Chapter 6: Mobility Element

Introduction

Atascadero has over 145 miles of roadways, more than any other city in San Luis Obispo County. This complex web of streets supports the transportation of people and goods to, through, and within the City, and includes State highways, streets owned and maintained by the City, and public streets that are privately maintained. Edward Gardner Lewis' original Colony plan established the gridded street network still evident today in downtown, and it envisioned a roadway west to the coast, realized in 1934 as State Route 41. Much of the early street network in Atascadero was implemented in 1913, with later extensions serving higher density neighborhoods as they emerged. In the 1950s, the construction of U.S. Highway 101 through Atascadero bisected the City, majorly limiting east-west travel to the bridges and underpasses over and under the freeway.

Combined, this complex street system supports a variety of transportation modes, including freight trucks, vehicles, transit, bicycles, pedestrians, and equestrians. This element focuses on goals, policies, and actions to create, improve, and maintain a network of safe, accessible, and multi-modal streets. Although the City recognizes that the automobile will continue to be the primary means of transportation during the timeframe of this plan, this element also emphasizes

policies and actions that reduce vehicle use by promoting alternative travel modes. This includes reflecting the importance of neighborhood quality as well as vehicle, bicyclist, and pedestrian safety.

As noted, the current circulation network was laid out in the 1913 Atascadero Colony plan. The network consists of radial routes emanating from the Atascadero Administrative Building, supported by a series of arterial rings to convey traffic to outlying areas. Farther from the civic core, the streets follow the topography, resulting in winding, narrow tree-lined streets that have become a defining part of the City's character. As noted above, the radial street pattern was interrupted in 1954 with Highway 101 construction bisecting the civic core and limiting east-west travel to eight crossings. The Colony plan centralized all civic, social, educational, administrative, and commercial activities at the Civic Center. Commercial development has since spread along El Camino Real, and residential neighborhoods extended east of El Camino Real and west of Highway 101. This has increased demand for travel beyond the original Colony era vision.

Few streets within Atascadero are designed to carry high traffic volumes. Freeway interchanges create bottlenecks because they are undersized, and many roadways do not accommodate cyclists and pedestrians. Street patterns, widths, and adjacent topography constrain transit operations and access. The extent of the roadway network and lack of funding means that maintenance is an ongoing challenge. A key goal of the Mobility Element is to improve these connections and capitalize on opportunities for safe and efficient multi-modal use.

The El Camino Real and Morro Road corridors will be the primary growth areas. The Downtown section has been reinvented for multi-modal travel and economic synergy, including a reduction in vehicle travel lanes to make room for parking, transit, bicycle, pedestrian, and streetscape improvements. Parking surveys have shown that the peak parking demand in the City core is less than half the available parking supply. However, many parking spaces are privately controlled, inefficiently allocated, or located away from key destinations.

The SLO Regional Transit Authority provides fixed-route bus transit along the El Camino Real corridor, but service is infrequent and stops are largely concentrated in limited areas, restricting access for residents in western neighborhoods. Additionally, while the local climate and mixed-use development patterns support cycling, the City's bicycle commute mode share is lower than the statewide average due to an incomplete cycling network. The Bicycle Transportation Plan outlines 18 proposed infrastructure projects to enhance connectivity to key destinations.

Community data indicate that walking is a more common mode of commute in Atascadero when compared to the State average, but factors such as steep topography, missing sidewalks, and narrow Highway 101 interchanges are areas of concern for many pedestrians.

Freight movement primarily relies on Union Pacific Railroad's Coast Line, which runs through the City but lacks rail stops, limiting rail-based goods delivery. Highway 101 serves as the main thoroughfare for commercial goods. While Atascadero does not have an airport, it is served by the San Luis Obispo County Regional Airport about 20 miles to the south.

In the 2020s, State laws established a new paradigm for assessing and addressing traffic impacts, shifting the focus from vehicle delay metrics, which prioritized cars, to vehicle miles traveled (VMT), which promotes sustainable development practices. The SLOCOG Regional Transportation Plan encourages growth in mixed-use corridors, with funding allocated for various infrastructure projects to improve overall transportation efficiency. Strategic planning and investments, bearing in mind the latest State laws and funding opportunities, will be essential for enhancing mobility and accessibility in Atascadero.

Mobility Priorities

To support Atascadero's mobility needs today and well into the future, this General Plan addresses the following mobility considerations.

Impacts of Highway 101

The freeway bisects Atascadero and limits east-west access. Of the eight freeway interchanges, most were constructed in the 1960s and are undersized or outdated, creating congestion and barriers for motorists, pedestrians, and bicyclists. Future interchange upgrades will be costly and will need to be prioritized in consultation with Caltrans.

Transit

Atascadero is served by a fixed-route bus transit service along the El Camino Real corridor through the SLO Regional Transit Authority (SLO RTA), and Amtrak provides bus services that link to its rail routes. Bus transit stops are largely concentrated along El Camino Real, with limited access to western residential neighborhoods, and bus service infrequent, which hinders residents' ability to fully rely on transit. SLO RTA also provides dial-a-ride services.

Bicycle Mobility

Atascadero's climate, eastside topography, and development patterns in mixed-use areas are conducive to recreational and commute bicycle trips. However, the bicycle commute mode share in the City is lower than the statewide average (1.6 percent versus 3.1 percent) due to a limited and incomplete bicycle network. With a growing interest in outdoor recreation and supporting local and regional emissions reduction goals, the City sees opportunities to expand the bicycle network and create improved connections to schools, commercial areas, and other destinations.

Pedestrian Mobility

Approximately 4.5 percent of local commute trips are made by walking, substantially higher than the statewide average of 2.7 percent. The City's steep topography and low-density land uses on the west side and east side periphery discourage destination walking, but the higher densities and mix of uses along and adjacent to the El Camino Real and Morro Road corridors generally support walking. Walking is hindered in more residential and rural neighborhoods due to topography, physical constraints, sidewalk gaps, and limited east-west crossings.

Parking

Community members have identified parking as an important issue. Parking surveys show that the overall peak parking demand in downtown Atascadero is less than half the available parking supply. However, many parking spaces are privately controlled, inefficiently allocated, or located away from key destinations. Sufficient and convenient parking will contribute to the economic success of downtown. Parking management techniques such as limited hours and shared parking could be used to maximize resources.

Traffic Collisions

Between 2015 and 2019, more than one-third of the collisions in Atascadero resulted from vehicles traveling at unsafe speeds. Between 2013 and 2023, 145 reported collisions involving cyclists or pedestrians occurred, the majority along El Camino Real and Morro Road/State Route 41. Residents have highlighted roadway and traffic safety as a major concern.

Street Maintenance

Atascadero has 145 miles of roadways, more than any other city in the County. The City utilizes several funding sources to maintain its extensive roadway network, including Local, State, and Federal funding measures (including the City's general fund), SB-1 (Road Maintenance and Rehabilitation Program), and SLOCOG's Local Transportation Funds. Voters approved a one-half percent sales tax in 2014 (Measure F-14) that the City has used to fund roadway maintenance, with a 12-year term that has generated over $20 million. Measure L-24 in 2024 extended this sales tax until it is cancelled by voters and is projected to generate $3 million annually.

Roadway Capacities and Managing Congestion through New Metrics

Few improvements have been made to the City's road network to increase capacity as growth has not warranted substantial investments other than the needed, but unrealized, State investments to improve freeway bridges. Congestion is typically localized near undersized Highway 101 interchanges and around schools during pick-up and drop-off times. Generally, congestion is short lived, and most drivers experience low levels of delay outside of peak periods.

Consistent with State law, project transportation impact analyses focus on VMT. Historically, the City considered level of service, or LOS, to identify road system impacts associated with new development projects, but this approach focuses on driver delay during a short period of time and often results in undesirable outcomes for connectivity, fiscal responsibility, commercial synergy, and land development. Vehicle operations continue to be evaluated for planning roadway improvements, but multi-modal connectivity and safety are higher priorities than reducing vehicle delay.

The City requires project applicants to submit traffic information to evaluate vehicle miles traveled, vehicular LOS and queuing, project trip generation, site access and circulation, bicycle and pedestrian conditions, access to public transit, and transportation safety. These documents are critical for understanding how all transportation modes may interact with one another on and near a proposed development site and ensure that project impacts are mitigated to improve

connectivity and address safety.

Street Classification System

The Circulation Diagram (see **Figure 6-1**) classifies roadways based on their intended function and projected traffic levels, which determines the appropriate type of design and number of lanes for the route. **Table 6-1** describes the different classes of roads.

Table 6-1: Street Classification System

Type	Purpose and Function	Streets Designated
Freeway	Freeways are high-capacity and high-speed limited access facilities that serve intercity and regional travel.	U.S. 101
Arterial Streets	Arterial streets provide for circulation between major activity centers and residential areas within the City and beyond. They are also the main point of access to freeways and serve as major corridors supporting growth. Arterials should be designed to safely move all modes of travel while efficiently moving vehicles throughout the City. Access points to arterials should be minimized to the extent feasible to reduce conflict points and maintain steady flows. Arterials near schools should be enhanced to provide Safe Routes to School for pedestrians and bicyclists. Arterial Street rights-of-way typically range from 80 to 100 feet.	El Camino Real Morro Road (SR 41) Atascadero Avenue Halcon Road Portola Road Santa Barbara Road Santa Rosa Road Traffic Way *Portions of:* Curbaril Avenue Del Rio Road San Anselmo Road Santa Cruz Road Santa Lucia Avenue
Collector Streets	Collectors channel traffic from residential or commercial areas to arterials. Residences, offices, commercial uses, and public activities typically front on to them. They are usually two-lane streets, with maximum acceptable volumes often dictated by residents' concerns about intrusion rather than traffic capacity considerations. Collector Streets rights-of-way typically range from 40 to 60 feet. Collectors are divided into two categories, depending on the area and type of topography: **Urban collectors** serve commercial and higher density areas. Urban roads generally provide on-street parking, as well as sidewalks and bike lanes.	See **Figure 6-1** (Circulation Plan)

Table 6-1: Street Classification System		
Type	**Purpose and Function**	**Streets Designated**
	Rural collectors serve areas that typically have larger parcels. They are generally narrower in width due to lower volumes and limited need to accommodate on-street parking. Rural roadway cross-sections vary depending on topography but may have walkable shoulders, bike lanes, and/or multi-use pathways to provide multi-modal connections to other destinations.	
Local Streets	Local streets provide access to adjoining land uses. All streets not otherwise depicted on the circulation plan are local streets. Local streets typically provide narrower travel lanes and may or may not have dedicated bike lanes. They typically serve rural residential and single-family residential land uses. Local Streets rights-of-way typically range from 36 to 40 feet.	See **Figure 6-1** (Circulation Plan)

Mobility Goals, Policies, and Actions

To address mobility challenges and opportunities, the City will continue to find innovative, creative, and cost-effective solutions for expanding Atascadero's circulation infrastructure and the community's access to multi-modal transportation related to:

- Circulation Network
- Parking
- Freeway Access and Interchanges
- Pedestrian, Bicycle, and Equestrian Facilities
- Transit and Travel Demand Management
- Emerging Mobility Technology

Circulation Network

An efficient, accessible, and safe multimodal transportation network moves people and goods through the community. Atascadero's streets serve many functions, including:

- Allowing people to move about town
- Connecting adjacent communities to businesses, stores, homes, schools, parks, and public spaces
- Supporting adjacent land uses and developments
- Providing safe, attractive areas that encourage personal interactions
- Promoting human and environmental health by making it easier and safer to travel by transit, by bicycle, or on foot

Public rights-of-way (roadways, sidewalks, trails, and paths) cover a significant part of any community, and the layout and use of these areas influence many aspects of the physical environment. Street designs affect the safety and independence of people in the community, especially vulnerable populations such as children, persons with disabilities, and the elderly. A well-planned and well-designed mobility network is a means to realize the community's goals for improved health, economic vitality and growth, quality of life, and fiscal soundness. The Circulation Diagram (see **Figure 6-1**) illustrates the existing circulation network for Atascadero and proposed improvements. The following goals, policies, and actions provide a framework for ensuring that future changes and improvements to the circulation system are implemented in a way that improves safety, reduces conflicts, enhances mobility, maintains community character, and supports a range of transportation modes.

Goal MO-1: A safe, multimodal, interconnected, and efficient circulation system that serves all community members

Policy MO-1.1: Roadway Improvements. Plan, fund, and implement circulation improvements consistent with the Mobility Element and Circulation Diagram.

Action A: Maintain an updated Capital Improvement Plan and pursue construction of circulation system improvements on a prioritized basis.

Action B: Require that right-of-way dedications and road improvements required of new development be consistent with the approved concept plans, plan line setbacks, and other adopted circulation studies.

Action C: Enhance all modes of access and travel within the City. Require frontage improvements consistent with planned facilities when adjacent to new development.

Action D: Preserve options for future transportation facilities in advance of development by such means as identifying routes, reserving rights-of-way, establishing setbacks to accommodate future road widths, and limiting direct parcel access along arterials.

Action E: Design future roadway extensions and connections to enable reasonably direct paths to destinations.

Action F: Update development impact fees to ensure fair share payment toward roadway improvements from new development. Include periodic review and updates to fees based on current construction costs.

Action G: Implement Complete Streets projects, including improved travel lanes, enhanced pedestrian and bicycle facilities, and upgraded bus stops on El Camino Real.

Action H: Work with Caltrans to implement Complete Streets projects, including curb, gutter, and sidewalk improvements, on Highway 41.

Action I: Focus multi-modal improvements, as feasible, on designated connector and

backbone rights-of-way through rural west and east side neighborhoods to increase connectivity between rural residential areas and the Downtown core. Connection streets include Portola Road, Atascadero Avenue, Traffic Way, and Santa Lucia Road.

Action J: Look for opportunities to increase parking and enhance walkability along commercial and multi-family corridors including road diets, bulb-outs, controlled crossings, transit enhancements, and other complete streets features.

Action K: Seek funding (e.g., grants, development requirements) for roadway construction projects that complete unbuilt rights-of-way (e.g., missing roadway gaps), especially those that will reduce emergency response times and/or provide key evacuation routes.

Policy MO-1.2: Multimodal Options. Increase pedestrian and bicycle connections and safety between residential areas and commercial areas along major corridors, parks and recreation opportunities, and neighboring communities.

Action A: Provide for roadway and intersection improvements along major corridors as outlined in this Mobility Element.

Action B: Increase safety and access across major corridors and Highway 101.

Action C: Continue working with the County, SLOCOG, Caltrans, and local agencies to create pedestrian and bicycle access between Atascadero and Templeton.

Action D: Work with county and SLOCOG to increase multi-modal connectivity between Santa Margarita and Atascadero.

Action E: Continue to partner with the County, SLOCOG, and Caltrans to improve multimodal safety and mobility adjacent to the City limits in a manner that reflects local priorities.

Action F: Utilize unbuilt rights-of-way in areas where multi-modal pathways could connect neighborhoods to schools, parks, or commercial activity areas.

Action G: Develop road standards that support pedestrian use on rural roads, especially on roads that serve as residential connectors to adjacent neighborhoods, schools, and commercial areas.

Policy MO-1.3: Regional Facilities. Provide regional roadway facilities that minimize through-traffic intrusion on local streets and mitigate impacts on local traffic.

Action A: Support regional planning efforts to identify improvements and projects that align with multi-modal and VMT reduction goals, such as the North County US 101 Multi-Modal Plan, and ensure that plans are geared toward support of grant funding efforts.

Action B: Coordinate transportation planning efforts with local, regional, State, and Federal agencies to maintain and upgrade State roadways and prioritize improvements to improve safety and multimodal connectivity.

Action C: Identify key arterial and collector streets and seek funding to provide multimodal connectivity.

Action D: Balance commercial goods movement with the health and quality of life priorities of the community by routing heavy truck traffic away from residential zones and promoting safety at rail crossings.

Action E: Update the City's Capital Facilities Fees consistent with the requirements of AB 1600 and include fair share fees toward Caltrans facilities and multimodal improvements.

Action F: As freeway overcrossings are replaced, work with Caltrans to ensure that bridges can accommodate turn lanes, sidewalks, and bike facilities.

Action G: Develop concept plans and plan lines for interchange corridors and seek funding opportunities to construct improvements.

Policy MO-1.4: Congestion Management and Trip Reduction. Encourage mixed-use and jobs focused infill development that is served by multi-modal facilities to support reductions in regional and local vehicle miles traveled (VMT).

Action A: Streamline transportation analysis requirements for infill projects that are consistent with the Land Use and Community Form Element (see **Chapter 3**).

Action B: Consider secondary effects of roadway widening to accommodate multimodal accessibility and safety.

Action C: Minimize driveways and access points along arterial streets whenever possible to reduce the number of conflict points and increase pedestrian and cyclist safety.

Action D: Encourage mixed-use development with residential and commercial densities high enough to support ridesharing and transit.

Action E: Support reduced on-site parking requirements where different uses can share parking or where easy access to frequent transit and bicycle and pedestrian facilities is available.

Policy MO-1.5: Hillside Area Street Character. Preserve the winding, tree-lined nature of the City street system in hillside areas.

Action A: Continue to allow flexible street design standards to allow roads to curve around hillsides to preserve rural character, limit landform alteration, and control vehicle speed.

Policy MO-1.6: Truck Routes. Ensure the new and existing business that use large trucks as a core part of their operations, more than just routine delivery, minimize maintenance impacts on City infrastructure and noise impacts on residents.

Action A: Direct truck routes away from noise- and emissions-sensitive residents.

Action B: Require truck routing plans to describe the operational characteristics of the use of the facility operator. Require plans to include methods and responsibility of enforcement for implementing measures that avoid impacts to public streets.

Parking

Atascadero residents and businesses have expressed the need for convenient parking in Downtown and along commercial corridors, as well as in higher density residential districts. Parking requirements can disincentivize development by displacing building area, but constrained parking supply can limit customer access to businesses. Excessive parking worsens multimodal access and increases impermeable surface areas. Inadequate parking for high-density residential development can impact nearby neighborhoods. The following goal, policies, and actions look to find ways to ensure adequate and well-managed, but not excessive, parking in Atascadero.

Goal MO-2: Accessible, right-sized, well-designed, and convenient public and private parking facilities

Policy MO-2.2: Parking Supply Management. Maintain an adequate and well-designed supply of off-street parking, particularly in commercial, industrial, and higher-density residential areas.

Action A: Balance parking needs within the public right-of-way with considerations of safety, street width, visibility, and property access.

Action B: Require all development to provide sufficient and convenient parking areas with minimal conflict with street traffic.

Action C: Allow new development to provide a parking management plan that utilizes shared parking with other businesses or accommodates multiple uses with different peak hour parking usage.

Action D: Encourage shared parking via reciprocal easement(s) in commercial and industrial areas. Encourage the consolidation of on-site parking, where appropriate, to eliminate the number of ingress and egress points onto public roads.

Action E: Maintain standards for off-street parking areas to include landscaping, screening, lighting, maintenance, and shade trees to mitigate adverse visual impacts and provide comfort for users.

Action F: Periodically review City parking requirements to balance on-site parking demand with other community goals for accessibility, density, and housing affordability and to respond to parking trends and land uses.

Action G: Allow parking supply flexibility to account for shared parking, reduce impermeable surface area, and support higher-density development.

Freeway Access and Interchanges

The construction of Highway 101 introduced a major barrier to east-west connectivity in Atascadero. Most of the freeway interchanges were designed in the 1950s and 1960s and remain difficult to cross for cyclists and pedestrians. Also, the bridge widths and underpasses are undersized and cause peak-hour congestion. This is exacerbated by closely spaced intersections between freeway ramps and El Camino Real.

Through Atascadero, Highway 101 has six interchanges with overcrossings and two with underpasses (at SR 41 and Traffic Way). There is also a southbound on-ramp at West Front Road and an additional ramp at San Diego Road with a northbound off-ramp and southbound on-ramp with low traffic volumes and no crossing.

The North County US 101 Multi-Modal Plan jointly prepared by the San Luis Obispo Council of Governments, the County, the cities of Atascadero and Paso Robles, and Caltrans evaluates five operational improvements along Highway 101 in Atascadero. The 2024 study identifies multiple on- and off-highway improvements as priorities to improve congestion, reduce queuing impacts, and increase multi-modal travel opportunities.

The following goal, policies, and actions focus on working with Caltrans to improve Highway 101 interchanges so that they are safer, multi-modal, and function better for all users.

Goal MO-3: Rebuilt and/or upgraded Highway 101 interchanges that enhance safety, improve functionalities for all users, and promote continued economic growth and prosperity in Atascadero

Policy MO-3.1: Caltrans Information Sharing and Coordination. Prepare and disseminate pertinent safety, operational, and community information to Caltrans related to the performance of Highway 101 interchanges to support funding of improvements.

Action A: Provide pedestrian, bicyclist, and vehicle accident information related to outdated Highway 101 interchange designs to Caltrans District 5 staff.

Action B: Understand emergency response issues related to the current design of the Highway 101 interchanges, including a mitigation plan that studies scenarios where one or more interchange(s) are damaged in a catastrophic event.

Action C: Share pertinent community comments, concerns, and ideas related to Highway 101 interchanges gathered during Atascadero community discussions with Caltrans District 5 staff.

Policy MO-3.2: State Funding Advocacy. Proactively lobby for State funding and project prioritization of Highway 101 interchange improvements in Atascadero.

Action A: Identify a range of State and Federal funding sources that can be used, in partnership with SLOCOG, Caltrans, to fund major Highway 101 interchange

improvements.

Action B: Work with Caltrans to prioritize the Del Rio, San Anselmo, Curbaril, and Santa Rosa interchange upgrades to accommodate multi-model access, increased housing density and continued commercial growth in Atascadero.

Pedestrian, Bicycle, and Equestrian Facilities

Atascadero's climate and topography generally support walking and biking, but the circulation network has many gaps in facilities for these modes. Infill development, as described in the Land Use and Community Form Element (see **Chapter 3**), will improve the proximity of destinations for many residents and will help fill in gaps in the network. **Figure 6-2** (Bicycle and Trail Facilities) identifies the existing and planned bicycle and trails network in Atascadero. The following goal, policies, and actions provide specific detail on how the City will continue to expand and improve the pedestrian, bicycle, and equestrian circulation system in Atascadero.

Goal MO-4: Safe, functional, and appealing bicycle, pedestrian, and equestrian (in rural areas) facilities that allow convenient multi-modal mobility

Policy MO-4.1: Coordination and Planning. Provide "backbone" pedestrian, bicycle, and equestrian systems that link residential, commercial, recreational, and regional areas.

Action A: Require developments to provide pedestrian, bicycle, and trail alignments and facilities consistent with adopted City plans and policies.

Action B: Adopt and maintain a Bicycle, Pedestrian, and Equestrian Transportation Plan.

Action C: Identify a multi-modal network that provides connections between major destinations like schools, commercial nodes, community and park facilities, and the Salinas River. Use creek corridors where feasible to make those connections.

Policy MO-4.2: Pedestrian Mobility. Ensure pedestrian safety, enhance pedestrian comfort, and promote walking as an alternative to vehicle travel, with priority in retail districts and multi-family neighborhoods.

Action A: Develop pedestrian-friendly design standards that apply to all higher density residential and commercial projects and require construction of adequate sidewalks and/or multi-use pathways in new development.

Action B: Consider pedestrian usage when rehabilitating existing roads.

Action C: Ensure that drainage control does not preclude multimodal opportunities.

Action D: Where limited right-of-way width exists, allow modified street sections that maintain parking and pedestrian facilities to the greatest extent possible.

Action E: Provide wider sidewalks at commercial nodes and areas of higher pedestrian use.

Action F: Enhance and maintain streetscapes, especially along commercial and higher density residential corridors to create an enjoyable, safe, and comfortable experience for pedestrians.

Action G: Implement walkable shoulders and/or trails, where feasible, in single-family areas with lot sizes of one-half acre and larger. Develop flexible design standards appropriate for the varied topography and prioritize streets identified as part of the key backbone network.

Action H: Provide enhanced pedestrian crossings of El Camino Real, Traffic Way, and other major corridors where appropriate to support pedestrian safety and non-vehicular connections within the City.

Policy MO-4.3: Bicycle Mobility. Promote bicycle mobility and increase bicyclist safety with new/upgraded facilities and amenities.

Action A: Complete Traffic Way bicycle facilities as part of an alternative north-south connection.

Action B: Support a multi-use path as part of the future Templeton to Atascadero connector. Work with the lead agency to secure easements or other mechanisms to create the necessary connections.

Action C: Complete bicycle and pedestrian improvements along El Camino Real and Highway 41.

Action D: Require adequate and safe bicycle parking in conjunction with new development within the Urban Services Line.

Action E: Create opportunities to utilize unbuilt rights-of-way for pedestrian and bike connections.

Policy MO-4.4: Rural Trails. Provide for walkways, bikeways, and horse trails without curbs and sidewalks in rural areas.

Action A: Work with the Nateional Park service and other interested agencies and organizations to complete and formalize the De Anza Trail. Prioritize access to and protection/expansion of the historic trail.

Action B: Review road abandonment requests for their potential as trails.

Action C: Coordinate local bikeway and trail projects with regional projects whenever possible.

Action D: Develop a Trail Master Plan for Atascadero Creek between Three Bridges Oak

Preserve and the Salinas River.

Action E: Provide and enhance a system of pedestrian and equestrian trailhead access points to the Salinas River corridor. Work with the State, SLO County, and Atascadero Mutual Water Company to provide trailhead access.

Action F: Support trail connections to the nearby communities of Templeton, Paso Robles, and Santa Margarita.

Policy MO-4.5: School and Park Connections. Provide a comprehensive system of routes to schools and parks.

Action A: In conjunction with the Safe Routes to School Program, adopt and maintain a pedestrian and bike system map identifying the locations of connections to key facilities. The system may consist of continuous routes that connect higher density neighborhoods, schools, parks, shopping areas, and workplaces and may also include facilities on identified rural collector streets and adjacent to creeks.

Action B: In conjunction with the Safe Routes to School Program, implement street improvements connecting and adjacent to schools.

Action C: Evaluate and update school zones to prioritize enhancements that benefit safe routes to schools.

Transit and Travel Demand Management

Atascadero is served by fixed-route and dial-a-ride transit. Fixed route stops largely are concentrated along the El Camino Real corridor, with infrequent service common to low-density areas. Higher land use densities and enhanced multimodal connectivity will improve the viability of transit, which can lead to improved service. Well-planned transit infrastructure can improve transportation equity and access for all users to jobs, housing, schools, and other major destinations. It can also play a role in reducing regional vehicle miles traveled. **Figure 6-3** (Transit Facilities) identifies the transit network and service areas in Atascadero.

Successful Travel Demand Management (TDM) can reduce or postpone the need for roadway improvements, particularly on commute routes such as Highway 101. TDM measures are designed to reduce peak-period traffic by increasing use of transit, bicycling, and walking (particularly for work and school trips), and by promoting flexible working hours, ridesharing, and land use and circulation management programs.

Goal MO-5: Reliable alternative travel modes that reduce traffic congestion and improve air quality

Policy MO-5.1: Single-Occupancy Vehicle Alternatives. Promote alternatives to single-occupancy vehicle travel, particularly for commute trips.

Action A: Seek funding for programs that promote transit, ridesharing, bicycling and walking.

Action B: Support efforts to provide rideshare service to Downtown and major shopping and employment centers.

Policy MO-5.2: Public Transit. Support the evolution of public transit to meet the changing needs for local and regional access, including fixed route and demand responsive service.

Action A: Work with the San Luis Obispo Regional Transit Authority (SLORTA) to encourage use of local and regional public transit.

Action B: Provide fixed-routed transit with bus shelters along El Camino Real.

Action C: Support and encourage the use and expansion of Park & Ride facilities and other rideshare infrastructure.

Policy MO-5.3: County TDM Requirements. Seek alternatives that bring Atascadero closer to compliance with Transportation Demand Management program requirements of the San Luis Obispo County Clean Air Plan to reduce peak period trip generation.

Action A: Support programs that encourage employers to promote alternatives to driving alone to work, such as carpooling, walking, biking, transit, and considering slight adjustments to work schedules to incentivize alternatives.

Emerging Mobility Technology

As mobile technology and artificial intelligence become increasingly common, they are radically transforming mobility options and transportation systems. As the future of transportation continues to evolve, the City will remain flexible in accommodating better and more efficient ways to address transportation. Self-driving cars and trucks, smart street and parking technologies, adaptive signal controls, parking availability information, and other forms of new technology can improve many aspects of all modal experiences.

Bike or Scooter Sharing Systems

A bike or scooter-sharing system is a service in which these vehicles are made available for short-term rentals, often using a dockless system and activated by mobile devices. Popularly used vehicles include electric-powered devices such as scooters and bicycles. These vehicles can travel on local roadways, particularly within bike lanes, but are not recommended on sidewalks. While Atascadero may not be positioned for such systems immediately, evolving technologies and user interest can shift as the population and housing density increases. The City will stay abreast of

new personal mobility trends and be prepared to respond to what works well for Atascadero.

On-Demand Rideshare

Ride-sharing services are services that use online-enabled platforms to connect passengers with local drivers using their personal vehicles. In most cases, these are a comfortable method for door-to-door transport. As this service continues to expand for rides and delivery services, the City may consider expanding designated curb-side pick-up/drop-off areas within Downtown, commercial centers, schools, and other popular activity areas.

Autonomous Vehicles

Self-driving vehicles are cars or trucks in which human drivers are never required to take control to safely operate the vehicle. Also known as autonomous or "driverless" vehicles, they combine sensors and software to control, navigate, and drive the vehicle. This is technology the City will need to monitor and consider how to properly regulate use before it is established or widely adopted locally. For instance, one approach may be restricting autonomous vehicle use to arterial and collector roads that have clear striping, signage, and other identification systems.

The deployment of advanced technology can help people more easily move around Atascadero. However, given that the local roads range from high-capacity arterials to rural local streets, the City will ensure that deployment of these technologies occurs safely, efficiently, and flexibly. The following goal and policies identify ways the City will support expanding new mobility technology while ensuring safe and efficient operations.

Goal MO-6: Anticipating and addressing emerging mobility technology proactively to allow new systems and industries to operate in Atascadero on the City's terms

Policy MO-6.1: Changing Mobile Technology. Encourage the use of mobile or other electronic devices with similar on-demand hailing functions, particularly for seniors, persons with disabilities, and other mobility challenged people.

> **Action A:** Manage curb space to efficiently balance parking needs, passenger pick-up and drop-off, commercial goods deliveries, and multimodal access.

Policy MO-6.2: Autonomous Vehicles. Update, when warranted, transportation systems and policies as autonomous and automated vehicles and their attendant facilities are developed locally and regionally.

> **Action A:** Develop an Autonomous Vehicles Master Plan that includes operational requirements, pilot programs, and/or incentives that will allow the technology to be incrementally deployed in the City while ensuring proper safety measures are in place to ensure they operate on specific, safe streets.

Policy MO-6.3: Performance Analysis Measures. Utilize technology to create performance measures to interpret data metrics of vehicles, bicycling, walking, and transit usage within streets, sidewalks, and public facilities.

Action A: Work with local universities and transportation agencies to capture mobility user data as part of student research projects.