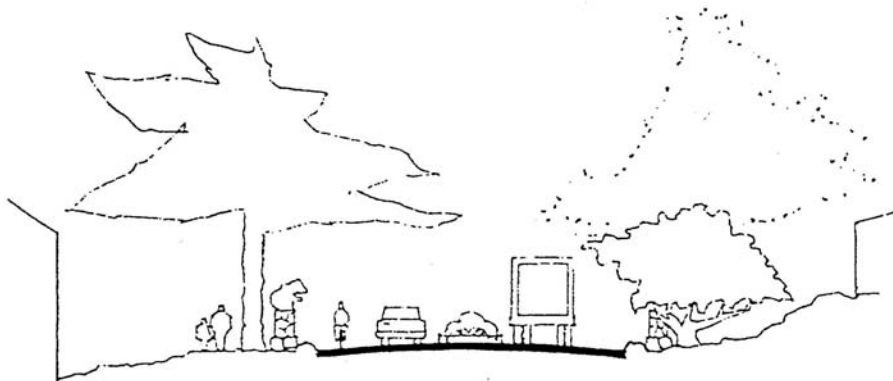


SANTA YSABEL AVENUE, LOS OSOS

Project Description

September 25, 2000



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1. Objectives

The project will

- strongly enhance *traffic safety* by slowing down vehicular traffic from today's 42 mi/h to approximately 32 mi/h. This is measured as 85-percentile speeds, which means that 15 percent of the drivers will still go faster than the above mentioned speeds.
- provide attractive *pedestrian access* across and parallel to Santa Ysabel Avenue.
- *beautify* Santa Ysabel Avenue through planted middle islands and trees on both sides.

2. History

The main steps were

- 1995: Start through a neighborhood initiative, eventually leading to an ISTE A grant.
- 1999: Jud Consultants appointed by County Engineering to facilitate with the public and draw up the preliminary plans as a basis for CEQA review.
- 1999-2000: Public facilitation and conceptual drawings under the guidance of a local steering committee as follows:
 - Written Community Survey in December 1999 sent to over 1000 households. Over 300 forms were returned and showed overwhelming community support. See the 21-page report *Results of Community Survey, December 1999*.
 - Public *workshops* on January 26 and February 23, 2000 at Baywood Elementary School. The citizens formed working groups, made field trips in Los Osos and nearby and sketched solutions based on a given budget and a proposed plan.
 - The steering committee chose the *best solution*, which was unanimously *approved* by the Los Osos Citizens Advisory Committee *LOCAC* in April 2000. The Los Osos Community Services District *CSD* gave their support in June 2000.
 - Based on field surveys, design plans and the *project description* were made in summer 2000. CEQA review is scheduled for fall 2000 and project construction should start before summer 2001.

We would like to thank the many participants in the project, especially

- Keith Wimer, citizen from Los Osos, for starting the project in 1995
- Dave Flynn, from County Engineering, for excellent project management
- Mark Hutchinson, from County Planning, for dealing with the many involved environmental agencies
- Bruce Pickens, Fire chief of Los Osos, for valuable input about emergency vehicles
- Jeff Loring, architect from Los Osos, for numerous work-intensive conceptual drawings and highly valuable input at all stages of the project

- The Morro Group of San Luis Obispo, Robert Sloan, for the *Morro Shoulderband Snail Habitat Assessment* of July 2000
- Prof. Dale Sutliff, ASLA, of the Cal Poly Landscape Architecture Department and senior student, Christopher Hultam, of the Cal Poly Horticulture Department for their input about landscaping.

3. Project

3.1 Road

Appendix 1 contains the conceptual street sketch as approved by LOCAC. The project stretches from 7th Street to South Bay Boulevard and is approximately 3300 feet (one kilometer) long. Traffic is slowed down by:

- horizontal diversions at three cross streets. Therefore, there is a mild zigzag drive at 9th, 13th and 17th Streets.
- horizontal and vertical diversions at another three cross streets. Therefore, slightly elevated crosswalks will be installed at 7th, 11th and 15th Streets. These elevated crosswalks are similar to the existing installation on Augusta Road near the Sinsheimer School in San Luis Obispo. For aesthetic reasons, the elevated crosswalks have a textured surface.

Appendix 2 shows a typical midblock cross section with the meandering footpath on the south side of Santa Ysabel Avenue. The footpath can be on either side of the proposed cypress trees.

Appendix 3 displays a cross section and a longitudinal section of an elevated crosswalk. The crosswalk is only elevated by two inches but follows the guidelines for North American traffic calming, as issued by the Institute of Transportation Engineers ITE in Washington DC ¹. Depending on the topography, measurements and grades may vary slightly. The contour maps indicate that longitudinal drainage is appropriate for all three elevated crosswalks.

Appendix 4 explains two special cross sections:

A. Between 17th Street and South Bay Boulevard

At the southeastern corner of Santa Ysabel Avenue and 17th Street the existing drainage ditch in the asphalt will be connected to a covered drainage junction box. The footpath will not lead through the asphalt ditch anymore, but will smoothly extend eastwards over the junction box.

A drainage pipe of approximately 22 inches diameter will be placed into the ditch along Santa Ysabel Avenue and then will be covered.

¹ *ITE Journal, January 2000*, p.30 about North American Design Standards. For general guidelines see ITE 1999 *Traffic Calming, State of the Practice*

B. Entrance gate west of 17th Street

When further funding is available, this would be the first addition to the project. The entrance gate would consist of two elements:

- A small "monument" (approximately four feet wide and 30 inches high) on the middle island which would be lit at night
- Two side monuments further west, near the existing flagpoles six feet back from the road. Ample sight distance to the west, for drivers on 17th Street, is guaranteed.

Further additions could include:

- a lookout point at 7th Street
- a bus shelter at 15th Street
- signage to better identify streets and locations.

Appendix 5 shows the horizontal alignment of the intersections with raised and normal crosswalks. In the "shadow" of the traffic islands small left turn pockets are created, which provide for smoother and safer traffic flow.

Appendix 6 shows seven project plans in 120 and 50 scale, based on drawings in the electronic AutoCAD 14 format.

3.2 Footpath

The five feet wide meandering footpath on the south side of Santa Ysabel Avenue covers the whole project length. The western section of the path will be used mostly for recreational activities, while children walking to school will mostly use the eastern section. The path will be "gravel", with a soil cement agent for long term stabilization. Where the footpath intersects a street or a driveway a ten-foot asphalt stretch is provided for transition.

The *Americans With A Disability Act (ADA)* requires that no grades be steeper than 8.33 percent and no cross slope be steeper than 2 percent. These conditions are fulfilled. Between 7th and 11th Street grades up to 8 percent are inevitable. Some guidelines suggest handrails for slopes greater than 5 percent. It was felt that for the proposed meandering gravel path this was unneeded, at least in the first phase. The short, four feet long ramps leading to the elevated crosswalks have a comfortable grade of 5 percent. Ample horizontal areas are provided for wheelchair users. Where the footpath hits the intersections, the detailed design must assure that people in wheelchairs can not only comfortably proceed *along* Santa Ysabel Avenue, but also *across* it.

Where the footpath crosses private driveways, some driveway grades may have to be adjusted in order to attain the required cross slope of 2 percent for the footpath.

3.3 Landscaping

3.3.1 Trees

The tree canopy shown in appendix 2 will make Santa Ysabel Avenue visually narrower as demonstrated today between 7th and 2nd Streets. Trees can help slow down traffic. The plan proposes *Monterey Cypress* trees mostly on the south side of the road and *Coast Live Oak* trees mostly on the north side. The cypress trees will grow up to 40 feet high including a crown of maximum 40 feet diameter. The oak trees will grow up to 20 feet high including a crown of maximum 30 feet diameter. No trees can be planted in snail habitat or in the immediate vicinity of utility poles.

3.3.2 Planting in Islands

Ground planting will only be done in traffic islands. Plants will be a maximum of two feet high. Including the island on 7th Street, there are a total of seven middle islands. Citizens who have volunteered for planting and plant maintenance will be allowed to choose four species from the recommended list for each island they have adopted. *Drought resistant plants* will be used. Some of the below species grow in the Elfin Forest.

The following choice of species is proposed as a sample.

Plants	Achillea millefolium Lotus scoparius Verbana lilacina Lantana
Shrub	Berberis aquifolium Ceanothus griseau Eriogonum fasciculatum California Sage Black Sage Cotoneaster Arctostaphylos uva-ursi Baccharis pilularis
Grass	Stipa lepida

Variations in time of blooming, colors, etc. can be chosen according to market availability. Caltrans uses some of this greenery for their middle islands. The initial maintenance (watering) for two years will be done by CSD, paid for by a steering committee reserve fund of \$ 1000. Further maintenance is the responsibility of the citizens of Los Osos e.g. through voluntary work or sponsorships. If citizens fail to maintain the plants, the County reserves the right to pave the islands over or to cover them with a layer of bricks, as practiced by other agencies.

Comments about trees and planting can be made by the public during the upcoming environmental review.

3.4 Signage and Marking

The traffic signage is *basically the same as today* with all side streets displaying a stop sign. At the intersection of Santa Ysabel Avenue and 7th Street the stop sign on Santa Ysabel Avenue going east will be eliminated, because the elevated crosswalk will slow down traffic. On the other hand the existing yield sign on 7th street turning right into Santa Ysabel Avenue will be eliminated because the existing right turn island will be eliminated. This yield sign will be replaced by a stop sign, which stops *all* traffic on 7th Street approaching Santa Ysabel Avenue.

Speed Enforced by Radar signs will be posted and hopefully enforced. The current posted speed limit of 35 mi/h may be lowered, if new speed measurements allow this based on state law. A *No Parking* sign on the south side of Santa Ysabel Avenue along the apartments on 7th Street should be considered for reasons of sight distance.

3.5 Lighting

Two low lighting bollards per traffic island and two lighting bollards per crosswalk will be installed. This results in four bollards per improved intersection. For additional visibility, the concrete curbs of the islands must be of a much brighter color than the road surface.

3.6 Consequences of the Snail Habitat Assessment

The AutoCAD drawings in appendix 7 reveal that *conflicts occur mainly on the north side* at 11th and 15th Streets. At 11th Street there is also a conflict on the south side. If these conflicts were to be *totally* avoided, the project would have to be changed dramatically. At 11th Street the whole Santa Ysabel Avenue would be forced into a zigzag alignment and the gravel path might have to be relocated to the north side between 11th and 13th Streets. All this would considerably weaken the original concept of pedestrian and vehicular safety and of beautification. At 15th Street, moving the bus stop slightly to the west reduced some conflicts with habitats.

We do not propose to mitigate these conflicts by relocating affected habitat to other areas along Santa Ysabel Avenue, in order to make this road unattractive for future snail habitat.

Our field trips showed that the laying of the MCI high tech cable on the south side of Santa Isabel Avenue between 11th Street and South Bay Boulevard in Summer 2000 has somewhat impacted the environment. Also the snail survey can only be approximate. The habitat drawings should be interpreted as plus/minus two feet from exact, at best. We strongly recommend, that *during construction, a licensed biologist* be on site and direct the crew in the detailed alignment of the gravel path.

4. Closing Remarks

Further potential effects of the project could be:

4.1 Traffic Diversion to Parallel Roads

This is not relevant, as there are no parallel through roads.

4.2 Air Pollution

Since speeds will be lower and a more steady traffic flow is predicted, the project tends to reduce air pollution.

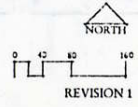
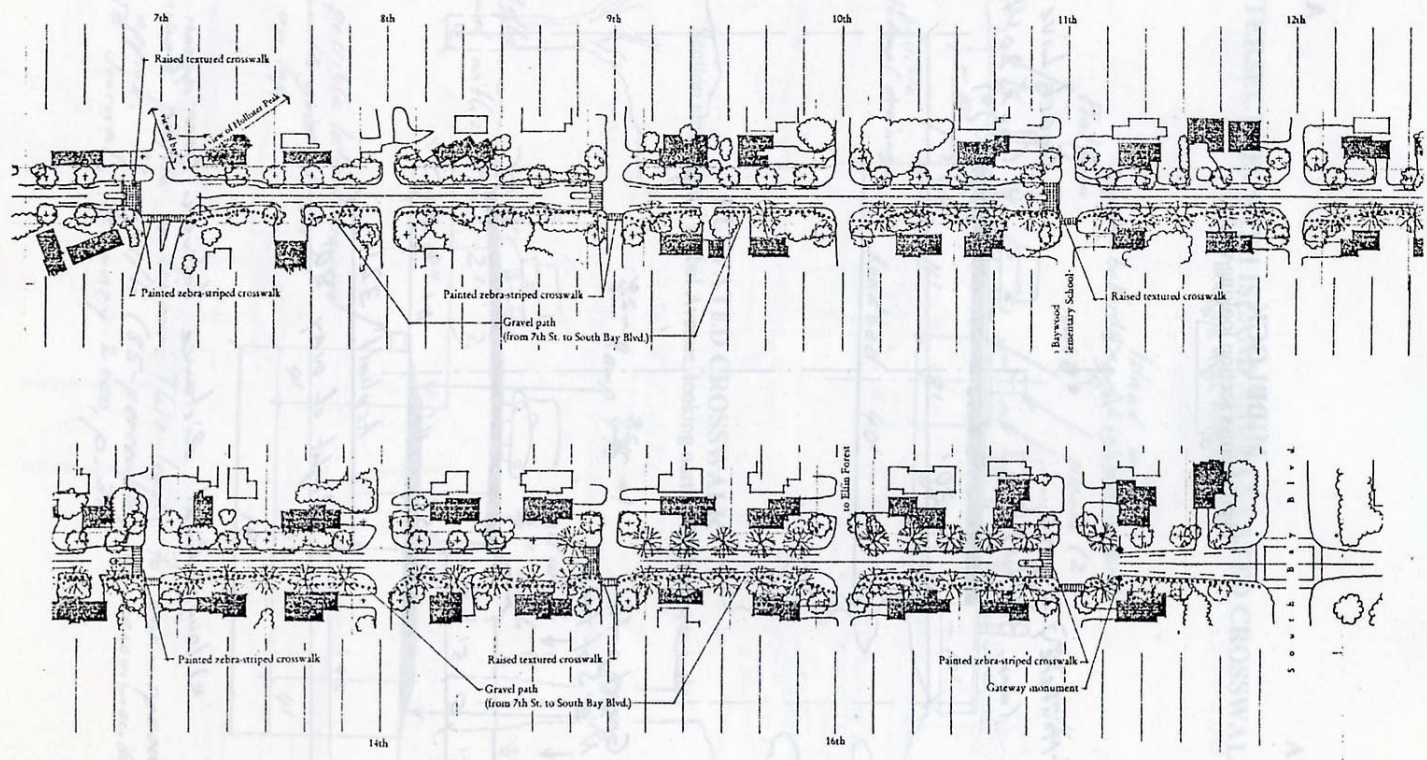
4.3 Right of Way Acquisition

No land needs to be purchased from private owners.

Eugen H. Jud, Fellow ITE

Enclosure: Appendix 6 "Project Plans"

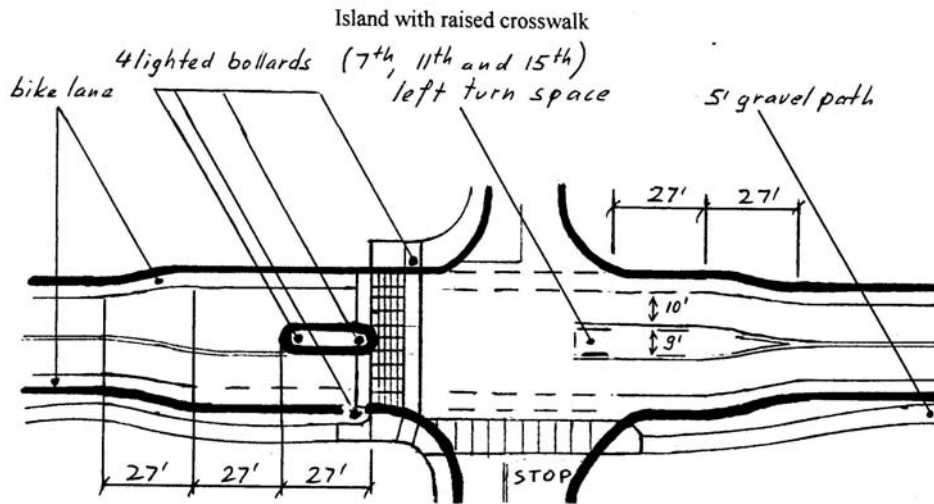
SANTA YSABEL CONCEPTUAL STREET ENHANCEMENT
 as unanimously approved by Los Osos Citizen's Advisory Committee on April 27, 2000



Approved by Los Osos Citizen's Advisory
 Committee (LOCAC) on April 27, 2000 with a
 4:0 vote

[Signature]

TYPICAL MEASUREMENTS (1"---> 40')



Island with normal crosswalk
(9th, 13th and 17th)
low lighted bollards

