulevard, and Santa Rosa Street to Downtown San Luis Obispo.

Slack Street is an east-west, two-lane residential road running parallel to the southern border of campus. Temporary two-hour on-street parking is available along the north side of Slack Street.

Taft Street is an east-west, two-lane collector road. Taft Street connects southbound US 101 traffic to the University and other commercial and residential areas via California Street.

TRANSIT SYSTEM

Cal Poly has three transit stops on campus located at North Perimeter Road and University Drive adjacent to Kennedy Library, Grand Avenue at North Perimeter Road near the Performing Arts Center, and Highland Drive at Mt. Bishop Road. The stops located in front of Kennedy Library and near the Performing Arts Center are served by both the City of SLO Transit and the SLORTA. The stop located near the intersection of Highland Drive and Mt. Bishop Road is served by SLO Transit.

SLO Transit operates up to seven fixed-hour bus routes in the vicinity of the campus and study area which are summarized below:

- Route 3A is a weekday and weekend bus service that operates on a loop around the city, beginning and ending at the Downtown Transit Center. This route acts as a primary connector between campus and residential areas along Foothill Boulevard and Los Osos Valley Road, commercial areas along Madonna Road, and downtown San Luis Obispo. Route 3A enters and exits campus via California Boulevard, with one stop at Kennedy Library. Route 3A has three separate service schedules: 1) the weekend service schedule, running from 8:15 a.m. – 8:20 p.m. with 60-minute headways; 2) the weekday academic service schedule, running from 6:00 a.m. – 11:10 p.m., with alternating 15- and 30-minute headways from 6:00 a.m. – 12:15 p.m., followed by 60-minute headways; and 3) the weekday summer service schedule, running from 6:00 a.m. – 8:20 p.m. with 60-minute headways.
- Route 3B is a weekday-only bus service that operates along the same loop as Route 3A but in the opposite, outbound direction. Route 3B enters and exits campus via California Boulevard, with one stop at Kennedy Library. Route 3B operates on 60-minute headways and has two different service schedules: 1) the weekday academic service schedule, running from 6:45 a.m. – 10:30 p.m., with six additional buses at the hour from 1:00 p.m. – 6:00 p.m.; and 2) the weekday summer service schedule, running from 6:45 a.m. – 6:40 p.m.
- Route 4A is a weekday and weekend bus service that operates along a loop around the northeast portion of the City of San Luis Obispo, connecting the University with residential neighborhoods west of Santa Rosa Street (SR 1) and the downtown core. Route 4A begins and ends at the Downtown Transit Center. Route 4A enters the campus via Highland Drive and exits via Grand Avenue, with stops at the Kennedy Library and the Performing Arts Center. Route 4A operates on 45-minute headways and has three separate service schedules: 1) the weekend service schedule, running from 8:15 a.m. – 8:06 p.m.; 2) the weekday academic service schedule, running from 6:00 a.m. – 11:00 p.m.; and 3) the weekday summer service schedule, running from 6:00 a.m. – 8:06 p.m.
- Route 4B is a weekday-only bus service that operates along the same loop as Route 4A but in the opposite, outbound direction. Route 4B stops at Kennedy Library, the Performing Arts Center, and near the intersection of Highland Drive and Mt. Bishop Road. Route 4B enters the campus via Grand Avenue and exits via Highland Drive. Route 4B operates on 45-minute headways and has two different service schedules: 1) the weekday academic service schedule, running from 6:15 a.m. – 10:30 p.m.; and 2) the weekday summer service schedule, running from 6:15 a.m. – 6:40 p.m.
- Highland Tripper is a weekday-only bus service with three trips per day connecting the Ramona, Foothill, and Highland residential areas to the campus. The Highland Tripper begins in the Ramona residential area and ends at Kennedy Library. The Highland Tripper enters the campus via Highland Drive and exits via California Boulevard. It has 30-minute headways and service spans from 7:45 a.m. – 9:00 a.m.
- Laguna Tripper is a weekday-only bus service with two trips per day that connects Laguna Middle School and the residential and commercial areas along Los Osos Valley Road with the Foothill neighborhood and downtown core. On Monday mornings, it runs from 8:50 – 9:15 a.m., while on the remaining weekdays, it runs from 7:35 a.m. – 8:00 a.m. In the mornings, the Laguna Tripper begins at the Downtown Transit Center and ends at the intersection of Los Osos Valley Road and Froom Ranch Way. On all weekday afternoons, it runs from 3:10 – 3:40 p.m., beginning at the intersection of Los Osos Valley Road and Auto Park Way and ending at the Downtown Transit Center.

- Route 6 Express (Route 6X) is a Thursday-only bus service that operates along a loop from the downtown core to campus, entering from California Boulevard and exiting via Grand Avenue. Route 6X begins and ends at the Downtown Transit Center, stopping at the Performing Arts Center. Route 6X operates on 30-minute headways and runs from 6:00 – 9:20 p.m. This route was only in service from September 20, 2018 to November 15, 2018.

Cal Poly funds an annual subsidy to SLO Transit that grants Cal Poly students, faculty, and staff free ridership. From July 2017 to June 2018, Cal Poly riders accounted for nearly 580,000 total trips, constituting over 61 percent of the total SLO Transit ridership.

SLORTA operates three fixed bus routes in the vicinity of the campus and study area:

- Route 9 and Route 9 Express connect campus to North County areas, including Santa Margarita, Atascadero, Templeton, Paso Robles, and San Miguel. Service to campus on weekdays includes five southbound arrivals at Kennedy Library between 6:10 a.m. and 8:11 a.m., ~~four~~three of which are express, and ~~six~~eight northbound departures from Kennedy Library at between 4<u>2</u>:21 p.m. and 8:40 p.m., two of which are express. On weekends, there is only one northbound trip per day departing from Kennedy Library in the evening and no southbound trips ~~departing from~~<u>arriving at</u> campus.
- Route 10 Express (Route 10X) and Route 10 Orcutt Express connects campus to South County areas, including Pismo Beach, Arroyo Grande, Nipomo, Santa Maria, and Orcutt. Route 10X has one trip per day that serves campus, with the northbound trip from South County arriving at Kennedy Library at 6:49 a.m. and the southbound trip departing from Kennedy Library at 5:15 p.m. Route 10 Orcutt Express<u>, which begins at Hagerman Park-n-Ride lot in Orcutt,</u> also has one run a day that serves campus, with the northbound trip arriving at Kennedy Library at 7:12 a.m. and the southbound trip departing from Kennedy Library at 4:08 p.m.
- Route 12 connects Los Osos and Morro Bay to Cuesta College, campus, and downtown San Luis Obispo. ~~Service to Cal Poly runs once a day~~<u>One Route 12 commuter round trip is provided during weekdays</u>, with the southbound trip arriving at Kennedy Library at 7:30 a.m. and the northbound trip departing from Kennedy Library at 5:20 p.m. <u>Hourly Route 12 service is provided to the bus stop on Santa Rosa Street at Foothill Boulevard, which is a 0.9-mile walk or bicycle ride from the Kennedy Library. In addition, Route 14 service, which also utilizes the Santa Rosa Street at Foothill Boulevard bus stop, provides additional transit service between downtown San Luis Obispo and Cuesta Community College District.</u>

Additionally, Amtrak buses pick up and drop off at Cal Poly at the Amtrak San Luis Obispo - Cal Poly stop and provide supporting train connections to most northbound, southbound, and the San Joaquin Valley trains.

BICYCLE AND PEDESTRIAN NETWORK

Bicycle Facilities

Bicycle facilities in the study area consist of Class I, II, and III bikeways. The bikeway facility classification system is described as follows:

- **Class I bikeways** are facilities with exclusive right-of-way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. In some areas, pedestrian facilities are separated from the bikeway.
- **Class II bikeways** are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel.
- **Class III bikeways** are shared routes for bicyclists on streets with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network.

The existing bikeways in the project vicinity are described as follows:

- California Boulevard has a Class I bike path along the western side from Taft Street to Alex G. Spanos Stadium which connects the campus to the City of San Luis Obispo bicycle network. The remaining portion of the western segment, as well as the entire eastern segment of California Boulevard, has Class II bike lanes.
- Foothill Boulevard has Class II bike lanes on both sides of the road west of California Boulevard. East of California Boulevard to Campus Way there is an eastbound Class II bike lane, and a Class III bikeway in the westbound direction.
- Grand Avenue has Class II bike lanes from the northerly to southerly terminus.
- Highland Drive is designated as a Class III bike route from Patricia Drive to Ferrini Road. East of Ferrini Road, there are Class II bike lanes to the easterly terminus.
- Santa Rosa Street (SR 1) has Class II bike lanes on both sides of the road south of Highland Drive.
- Broad Street, Chorro Street, Slack Street, and Monterey Street are all designated as Class III bike routes in the study area. There are no existing bikeways on Boysen Avenue or Taft Street.

Pedestrian Facilities

Pedestrian facilities within the study area include sidewalks, crosswalks, and pedestrian signals. Existing pedestrian facilities at study intersections within the project study area are summarized below:

- N4 Project Driveway/Santa Rosa Street (SR 1): No marked crosswalks or pedestrian facilities.
- Highland Drive/Santa Rosa Street (SR 1): Traffic signal with crosswalks and pedestrian signal on west and south legs only. No sidewalks north of the intersection on Santa Rosa Street or east of the intersection on the north side of Highland Drive.
- Boysen Avenue/Santa Rosa Street (SR 1): No marked crosswalks.
- Foothill Boulevard/Broad Street: No crosswalk or pedestrian signal on east leg. Intersection of Foothill Boulevard/Chorro Street is located approximately 200' east of the intersection.
- Foothill Boulevard/Chorro Street: No crosswalk or pedestrian signal on west leg. Intersection of Foothill Boulevard/Broad Street is located approximately 200' west of the intersection.
- Foothill Boulevard/Santa Rosa Street (SR 1): Crosswalks, pedestrian signals and sidewalks are located on all legs.
- Foothill Boulevard/California Boulevard: No crosswalk or pedestrian signal on north leg. Signal has a bike phase.
- Taft Street/California Boulevard: No marked crosswalks.
- US 101 NB Ramps/California Boulevard: No marked crosswalks.
- Slack Street/Grand Avenue: Marked crosswalks on all legs.
- Loomis Street/US 101 SB On-Ramp/Grand Avenue: Marked crosswalk on US 101 On Ramp.
- US 101 NB Ramps/Abbott Street/Grand Avenue: No crosswalk or pedestrian signal on north leg.
- Monterey Street/Grand Avenue: No marked crosswalks on the north, south, or west legs. However, all legs have pedestrian signals.

Existing pedestrian facilities on study area roadways within the project study area are summarized below:

- Grand Avenue (Slack Street to Monterey Street): Continuous sidewalk on both sides of roadway.
- Slack Street (Longview Lane to Grand Avenue): Continuous sidewalk on south side of roadway, no sidewalk on north side of roadway.
- Foothill Boulevard (Broad Street to Carpenter Street): Continuous sidewalk on both sides of roadway.
- California Boulevard (Foothill Boulevard to US 101): Continuous sidewalk or Class I path on both sides of roadway.

Existing bicycle and pedestrian volumes per day in the vicinity of the Master Plan Area are shown in Table 3.13-1.

Table 3.13-1 Existing Bicycle and Pedestrian Volumes

Roadway	From	To	Average Daily Volume (Existing Conditions) Bicyclists	Average Daily Volume (Existing Conditions) Pedestrians
Grand Avenue	Slack Street	US 101 Northbound	532	639
E Foothill Boulevard	California Boulevard	Santa Rosa Street	1,344	1,806
California Boulevard	Campus	E. Foothill Boulevard	656	603
California Boulevard	E. Foothill Boulevard	Hathway Avenue	562	505
Railroad Safety Trail (along California Boulevard)	Campus	E. Foothill Boulevard	918	499
Railroad Safety Trail (along California Boulevard)	E. Foothill Boulevard	Hathway Avenue	1,517	1,230
Highland Drive	Mount Bishop Road	Santa Rosa Street	831	639

Source: City of San Luis Obispo 2019a

TRAVEL SAFETY

The Master Plan Area is located adjacent to and north of the City of San Luis Obispo, which tracks travel safety and collision information as part of its ongoing Annual Traffic Safety Program. Based on the data collected each year, the City provides recommendations for future safety improvements in areas where collisions involving vehicles, bicyclists, and pedestrians occur. Eighty-five percent of incidents/collisions in the city since 2013 involved solely vehicles, with the remaining involving either a bicycle (10 percent) or a pedestrian (5 percent) (City of San Luis Obispo 2018). The average number of traffic collisions per year has generally been decreasing, from a 5-year average in 2015 of 572 collisions per year to a 5-year average in 2017 of 525 collisions per year (City of San Luis Obispo 2016a, 2018). In addition, the proportion of collisions by travel mode (i.e., vehicle, bicycle, pedestrian) exhibits a decrease in the percentage of bicycle-related collisions (City of San Luis Obispo 2016a, 2018). With respect to pedestrian-related collisions, between 3 and 5 pedestrian-related collisions per year have occurred within a half-mile of campus over the past three years, with one fatal collision in 2016 at the intersection of Foothill and California Boulevards. No locations in the vicinity of campus have experienced more than one collision per year (City of San Luis Obispo 2016a, 2016b, 2018). With respect to bicycle-related collisions, between 12 and 16 bicycle-related collisions per year have occurred within a half-mile of campus over the past three years. None of the bicycle-related collisions resulted in fatality, per City data (City of San Luis Obispo 2016a, 2016b, 2018). However, the City, based on data collected, has identified Foothill Boulevard, generally between California Boulevard and Tassajara Drive as having a high collision rate for all travel modes (City of San Luis Obispo 2018).

3.13.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The estimated regionwide VMT and project-generated VMT was calculated using the SLOCOG regional traffic model. The SLOCOG regional traffic model uses land use alternatives as an input and, using San Luis Obispo region's transportation network, produces analysis outputs such as VMT through trip assignments to meet the demands of those land uses.

The project-generated VMT calculated by the SLOCOG regional traffic model accounts for all vehicle trips, and all trip purposes and types, and is calculated by adding the VMT originating from and traveling to the Master Plan Area. Additionally, the SLOCOG regional traffic model accounts for VMT generated by the following trip types as follows:

- Internal to Internal Trips: The full length of all trips made entirely within the geographic area limits is counted.
- Internal to External Trips: The full length of all trips with an origin within the geographic area and destination outside of the area is counted.

- External to Internal Trips: The full length of all trips with an origin outside of the geographic area and destination within the area is counted.

The SLOCOG regional traffic model considers both intra-zonal VMT and VMT between traffic analysis zones, and adjustments were made to the modeling outputs to more accurately predict campus-related travel. The intra-zonal VMT and VMT between traffic analysis zones, or TAZs, that are both in the study area are double counted. To account for this, the project-generated VMT is divided by the service population (residential population, employment population, and student population), the generators of both trip ends of the VMT. Additional details related to this adjustment to the model are provided in Appendix G.

The methodology for establishing a VMT significance threshold for the project is consistent with and based on the guidance provided by the CSU TISM. As detailed in the CSU TISM, and consistent with the OPR Technical Advisory, a project that does not achieve a VMT reduction of 15 percent below existing regional, sub-regional, or citywide VMT per capita would result in a significant transportation impact.

The SLOCOG regional traffic model was used to quantify existing VMT per service population for the San Luis Obispo County region as a whole. As shown in Table 3.13-2 the existing VMT per service population for San Luis Obispo County is 22.61. For the purposes of this evaluation and by applying the CSU TISM and OPR Technical Advisory recommended methodology, if the project-generated VMT per capita for the campus as a whole with implementation of the 2035 Master Plan exceeds 19.22 (i.e., 22.61*.85=19.22), a significant transportation impact would occur.

In addition, the SLOCOG modelling assumptions results in a more conservative analysis of VMT and potential VMT per capita in comparison to the assumptions used in the City of San Luis Obispo's model. Use of the City's VMT model in this analysis would have considered land use information inherent to the citywide model, which accounts for additional vehicle travel efficiencies associated with increased density within the city. If the City's model was applied to the 2035 Master Plan, it would likely result in a lower estimate of VMT for the campus. For example, the SLOCOG model anticipates that countywide VMT would be approximately 12,700,000 VMT in 2035 versus 12,000,000 VMT that would be anticipated using the City's VMT model (City of San Luis Obispo 2019b). This represents a difference of approximately 6.5%. The increased VMT estimates under the SLOCOG model are partly attributable to the region's strong rural character with urban areas that are linked by north-south transportation corridors (US 101, SR 1, SR 227) (SLOCOG 2019). That is, the campus community's geographic distribution and the nature of campus uses (e.g., high proportion of on-campus housing, relatively high use of alternative transportation) would generate lower VMT per capita as compared to the SLOCOG region as a whole. Nonetheless, because there are students, faculty and staff who reside off-campus and outside the City of San Luis Obispo, use of the SLOCOG model was considered the most conservative and therefore appropriate model.

Table 3.13-2 Existing VMT

	Existing Conditions
Campus	
Vehicle Miles Traveled (A)[1]	957,900
Service Population (B)[1,2]	32,840
VMT per Service Population (A/B = C)	29.17
San Luis Obispo County	
Vehicle Miles Traveled (D) [1]	9,906,300
Service Population (E)[1,2]	438,100
VMT per Service Population (D/E = F)	22.61

Notes:

[1] Rounded service population and VMT to nearest 10.

[2] Service population is defined as the sum of all employees, residents and students.

Source: Data compiled and provided by Fehr & Peers 2019.

Cal Poly 2035 Master Plan

The following "Guiding Principles" were developed early on in the process by the 2035 Master Plan professional team with input from campus leadership, including the college deans, and considering continuity with the 2001 Master Plan. Guiding Principles can be thought of both as starting points for the plan process and as overarching directives relevant to all or most Master Plan topics. The following principles are relevant to air quality:

- **Guiding Principle (GP) 13:** Access to an around campus should be safe, efficient and effective for all modes, while shifting to an active transportation system that gives priority to walking, bicycles, emerging mobility technologies, and transit over cars.
- **GP 16:** Cal Poly should consider potential impacts – including but not limited to traffic, parking, noise, and glare – on surrounding areas, especially nearby single-family residential neighborhoods, in its land use planning, building and site design, and operations.
- **Academic Mission and Learn by Doing (AM) 03:** Instructional facilities (apart from outdoor teaching and learning areas) should be located within a 10-minute walk in the campus Academic Core.
- **Design Character (DC) 05:** The design of campus facilities should maintain and incorporate a pedestrian sense of scale.
- **DC 06:** The Academic Core should be primarily pedestrian oriented with simple, cohesive and straightforward pedestrian circulation and appropriate amenities, scale, and design at the ground level.
- **DC 08:** Services with frequent off-campus interaction should be located close to off-campus circulation routes and parking facilities.
- **DC 11:** Campus design and wayfinding should reflect an enhanced connection to, and interaction with, the surrounding City of San Luis Obispo.
- **Implementation Program (IP) 04:** Cal Poly should consider potential impacts – including but not limited to traffic, parking, noise, and glare – on surrounding areas, especially nearby single-family residential neighborhoods, in its land use planning, building and site design, and operations.
- **IP 11:** Educational programs that promote safety in all modes should be improved and better directed to target audiences.
- **IP 12:** Cal Poly should incorporate pedestrian, bicycle and transit plans into a comprehensive and updated multi-modal active transportation plan designed consistent with leading standards.
- **IP 13:** Cal Poly should be a national leader in multi-modal transportation best practices, related research and technology transfer, and should develop a multidisciplinary center or institute focused on transportation issues including planning, research and modeling actual practices.
- **IP 14:** As a regional leader in fostering active transportation, Cal Poly should partner with local, regional and national public and private organizations (including but not limited to the City, County, Caltrans, SLOCOG, RTA, Amtrak, and Union Pacific Railroad) to make San Luis Obispo a model for modal shift from single occupancy autos to a complete active transportation system.
- **IP 15:** Cal Poly should strengthen policies that discourage people from bringing cars to campus, especially for first- and second-year students living on-campus, and other students who reside on or near campus, and should concurrently provide the services, infrastructure and incentives for using active transportation options so that most students will not want a car.
- **IP 16:** Education, incentives and the use of emerging technologies such as dynamic matching should all be supported and utilized to improve ridesharing and the choice of active transportation modes.
- **IP 17:** Educational and information campaigns related to modal shift should be compelling, consistent, effective and across multiple media.

- **IP 18:** Measurable objectives should be established to track progress toward shifting modes to an active transportation system including social science metrics related to attitudinal as well as behavior shifts.
- **IP 19:** For the desired modal shift to be expeditiously implemented, more robust and sustainable funding sources must be identified.
- **IP 20:** Cal Poly should partner with the City to help develop off-campus bicycle improvements as prescribed in the City's bike plan and that improve connections between the campus and community.
- **IP 21:** Convenient bicycle routes throughout the campus, as well as bike parking located as near as practical to campus origins and destinations, should be provided to encourage bicycle use.
- **IP 22:** On-campus housing should be designed to accommodate bicycle parking that is indoors or otherwise protected from the elements.
- **IP 23:** Cal Poly should continue to work with the City and RTA to make public transportation more convenient than automobile use through such improvements as shorter headways, increased evening and weekend services, and greater convenience for on-campus residents.
- **IP 24:** Cal Poly should work toward restoring, expanding and publicizing extra-regional bus service.
- **IP 25:** Parking should be efficiently managed to reduce the need for parking spaces through real time information regarding space location and availability, variable time pricing, and other best practices.
- **IP 26:** A system should be established whereby sponsored guests can obtain parking passes without crossing the campus to a single staffed kiosk.
- **IP 27:** Any future or renovated parking facility should meet the certification standards of the Green Parking Council or similar organization.
- **IP 28:** Where activities are located beyond walking distance from the Academic Core, alternative transportation options should be provided.
- **IP 29:** If intra-campus shuttles or similar future services are provided, they should be low or zero emission (such as electric, CNG or gas hybrid).
- **Transportation and Circulation (TC) 11:** On-campus residential neighborhoods should be designed with convenient access to the core of campus, including safe and convenient pedestrian and bicycle paths. Consideration should be given to a shuttle service or other intra-campus alternatives when residential developments are beyond convenient walking distance.
- **TC 12:** Campus wayfinding should clearly identify places, routes, and destinations; and enable people to orient themselves to find their destination.
- **TC 13:** Parking should be provided in appropriate amounts and locations depending on the purpose.
- **TC 14:** Major parking facilities should be located to "intercept" cars outside the Academic Core. Drivers should be able to conveniently transition to other active modes or intra-campus shuttles or other options.
- **TC 15:** Parking facilities should be sited and designed to reduce visual obtrusiveness while maintaining safety.

THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are based on Appendix G of the State CEQA Guidelines, the CSU TISM, and the OPR Technical Advisory. The 2035 Master Plan could have a significant effect related to transportation if it would:

- conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, or bicycle and pedestrian facilities;
- conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);

- substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- result in inadequate emergency access.

With respect to the issue of CEQA Guidelines Section 15064.3, Cal Poly, as part of the CSU system, would consider a VMT impact to be significant if the project would:

- result in project-generated VMT per service population for the campus as a whole that exceeds 19.22 (i.e., 15 percent below countywide VMT per service population [22.61]) under Existing plus Project conditions.

ISSUES NOT DISCUSSED FURTHER

Level of Service

In accordance with the December 28, 2018 amendments to the State CEQA Guidelines, VMT is the most appropriate measure of transportation impacts, supplanting vehicular LOS (i.e., delay). Therefore, the evaluation of LOS is not discussed further.

Roadway Hazards Due to Design Features or Incompatible Uses

The 2035 Master Plan does not include new major/primary entrances or modifications to existing campus entrances from the City of San Luis Obispo, however, some modification of existing roadways, including bicycle, pedestrian, and transit improvements, may be necessary as the 2035 Master Plan is implemented. Roadway improvements or modifications of facilities, which may require temporary road closures, associated with the 2035 Master Plan would be constructed in accordance with all applicable design and safety standards so as to allow for the safe and efficient movement of various modes of travel to, from, and through the campus. Additionally, the vehicles types associated with operation of the land uses proposed in the 2035 Master Plan are consistent with those currently utilizing the circulation network within the Master Plan area. Therefore, the project would not increase hazards because of a design feature or incompatible uses. This issue is not discussed further.

Emergency Access

The 2035 Master Plan would require that site design be compliant with all applicable emergency access requirements, including Uniform Fire Code requirements; thus, emergency access for future projects under the 2035 Master Plan would be subject to review by all appropriate responsible emergency service agencies. Additionally, all CSU projects are required to follow the State University Administrative Manual which requires the State Fire Marshal to review all projects prior to implementation. Therefore, future projects under 2035 Master Plan would be designed to meet applicable emergency access and design standards, and adequate emergency access would be provided. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.13-1: Result in Vehicle Miles Traveled That Exceed Regional Vehicle Miles Traveled Targets

With implementation of the 2035 Master Plan, Cal Poly, as a whole, would exceed the countywide VMT per service population target of 19.22 (15 percent below existing regional VMT per service population). Although implementation of the 2035 Master Plan would reduce VMT per capita compared to existing conditions due to the location of all new and a greater proportion of total student enrollment in on-campus housing, this impact would be **significant**.

VMT generated by Cal Poly, as a whole, with implementation of the 2035 Master Plan was conservatively modeled using the SLOCOG regional traffic model. The results of this modeling and conversion of total VMT to VMT per capita are shown in Table 3.12-3. Based on the modeling conducted, overall VMT would increase due to the increase in campus population that would in total generate 7,495 new daily vehicle trips. Importantly, however,

VMT per service population – which is the governing threshold of significance – for the entire campus would decrease substantially. As shown in the Table 3.12-3, implementation of the 2035 Master Plan would result in 24.26 VMT per service population for the entire campus, representing a reduction of 16.8 percent from an existing level of 29.17 VMT per service population. This reduction reflects the benefits (i.e., reductions in daily trips and VMT per service population compared to existing conditions) of providing on-campus student, staff, and faculty housing and neighborhood residential uses, which would serve to reduce the number and length of vehicular trips to and from campus. Moreover, the per-capita VMT associated solely with implementation of the 2035 Master Plan (i.e., net new VMT per net new service population) would be 10.95, demonstrating the effectiveness of on-campus housing and management strategies to reduce the number and length of vehicle trips.

Table 3.13-3 Existing plus Project VMT

	Existing Conditions	Existing plus Project Conditions
Campus		
Vehicle Miles Traveled (A)[1]	957,900	1,090,800
Service Population (B)[1,2]	32,840	44,970
VMT per Service Population (A/B = C)	29.17	24.26
VMT per New Service Population[3]		10.95
San Luis Obispo County		
Vehicle Miles Traveled (D) [1]	9,906,300	
Service Population (E)[1,2]	438,100	
VMT per Service Population (D/E = F)	22.61	

Notes:

[1] Rounded service population and VMT to nearest 10.

[2] Service Population is defined as the sum of all employees, residents and students.

[3] New Service Population is defined as the net increase in faculty/staff, residents, and students that are anticipated under the 2035 Master Plan)

Source: Data compiled and provided by Fehr & Peers 2019.

However, using the 22.61 VMT per service population for San Luis Obispo County under the SLOCOG model, the VMT per service population of Cal Poly with implementation of the 2035 Master Plan at 24.26 VMT per service population would still exceed the significance threshold of 15 percent below the regional VMT, or 19.22 VMT per service population. As a result, this impact would be **significant**.

Mitigation Measures

Mitigation 3.13-1: Develop and Implement a Transportation Demand Management Plan

Using the CSU TDM Manual (Nelson Nygaard 2012) as a guide, Cal Poly shall develop and implement a TDM plan to reduce daily trips and VMT generated by campus employees, residents, and students by a minimum of 5.04 VMT per service population. TDM measures best suited for college towns generally include measures intended to reduce driving on campus such as subsidized transit passes, improved transit and shuttles, parking management, encouraging bicycle and pedestrian travel, and locating student housing on-campus. TDM policies that could reduce vehicle trip generation and VMT include, but are not limited to, the following:

- Expand and/or maximize the efficiency of the local and regional public transit service. This includes coordination and fair-share contributions towards additional SLO Transit and ~~SLO~~RTA transit routes, operational costs, and capital (e.g. rolling stock), as well as potential expansion of facilities (e.g., the Government Center transfer point), and zero-emission bus charging infrastructure.
- Support active transportation projects on and near campus through infrastructure improvements to enhance safety and efficiency of these travel modes. This would include additional on-campus shuttle service or separated facilities

for active transportation, including bike and transit. In addition, campus would expand information programs to educate students about transportation options.

- Implement carpool and/or vanpool incentive programs. This could include expanded programs/incentives for both faculty/staff and students, including trip credits, the emergency ride home program, and rideshare.
- Offer remote working options for employees. This could include offering online courses/lectures for students where faculty/staff could work and students would participate remotely.

As part of the TDM plan, Cal Poly shall develop and implement a parking management plan. The parking management plan shall implement policies that focus on reducing academic and residential parking demand. Parking management strategies that would reduce vehicle trip generation and VMT include, but are not limited to the following:

- Restrict parking spaces by student class – Reduce the availability of or eliminate on-campus parking for freshman and/or sophomores.
- Adjust the cost of parking permits – Increase the cost of on-campus resident parking permits, implement tiered parking pricing based on the distance to campus or time of day, and/or employ a tiered pricing from limited days (1-day, 2-day, etc.).
- Designate parking locations – Establish designated parking locations by academic program to manage the academic parking demand.
- Establish pick-up/drop-off parking district(s) – To account for emerging forms of transportation, such as transportation network companies (e.g., Uber and Lyft) and the associated VMT generated, develop a parking district or districts that charge for pick-up and drop-off on campus.

As part of the parking management plan, to better understand the commute patterns of students, residents, and employees Cal Poly shall study the distribution of VMT by commute-shed (e.g., intra-county trips, inter-county trips, on-campus trips) to help develop appropriate TDM and parking management policy responses.

On a biannual (every two years) basis, Cal Poly shall monitor and evaluate the efficacy of the TDM Plan and its strategies. If necessary and in order to achieve the target VMT reduction, Cal Poly shall increase the level of implementation and/or scope of TDM measures in order to ensure the 5.04 or greater VMT standard is met.

Significance after Mitigation

The proposed development under the 2035 Master Plan, which would locate housing (student, faculty, and staff), closer to on-campus destinations, represents precisely the type of synergistic development envisioned by SB 743 to reduce VMT. As demonstrated above, the VMT associated with the existing campus baseline would be reduced from 29.17 to 24.26 VMT per service population, a reduction of 16.8 percent VMT per service population. In addition, net growth under the 2035 Master Plan would be 10.95 VMT per new service population, representing a 43 percent reduction in VMT as compared to the target of 19.22 VMT per service population. Implementation of Mitigation Measure 3.13-1 would reduce campuswide VMT by a minimum of 5.04 VMT per service population by further decreasing the demand for vehicular travel, incentivizing active transportation modes, and modifying commute patterns. Further, the proposed development under the 2035 Master Plan, which would locate housing (student, faculty, and staff), closer to on-campus destinations, represents the type of development envisioned by SB 743 to reduce VMT. Because implementation of this measure would further reduce campuswide VMT by an additional 5.04 VMT and achieve a 15% reduction in VMT (or 19.22 VMT per service population) using the conservative County/SLOCOG baseline standard, and because the type and level of development proposed under the 2035 Master Plan would inherently reduce VMT, this impact would be reduced to a **less-than-significant** level.

Impact 3.13-2: Conflict with a Program, Plan, Ordinance, or Policy Addressing Circulation and Transit

Implementation of the 2035 Master Plan would increase demand for transit, which may require investments in additional transit service and/or facilities to maintain the level and quality of service necessary to retain and expand ridership. Failure to maintain quality service could lead to losses of ridership and increases in travel by other modes (e.g., automobiles) that could result in environmental effects such as increased emissions. This impact would be **significant**.

Growth of Cal Poly's student population, faculty, and staff under the 2035 Master Plan would increase demand for transit serving the campus. The 2035 Master Plan includes a multi-modal transit center in the vicinity of the proposed Creekside Village near the terminus of Highland Drive at University Road. The transit center would be the hub for multimodal transit for Cal Poly, and SLO Transit and RTA would provide service at the transit center. Additionally, as detailed in Chapter 2, "Project Description," the 2035 Master Plan includes a new transit stop near the southeast corner of campus at the Performing Arts Center to serve the proposed residential neighborhood and student housing and a new transit stop near the southwest corner of campus. The strategic location of the new transit stops at the edge of the campus would eliminate the need for buses to regularly enter the Academic Core subarea; thus, minimizing potential vehicular and bicycle/pedestrian conflicts. Any changes to the current transit routes, as well as the precise locations and designs of the transit center and future stops, would be determined in consultation and coordination with the SLO Transit and SLORTA.

The 2035 Master Plan would not interfere with the implementation of planned transit service or facilities identified in the City of San Luis Obispo General Plan, the SLO Transit SRTP, or the SLORTA SRTP. Both the SLO Transit and SLORTA SRTPs propose to implement transit service changes that will result in the expansion of service times and frequency along routes that access campus. The 2035 Master Plan would also not interfere with planned regional transit projects identified in the SLOCOG 2019 RTP as it would not reduce the availability to provide transit service in the area. The 2035 Master Plan emphasizes the need to coordinate with local and regional transportation agencies to support the implementation of TDM strategies, including expanded transit options for students, faculty and staff.

Multiple study segments operate with a high passenger load factor, relatively infrequent service, or the lack of bus stops along a segment (Fernandez, pers. comm., 2019). Field observations and discussions with transit agency staff indicate regular leave-behinds at bus stops near campus, where the buses are at capacity and cannot load all riders (Fernandez, pers. comm., 2019).

As detailed above, the SLO Transit and SLORTA short range transit plans identify planned expansion of transit service and/or facilities to accommodate current demand. However, it is not certain that planned or future expansion will adequately accommodate the additional ridership demand resulting from the implementation of the 2035 Master Plan. Thus, transit services could potentially operate below acceptable service level, quality, and/or performance targets with implementation of the 2035 Master Plan, which would be deleterious to the transit customer experience (e.g., chronic overcrowding issues) and potentially deter existing and prospective riders from utilizing transit. This impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.13-2: Monitor Transit Service Performance and Support Transit Improvements

Currently, SLO Transit and RTA regularly monitors transit service performance and adjusts service levels, as feasible, according to established service standards. Cal Poly shall work with SLO Transit and RTA staff to identify and support implementation of transit service and/or facility improvements (e.g., through fair share contribution[s] based on University-related ridership) necessary to adhere to applicable, established service standards (e.g., fewer than 125 percent of seated capacity) identified in the SLO Transit Short Range Transit Plan (SRTP) and applicable RTA plans. and, in turn, maintain a high-quality customer experience so as not to deter existing and potential ridership. Potential transit improvements could include modifying existing transit routes or adding new routes to serve areas of the campus underserved by transit, adding service capacity (through increased headways and/or larger vehicles) to prevent chronic overcrowding, improving terminal facilities to accommodate additional passengers and transit vehicles, and improving

coordination between transit providers. In the event that SLO Transit and/or RTA update~~s~~ ~~its~~their respective SRTP during implementation of the 2035 Master Plan, transit improvements shall result in service performance that meets the performance targets established in the latest SLO Transit and RTA SRTP~~s~~.

Transit facility and roadway improvements shall be designed and constructed in accordance with industry best practices and applicable standards. Improvements shall be implemented or constructed in a manner that would not physically disrupt existing transit service or facilities (e.g., additional bus service that exceeds available bus stop or transit terminal capacity) or otherwise adversely affect transit operations.

Significance after Mitigation

Implementation of Mitigation Measure 3.13-2 would reduce potential significant impacts associated with transit service and facilities to a **less-than-significant** level by ensuring that transit service is sufficient to accommodate demand consistent with established SLO transit service standards, minimizing potential adverse effects on transit operations, and minimizing conflicts between transit and other travel modes.

Impact 3.13-3: Conflict with a Program, Plan, Ordinance, or Policy Addressing Bicycle Facilities

Implementation of the 2035 Master Plan would not interfere with implementation of planned bicycle facilities in the City and County of San Luis Obispo. It would increase bicycle travel on campus, which could generate bicycle volumes that physically disrupt the use of existing facilities. Implementation of the 2035 Master Plan would increase automobile, transit, bicycle, and pedestrian trips to, from, and within campus, which would increase the competition for physical space between the modes; thus, increasing the risk of collisions. This impact would be **significant**.

The 2035 Master Plan would not interfere with the implementation of planned bicycle facilities identified in the City of San Luis Obispo General Plan or the City of San Luis Obispo Bicycle Transportation Plan. It would also not interfere with planned regional bicycle projects identified in the SLOCOG 2019 RTP. Implementation of the 2035 Master Plan would allow for the addition of 669 new regular employees and 3,188 new students, and this increase would correspond to an increase in new bicyclists on campus. Based on existing daily bicycle volumes shown above in Table 3.13-1 and the projected increase in campus population under the 2035 Master Plan, average daily bicycle trips are anticipated to increase by 930 as a result of implementation of the 2035 Master Plan. New bicycle activity is expected to be concentrated near focal points for students and staff activities, including new on-campus housing developments, the Academic Core subarea, and on bicycle facilities connecting campus activity generators. New bicycle activity would also create additional demand for bicycle parking near activity generators.

Additional on-campus bicycle activity generated by growth identified in the 2035 Master Plan or from specific projects, together with increased automobile, transit, and pedestrian trips, could contribute to crowding of existing bicycle facilities and in shared right-of-way environments, particularly during peak travel periods such as the morning commute into the Academic Core subarea or passing periods between classes. Crowding would result in the competition for physical space between the modes, which in turn would increase the potential for collisions, including those involving bicyclists. Crowding would be exacerbated by increased differences in speed differentials on shared-use facilities, including those caused by increased use of eBikes, eScooters, eSkateboards, and other electronic personal mobility devices that are becoming more prevalent.

Bicycle facilities with high volumes or those with real or perceived safety issues could alter travel patterns and potentially deter existing and prospective bicyclists from biking to and from on-campus destinations, effectively limiting or reducing the overall number of campus-related bicycle trips. Additional bicycle demand on heavily trafficked segments generated by the buildout of the 2035 Master Plan could create crowding along existing bike lanes that could discourage bicycling in favor of other less crowded modes.

The 2035 Master Plan includes an enhanced pedestrian and bicycle circulation system with new and improved pedestrian and bicycle paths throughout the campus, new roadways with bicycle facilities, and additional bicycle parking located near major activity centers. Further, the planned system would increase safety by creating a pedestrian-only Academic Core subarea and eliminating conflicts between pedestrians, bicycles, and cars. However, implementation of the 2035 Master Plan would increase bicycle trips to, from, and within campus, which could lead to

overcrowding of bicycle facilities and the increase in competition for physical space between modes; thus, increasing the risk of collisions. This impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.13-3: Monitor Bicycle-Related Collisions to Implement Countermeasures Minimizing Potential Conflicts with Bicycle Facilities

Following adoption of the 2035 Master Plan and every two years thereafter during implementation of the 2035 Master Plan, Cal Poly shall record on-campus bicycle volumes and collisions involving bicyclists and establish a bicycle collision rate. The rate should be sensitive to context (e.g., Academic Core subarea versus new student housing along the edge of current campus development) and facility type (e.g., intersection versus segment). Cal Poly shall determine the on-campus bicycle collision rate as part of its biennial mitigation monitoring program. In instances where the rate increases from the prior observation period, Cal Poly shall develop and implement countermeasures designed to reduce the rate and primary collision factors. Cal Poly shall also identify and develop countermeasures for locations where the change in the mix of travel patterns and behavior is determined to be incompatible with the facility as designed. Potential countermeasures include the following:

- Construct physically separated facilities for each mode in shared operating environments (particularly high- versus low-speed travel modes).
- Restrict select modes in certain areas where one mode is prioritized over another to minimize collision potential.
- Increase the number of bicycle parking facilities and distribute them to minimize crowding on connecting bicycle facilities.
- Enforce 'rules of the road' per the California Vehicle Code and applicable University policies.
- Educate existing and prospective bicyclists to give people the skills and abilities to ride.
- Control class schedules and passing periods to minimize effects of peak bicycle traffic.
- Expand core area restrictions on service vehicles.

Anticipated increases in bicycle activity would be concentrated near focal points for students and staff activities, including new on-campus housing developments, existing and new academic and recreational facilities (e.g., classrooms, lecture halls, athletic fields) in the Academic Core subarea, and along bicycle facilities connecting activity generators. Bicycle facility and roadway improvements that intend to minimize conflicts between bicyclists and other travel modes shall be designed and constructed in accordance with applicable CSU and California standards. In addition, Cal Poly shall coordinate with the City regarding the connection points and sizing of on-campus facilities at their intersection points with City facilities to ensure the safe transition of bicyclists between City and campus facilities and vice versa.

As an optional mitigation action, Cal Poly could elect to prepare a Multimodal Transportation Management Plan that ~~identifies~~ would coordinate bike, pedestrian and transit modes and related improvements, including identifying and coordinating the expected locations and types of bicycle improvements that may be necessary to accommodate growth resulting from the 2035 Master Plan. Potential modifications to the existing transportation network for active transportation modes ~~should~~shall be based on, but not limited to, the following objectives:

- desired level of traffic stress or user experience, and
- the need for physical separation between the modes (to address either volume or speed differentials).

If adopted, t~~T~~he plan should include an implementation program that identifies the prioritization and sequencing of improvements as they relate to specific on-campus facilities (e.g., new student residences). The plan ~~should~~shall be flexible to respond to changing conditions during implementation of the 2035 Master Plan and ~~should~~shall contain optional strategies and improvements that can be applied to specific problems that arise as the 2035 Master Plan's implementation proceeds.

Significance after Mitigation

Implementation of Mitigation Measure 3.13-3 would reduce potential significant impacts associated with bicycle facilities to a **less-than-significant** level by supporting bicycling on campus and either adjusting the volume, capacity and design of existing and new facilities, so as to minimize the potential for conflicts between bicycles and other travel modes.

Impact 3.13-4: Conflict with a Program, Plan, Ordinance, or Policy Addressing Pedestrian Facilities

Implementation of the 2035 Master Plan would increase pedestrian travel on and off campus, which could generate pedestrian volumes that physically disrupt the use of existing facilities. Implementation of the 2035 Master Plan would increase automobile, transit, bicycle, and pedestrian trips to, from, and within campus, which would increase the competition for physical space between the modes, which increases the risk of collisions. This impact would be **significant**.

The 2035 Master Plan would not interfere with the implementation of planned pedestrian facilities identified in the City of San Luis Obispo General Plan or planned regional pedestrian projects identified in the SLOCOG 2019 RTP. Student, employee, and on-campus housing growth resulting from the implementation of the 2035 Master Plan would increase pedestrian activity on campus. Implementation of the 2035 Master Plan would allow for the addition of 669 new regular employees and 3,188 new students, each of whom would generate a variety of pedestrian trips within the campus during a typical day of the academic year. Based on existing daily pedestrian volumes shown above in Table 3.13-1 and the projected increase in campus population under the 2035 Master Plan, average daily pedestrian trips are anticipated to increase by 847 as a result of implementation of the 2035 Master Plan. New pedestrian activity is expected to be concentrated near focal points for students and staff activities, including new on-campus housing developments, the Academic Core subarea, and on pedestrian facilities connecting campus activity generators.

Additional on-campus pedestrian activity generated by the 2035 Master Plan, together with increased automobile, transit, and bicycle trips, could result in crowding on existing pedestrian facilities and in shared right-of-way environments, particularly during peak travel periods. Crowding would result in the competition for physical space between the modes, which in turn would increase the potential for collisions, including those involving pedestrians. The Academic Core subarea would experience increased opportunities for bicycle-pedestrian conflicts with the addition of 2035 Master Plan trips. Crowding would be exacerbated by increased differences in speed differentials on shared-use facilities, including those caused by increased use of eBikes, eScooters, eSkateboards, and other electronic personal mobility devices. This impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.13-4: Monitor Pedestrian-Related Collisions to Implement Countermeasures Minimizing Potential Conflicts with Pedestrian Facilities

Following adoption of the 2035 Master Plan and every two years thereafter during implementation of the 2035 Master Plan, Cal Poly shall record on-campus pedestrian volumes and collisions involving pedestrians and establish a pedestrian collision rate. The rate should be sensitive to context (e.g., Academic Core subarea versus new student housing along the edge of current campus development) and facility type (e.g., intersection versus segment). Cal Poly shall determine the on-campus pedestrian collision rate as part of its biennial mitigation monitoring program. In instances where the rate increases from the prior observation period, Cal Poly shall develop and implement countermeasures designed to reduce the rate and primary collision factors. Cal Poly shall also identify and develop countermeasures for locations where the change in the mix of travel patterns and behavior is determined to be incompatible with the facility as designed. Potential countermeasures include the following:

- Construct physically separated facilities for each mode in shared operating environments (particularly high- versus low-speed travel modes).
- Restrict select modes in certain areas where one mode is prioritized over another to minimize collision potential.

- Improve and/or expand existing pedestrian facilities.

Anticipated increases in pedestrian activity would be concentrated near focal points for students and staff activities, including new on-campus housing developments, existing and new academic and recreational facilities (e.g., classrooms, lecture halls, athletic fields) in the Academic Core subarea, and along pedestrian facilities connecting activity generators. Bicycle facility and roadway improvements that intend to minimize conflicts between pedestrians and other travel modes shall be designed and constructed in accordance with applicable CSU and California standards. In addition, Cal Poly shall coordinate with the City regarding the connection points and sizing of on-campus facilities at their intersection points with City facilities to ensure the safe transition of pedestrians between City and campus facilities and vice versa.

As an optional mitigation action, Cal Poly could elect to prepare a Multimodal Transportation Management Plan that ~~identifies~~ would coordinate bike, pedestrian and transit modes and related improvements, including identifying and coordinating the expected locations and types of pedestrian improvements that may be necessary to accommodate growth resulting from the 2035 Master Plan. Potential modifications to the existing transportation network for active transportation modes ~~should~~shall be based on, but not limited to, the following objectives:

- desired pedestrian level of service or user experience, and
- the need for physical separation between the modes (to address either volume or speed differentials).

If adopted, t~~T~~he plan ~~should~~shall include an implementation program that identifies the prioritization and sequencing of improvements as they relate to specific on-campus facilities (e.g., new student residences). The plan ~~should~~shall be flexible to respond to changing conditions during implementation of the 2035 Master Plan and ~~should~~shall contain optional strategies and improvements that can be applied to specific problems that arise as Master Plan's implementation proceeds.

Significance after Mitigation

Implementation of Mitigation Measure 3.13-4 would reduce potential significant impacts associated with pedestrian facilities to a **less-than-significant** level by supporting walking on campus through new/expanded facilities and minimizing the potential for conflicts between pedestrians and other travel modes via barriers and other separation devices (e.g., landscaping).

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