Tefft Street Corridor Redesign

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by

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1.0 Introduction

1.1 Scope and Overview

The Tefft Street corridor is located in the southern end of San Luis Obispo County in Nipomo, California. The Tefft Street Corridor Redesign is a product of extensive research and design work to create a safer environment for pedestrians while improving overall corridor conditions. Tefft Street acts as a spine that connects the divided western and eastern portions of Nipomo which is divided by Highway 101 (as shown in Figure 1-1 below). The community's central business district is home to vital businesses and services which are concentrated along the Tefft Street corridor. The project area extends along the most accessible, feasible, and significant portion of a 1.75-mile stretch of the corridor. The Tefft Street Corridor Redesign provides a detailed overview of the current context, conditions, and proposed designs for non-vehicular transportation. In all, this plan focuses on conceptual designs for street sections and intersections to accommodate pedestrians, cyclists, and other alternative modes of transportation along the corridor. The necessity for the changes proposed is outlined throughout the report.
1.2 The Need for a Long-Term Vision

“Nipomo’s historical growth has burdened vehicular modes of transportation and pedestrians.”

The Tefft Street Corridor Redesign aims to address Nipomo’s growing needs which have been exacerbated by population growth and potential future developments. Overall, a prioritization on reducing vehicular congestion by promoting active transportation and public health has shaped the proposed shared-use path along Tefft Street. The community of Nipomo has seen substantial growth and transformation from the year 2010 to 2021 (as shown below in Figure 1-2). Population growth is expected to occur in the future following a linear progression estimate. Additionally, potential future large developments are currently being proposed in Nipomo. For example, the Dana Reserve Specific Plan would be located less than a mile from Tefft Street and would potentially introduce 1,318 new units to Nipomo on a 274.73-acre site. This project would substantially increase the overall population of Nipomo and the current transportation burdens associated with Tefft Street.

Historical Population Growth and Trend in Nipomo, California

![Historical Population Growth and Trend in Nipomo, California](Figure 1-2, Source: U.S. Census, 2021)
Nipomo’s historical growth has burdened vehicular modes of transportation and pedestrians. The potential for large future developments establishes probable future burdens that may become too outstanding for Tefft Street and the community of Nipomo to accommodate. A traffic study done for the West Tefft Street Corridor in 2003 identified Tefft Street as a serious place of concern for future vehicular conditions. The study concluded that intersections had an adopted Level of Service of D in 2003. The level of service of D is characterized as high traffic flow where speed and freedom to maneuver, comfort, and convenience are severely restricted and decline even though flow remains stable. The study also concluded traffic volumes would “significantly increase” along the Tefft Street corridor and necessitate reorganization of the ingress and egress of Highway 101 on Tefft Street. Today, little progress has been made based on the recommendations associated with the study to improve vehicular traffic flows on Tefft Street. As suggested in the 2003 traffic study, vehicular conditions along Tefft Street have deteriorated over time because of increasing vehicular travel demands and the lack of investment in alternative modes of transportation as a means to ease congestion.

The community of Nipomo can alleviate some of the current and future traffic conditions on Tefft Street by implementing alternative modes of transportation. The Centers for Disease Control and Prevention defines active transportation as any self-propelled, human-powered mode of transportation, such as walking, bicycling, skateboarding, or riding a scooter (CDC, 2011). The importance of physical activity associated with active transportation can be derived from the reduced likelihood of obesity, diabetes, heart disease, stroke, and other chronic health conditions associated with physical inactivity. For this reason, the Tefft Street Corridor Redesign seeks to reduce current and future vehicular congestion associated with Tefft Street and encourage individuals to utilize physical and self-propelled modes of transportation for the betterment of their health and safety. Although many individuals would like to have a healthier and more active lifestyle, the community of Nipomo doesn’t currently have a connecting or unifying piece of infrastructure that helps encourage a healthier or safer lifestyle.

### 1.3 What’s the Vision

“...to create a more inclusive and accessible non-vehicular mode of transportation for all individuals.”

The Tefft Street Corridor Redesign seeks to fulfill several vital goals through the completion of a shared-use path along the most critical section of Tefft Street. Some of the following goals have been a result of feedback from community engagement. For instance, multiple residents of Nipomo expressed a need to address safety concerns by identifying and rectifying hazardous areas and intersections along Tefft Street. Additionally, the proposed Tefft Street design is cultivated to create a more inclusive and accessible non-vehicular mode of transportation for all individuals, regardless

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1 Traffic Study Summary located in the West Tefft Street Corridor Redesign
of their current or future mobility levels. Furthermore, this plan will prioritize the safety of individuals who cannot afford or are unable to drive personal vehicles by promoting a safe, healthy, and reliable transportation option. Lastly, this plan is consistent with current environmental sustainability goals as described by the County of San Luis Obispo because the proposal will result in a reduction in carbon emissions, air pollution, and a reduction of vehicle miles traveled. This is especially important for Nipomo, as future growth and potential developments may have significant impacts on the way people travel throughout the community.

Overall, Tefft Street is a central component of Nipomo and shall be envisioned to be a more inclusive and accessible environment while simultaneously addressing the growing concerns and issues related to Tefft Street vehicular congestion.
2.0 Background

The Background Section will indicate the location, historical context, demographic, and health information relevant to both Nipomo and Tefft Street. The lessons learned from this section contribute to the understanding of the community's population characteristics, housing burden, and transportation habits via U.S. Census data.

2.1 Where is Nipomo

The location of Nipomo is within the southern portion of San Luis Obispo County along the Central Coast of California (as illustrated in Figure 2-1 below). Nipomo is the most southerly positioned community within the county and is located near the County of Santa Barbara. The geographical location is conveniently positioned roughly halfway between the City of Los Angeles and San Francisco. Going North on Highway 101, the nearest city is Arroyo Grande, and towards the south is the City of Santa Maria (as illustrated in Figure 2-2 below). Nipomo is a community elongated from west to east and designed to be perpendicular to the historical Highway 101 which runs north to south. At the intersection of Tefft Street and Highway 101 is the primary gateway into the community of Nipomo. This gateway is the heart of Nipomo and includes the Highway 101 northbound and southbound on/off ramps.
2.2 History of Nipomo

The County of San Luis Obispo currently possesses 27 unique communities dispersed throughout the county (slocounty.ca.gov). The community of Nipomo has a long and profound history. The establishment of Nipomo began with William Dana, an early American colonist who became the sea captain of a ship that became familiar with the California Coast. At the time of Dana’s acquisition of Nipomo, this portion of California was still under the ownership of Mexico. Dana had purchased a large portion of land known as a Rancho under a land grant from the Mexican government (as illustrated below in Figure 2-3). This purchase by Dana included the permanent and unincumbered rights of development to 38,000 acres.

With the land purchased from the Mexican Government, Dana established the first residence in the history of San Luis Obispo County and established a mail depot for the first California mail route which would go north and south along the El Camino Real passage (Madsen, 2019). The El Camino Real passage is a current-day reflection of the modern-day Highway 101. Dana and his wife settled in Nipomo with their 21 children and were able to begin shaping a small town. The Pacific Coast Railroad intersected Nipomo and established a stop in 1882. During this time Nipomo became a boom town as local resources were easily sold and traded via railroad (Dale, 2023). With the 1930 Dust Bowl destroying hopes of agriculture production in the Midwest of the United States, many
came to Nipomo in search of suitable croplands. The population in 1930 was approximately 1,812 which grew to 10,000 by the year 1934 (Dale, 2023).

In 1965, Nipomo took action to establish its Community Service District because of potential contamination in drinking water sources (Nipomo CSD, 2019). The Community Service District of Nipomo helped establish a significant milestone in producing a stable water source for current and future residents. With established streets and services available in town, the growth of Nipomo began to slowly increase into the community it is today.

Presently, the historical Highway 101 runs directly through Nipomo and intersects perpendicularly to the community’s primary street. The most significant corridor in Nipomo is Tefft Street which contains essential housing, offices, retail, commercial, and professional services. Tefft Street also acts as the spine for Nipomo’s central business district (CBD). The Tefft Street Corridor Redesign is centered around the heart and soul of a small but lively community in Nipomo, California.

### 2.3 Related Efforts

“...the addressing of issues related to the Tefft Street corridor has historically only prioritized vehicular travel.”

The County of San Luis Obispo and CalTran’s previous priorities for Tefft Street have primarily been focused on alleviating traffic congestion for vehicles. Tefft Street traffic congestion is a daily occurrence for the corridor. More specifically, congestion is concentrated around peak am and pm hours along major intersections and the Highway 101 on/off ramps. The County of San Luis Obispo has implemented several efforts to remedy the traffic conditions over many years. The historical efforts made may be inadequate to address future vehicular traffic congestion.

The frustration of Nipomo community members related to traffic congestion on Tefft Street has been ongoing for many years. A news article by News Times SLO titled *Plan Could Alleviate Traffic in Nipomo* previously identified residents in 2007 who had been persistently complaining about the traffic conditions on Tefft Street for many years (Stewart, 2007). The complaints of Tefft Street did not go unnoticed by the County of San Luis Obispo, as a long-term and engaging plan was created to address the future conditions of the Tefft Street corridor. The County of San Luis Obispo took 5 years to create the *West Tefft Corridor Design Plan* which is meant to address the needs and concerns of the community’s relationship to traffic congestion on Tefft Street while also identifying the future development patterns and urban design associated with the corridor. Though the plan was adopted 17 years ago, much of the plan has not been implemented. Rather, the County of San Luis Obispo has focused on remediating the issues associated with the Tefft Street corridor in other ways.

More recent efforts related to addressing the congestion of Tefft Street include the community of Nipomo’s second Highway 101 exit in 2012. The Willow Road interchange was created about 1.6 miles from Tefft Street; however, it is located 2.1 miles by car from the closest access to Tefft Street.
According to the Santa Maria Times, the new interchange was hailed by residents at the time for addressing the congestion on Tefft Street (Hodgson, 2012). The current obstacle with the Willow Road and Highway 101 interchange in Nipomo results from the various large acre properties adjacent to the freeway which prevent easily accessible connections to Tefft Street. Although the addition of another interchange helped Tefft Street congestion in 2012, it wasn’t enough to resolve the issues associated with congestion because of the lack of accessibility from Tefft Street.

Other efforts have been made in an attempt to improve traffic conditions along Tefft Street. The most recent efforts related to Tefft Street improvements include a three-phase reconfiguration of the interchanges for the off-ramps of Highway 101 on Tefft Street. Several interchange reconfigurations were proposed and approved at a Board of Supervisors meeting in 2020. The changes that were approved included “restricting left turn movements from Frontage Road onto Tefft Street, widening the South and North off ramps to allow the same number of cars to exit US Highway 101 within a shorter “green time,” and resynchronize the traffic signals to transfer “green time” from the offramps to Tefft Street (Diodati, 2020).” The post-interchange assessment of many residents was a feeling of frustration. Dissatisfaction was apparent in social media outlets over some aspects of the changes and the inability to turn left onto Tefft Street from South Frontage Road (Alley, 2021).

Regardless of the improvements and efforts made by various groups in San Luis Obispo County, the addressing of issues related to the Tefft Street corridor has historically only prioritized vehicular travel. The previous response from the Board of Supervisors, Cal Trans, County of San Luis Obispo, and Council of Governments has been to improve vehicular travel conditions on Tefft Street. This has not provided an equitable outcome for the investment of public transportation funds or been able to meet the current or future needs of the community because of previous investments.

### 2.4 Who lives in Nipomo

The demographics of Nipomo illustrate some of the most important socioeconomic and population characteristics within the community. Important takeaways from the demographic characteristics of Nipomo are discussed at the end of the section.

**Who lives in Nipomo and where do they live?**

In terms of demographics, Nipomo is home to 18,176 residents which account for .65% of the County of San Luis Obispo’s overall population. The community of Nipomo spans approximately 3,910 acres and has a population density of approximately 6.24 residents per acre. Additionally, within the community’s 6,327 households, the average household size is 3.13 people per household.

Many families within Nipomo are living with a sensitive population such as children or people over the age of 65. Of all the households located in Nipomo, 38.8% of households include a person 18 years of age or younger, and 12.2% of households contain a person 65 years of age or older. Overall,
an estimated half of the total households in Nipomo are living with a young or older person who may experience difficulty regarding mobility and transportation options within the community. Younger individuals and people over the age of 65 do not always have access to reliable and convenient modes of transportation. Public access to transportation infrastructure such as bike lanes, sidewalks, and buses are especially important for these two age groups.

Population Density in Nipomo, California

As illustrated in Figure 2-4 above, the population density within the community of Nipomo is primarily concentrated to the south of the Tefft Street corridor. The dispersal of single-family homes (shown in light pink in Figure 2-4) are farthest away from Tefft Street and represent land uses that traditionally only allow single-family residents on predominantly large open parcels. Similarly, the urban single-family homes (shown in purple in Figure 2-4) illustrate more urbanized living standards with smaller lots but still predominantly single-family homes. In contrast, nearly all of the high-density residential homes (shown in dark red in Figure 2-4) within Nipomo are located to the south of Tefft Street. As a result, a relatively significant portion of the Nipomo population lives within walking distance of Nipomo’s primary thoroughfare. Tefft Street as it exists today, is primarily vehicle-oriented with inconsistent sections of pedestrian infrastructure including missing portions of bike lanes and sidewalks.
What Race Do People Identify within Nipomo?

Recognizing the racial composition of the community gives insight into how changes can promote cultural understanding and social cohesion. Understanding what race the population identifies with helps guide efforts to achieve important goals such as diversity, addressing systemic biases, and creating inclusive spaces where all residents feel valued and represented.

Number of People by Race in Nipomo, California

![Graph showing race distribution in Nipomo](image)

The community of Nipomo is home to 18,176 residents. As illustrated in Figure 2-5 above, Nipomo is primarily composed of whites and Hispanics with other races having minimal representation. Among the population, 8,041 residents identify as Hispanic or Latino, 8,657 as White, 130 as Black or African American, 73 as American Indian and Alaska Native, 409 as Asian alone, 28 as Native Hawaiian and Other Pacific Islander alone, and 80 as some other race alone. Overall, there is a concentration of individuals who identify as white and Hispanic in the community with a smaller group of Asians. There are few representatives of other races. Nipomo's population is predominantly a Hispanic and white community.

How old are people in Nipomo?

Analyzing the age of the community members of Nipomo is essential for determining the safety needs of pedestrians. Additionally, different age groups are capable of different mobility levels which ought to be incorporated into proposed changes that affect pedestrians. Different age ranges
also utilize and have access to a smaller variety of transportation modes when compared to middle-aged individuals. Within the community of Nipomo, most of the population is between the ages of 19-64 years of age. However, there is also a notable percentage of the residents either under the age of 18 or over the age of 65.

**Percentage of Total Population by Age in Nipomo, California**

As illustrated in Figure 2-6 above, age diversity is a distinctive trait of Nipomo's population with 24% being 18 years or younger while 58.2% fall within the 19-64 age bracket. In addition, 16.2% of the population are aged 65 or older. The median age is 37.5 which is younger compared to the county's average median age of 41.1 years. Additionally, age characteristics in Nipomo lean towards a younger populace with nearly a quarter of the population consisting of individuals aged 18 or younger. In total, 41% of the population of Nipomo is under the age of 18 or over the age of 65.

**How Many People Own Homes and Rent in Nipomo?**

Analyzing the distribution of homeowners and renters along the Tefft Street corridor is vital for guiding decisions on infrastructure investment, housing stability, and equitable access to proposed amenities. By considering factors such as home ownership and renter rates, the corridor can be
looked at from a more holistic perspective and future changes can be made to serve and not hinder potentially sensitive households where individuals may be subject to rent price increases.

The community of Nipomo’s homeownership rate is 69.2% with a median owner-occupied property value of $595,800. Nipomo is still a somewhat affordable place to buy a home when compared to the county where the average median price for an owner-occupied property is $726,700. The percentage of households who rent in Nipomo is 30.8% of the population with a median age gross rent of $1,640. For comparison, the county’s average owner-occupied units make up 62.7% of the households in the county with 37.3% of the population in the county renting with an average median gross rent of $1,535.

What do Housing Types look like in Nipomo?

Analyzing housing types and amounts of units is crucial for understanding Tefft Street's housing density, transportation demand, and community character. Understanding the mix of housing options enables tailored infrastructure planning within the corridor. Additionally, household information is crucial for preserving the existing character of the community, as new public infrastructure changes may result in changes to housing types and density located along Tefft Street.

Number of Households by Housing Type in Nipomo, CA

![Bar chart showing number of households by housing type.](image)

Figure 2-7, Source: U.S. Census
In total, there are 5,816 housing units within the community of Nipomo. As illustrated in Figure 2-7, housing types are predominantly single-family detached residences which account for 4,468 units or 75.2% of all households within the community. Single-family attached households account for 208 units or 3% of all household structures in Nipomo. Household structures of 2-4 units account for 248 units or 4% of all household structures. Household structures of 5 or more units account for 302 units or 5% of all household structures in Nipomo. Lastly, mobile home units account for 702 units or 12% of all household structures in Nipomo. Overall, the most frequently occurring type of housing structure or type within the community of Nipomo are single-family detached residences which establish over three-quarters of all housing available. Mobile home units also make up a notable amount of housing types equating to 8.28% of total housing units in Nipomo. The most common type of housing structure gives insight into the development patterns of the community and the historical priority of single-family detached housing units.

**How Much Income Do People Make in Nipomo?**

Comparing the annual median incomes between Hispanic or Latino and White populations highlights disparities in economic prosperity and opportunities for upward mobility. Addressing these gaps is crucial for fostering inclusive economic growth and reducing systemic inequalities.

**Hispanic or Latino and White Annual Median Income in Nipomo, California**

![Median Annual Income Chart](image)

*Figure 2-8, Source: U.S. Census*
As illustrated in Figure 2-8, the median annual income for Hispanics or Latinos in Nipomo is $85,514. Individuals who identify as white alone have a median annual income of $88,525. Overall, Hispanics and Latinos make 4% less annual median income compared to those who identify as white alone.

Alternatively, examining per capita income by race is important not only for addressing economic disparities, but also for ensuring equitable access to essential public infrastructure. By understanding income discrepancies among racial groups, corridor redesigns can prioritize public infrastructure changes that enhance accessibility to contribute to the overall well-being and prosperity of the diverse population served by the corridor.

Analyzing differences in per capita income underscores variations in individual earning potential and financial well-being. Disparities in median income among racial groups can indicate systemic inequities that may affect access to amenities, services, and opportunities along the corridor.

![Hispanic or Latino and White Annual Per Capita Income in Nipomo, California](image)

*Figure 2-9, Source: U.S. Census*

As illustrated in Figure 2-9 above, the per capita income of individuals who identify as white alone, not Hispanic or Latino has a per capita income of $38,375. For comparison, those who identify as Hispanic or Latino origin (of any race) have an average per capita income of only $19,827. The
staggering difference in income distribution among races in Nipomo is significant when comparing individuals who identify as white alone versus those who identify with Hispanic or Latino origin. This occurrence signifies a large racial disparity in wealth distribution among Nipomo residents by race as Hispanics or Latinos of any race often produce less than half the average per capita income compared to whites in the community.

How Much Poverty is there in Nipomo?

Examining poverty rates sheds light on the socio-economic challenges faced by segments of the population. Poverty data assist efforts to address basic needs, improve access to resources, and implement targeted assistance programs for vulnerable individuals and families.

As illustrated in Figure 2-10 above, the occurrence of poverty in Nipomo is notably lower than the county average. Within Nipomo, 7.4% of the population experiences poverty. In contrast, The County of San Luis Obispo's poverty average totals 11.9% of the total population. Throughout the County, the 11.9% poverty rate equates to approximately 33,659 individuals experiencing poverty. In contrast, Nipomo's 7.4% poverty rate equates to approximately 1,345 individuals experiencing poverty within the community. The community of Nipomo has a notably lower poverty rate as the community of Nipomo has 4.5% less poverty compared to the county.
What is Income Inequality like in Nipomo?

Understanding income inequality provides insight into the distribution of wealth and economic opportunities within the community. It helps identify disparities and informs strategies for promoting economic equity and social justice.

The Gini Coefficient is a statistical method for analyzing income inequality. This method utilizes U.S. Census data to numerically illustrate inequality within specific portions of the country. The Gini coefficient is a ratio ranging from .00 which represents perfect income equality, and 1.00 which represents perfect income inequality.

As illustrated in Figure 2-11 above, the U.S. Census identifies the community of Nipomo's Gini Coefficient as a .4076 which is low compared to the county average for income inequality. Nipomo's Gini Coefficient of .4076 reflects a relatively reasonable income disparity existing among the population (UNICEF, 2019). Compared to the County of San Luis Obispo, the Gini Coefficient is significantly higher with a .5082 which is also higher than the state average. The County of San Luis Obispo's Gini Coefficient of .5082 which is relatable to a severe income disparity among the population (UNICEF, 2019). The State of California's Gini Coefficient is an average of .4953 which is also relatable to a severe income disparity among the state of California. This information portrays the community of Nipomo as having a notably lower income inequality compared to the state and county average.
How Much Affordable Housing is Available in Nipomo?

The potential reason poverty and income inequality are notably less in Nipomo when compared to the state or county may be in part due to the abundance of affordable housing units located within Nipomo. Affordable housing units for families and seniors are available near Tefft Street in Nipomo. Currently, there are 5 large affordable housing projects located within a half mile of Tefft Street. The total number of low-income housing units near is 251 units and 39 rental assistance housing units near Tefft Street (affordablehousingonline.com). The number of affordable housing units in Nipomo accounts for only .045% of all households within the community but helps in establishing a more equitable distribution of income equality.

How Many Households have a Vehicle and how do People Commute in Nipomo?

Among the Nipomo population, 2.5% percent of the population have no vehicle available as a means of transportation within their household. Additionally, 91.5% of those who commute to work chose to drive alone. Less than 10% of the Nipomo population utilize carpools as a means of traveling to work. The average commute time for individuals who live in Nipomo is relatively high with an average travel time to work of 27 minutes. Compared to the county average time to travel to work of 26.9, the travel time is nearly identical to Nipomo. Overall, Nipomo's population is very dependent on their vehicles for transportation and typically drives alone.

How Many People Bike and Walk in Nipomo?

U.S. Census data reveals that females more often utilize a mode of active transportation compared to males in Nipomo. For instance, individuals who identified as female and traveled to work via public transportation accounted for 0.6% of the population of Nipomo while males accounted for 0.0%. Additionally, 2.8% of females commuting to work was done by walking. On the other hand, males only accounted for .9% of individuals who walked to work. Furthermore, females and males per U.S. Census data established a 0.0% occurrence of commuting to work via bike. This information may illustrate a community that does not wish to commute via active transportation routes and instead is solely reliant on work-from-home or personal vehicles for commuting. However, U.S. Census commuting data does not illustrate the full extent of individuals traveling to destinations via biking, walking, or bus within the community. The limitation of U.S. Census data only provides data for means of transportation to work and not to school. This results in information that does not fully reflect the amount of people walking, biking, or using public transportation in Nipomo.

Key Takeaways from Demographics

1. Nipomo has approximately 18,000 residents living in various types of housing, with a notable portion residing in single-family detached homes.
2. The population density differs across the area, with more concentrated housing found to the south of Tefft Street, affecting accessibility and transportation considerations.
3. Nipomo’s population is predominantly composed of white and Hispanic residents, emphasizing the importance of fostering cultural understanding and inclusivity.
4. The community has a diverse age range, with significant numbers of both younger and older residents, highlighting the need for pedestrian safety measures and accessible transportation options.
5. Housing in Nipomo encompasses a variety of types, including single-family homes and mobile units, with affordability being an important factor for infrastructure planning and addressing socio-economic disparities.

2.5 How Healthy Are People from Nipomo

Healthy Places Index Analysis for Nipomo

The following data and figures are from the Healthy Places Index (HPI) tool. The Healthy Places Index (HPI) is used to assess community health and equity by considering health factors. Examples of health factors include access to healthcare, environmental quality, socioeconomic status, and community resources. The HPI tool gathers data from various sources which include government agencies, academic institutions, non-profit organizations, and community surveys to compile a comprehensive picture of community well-being. By analyzing indicators relating to health outcomes, the HPI tool is used to identify areas with health disparities and prioritize interventions to improve overall community health outcomes.

Healthy Places Index Rating for Nipomo, California

HPI Score (3.0): 56.8 percentile

Less → More healthy conditions

This City / Town

City / Town Avg: 56.8
County Avg: 78.6

This City / Town has healthier community conditions than 56.8% of other California Cities / Towns.

Figure 2-12, Source: HPI(3.0) tool for Nipomo CDP
As illustrated in Figure 2-12, the community of Nipomo falls short of the county average for health outcomes and indicators when compared to all cities/towns in the state of California. The county average rating for cities/towns is 78.6% within the county. The community of Nipomo experiences significantly less healthy outcomes by 21.8% when compared to the county average for cities/towns. This data implies that a disparity between health outcomes within the Community of Nipomo is different from the average city/town within the County of San Luis Obispo.

<table>
<thead>
<tr>
<th>Healthy Places Index Health Indicators in Nipomo</th>
<th>Value</th>
<th>Percentile Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Commuting</td>
<td>1.68%</td>
<td>16.2</td>
</tr>
<tr>
<td>Automobile Access</td>
<td>97.0%</td>
<td>68.7</td>
</tr>
<tr>
<td><strong>Neighborhood Conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park Access</td>
<td>28.7%</td>
<td>20.8</td>
</tr>
<tr>
<td>Retail Density</td>
<td>.465 Jobs per acre</td>
<td>38.6</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low-Income Homeowner Severe Housing Cost Burden</td>
<td>7.90%</td>
<td>79.5</td>
</tr>
</tbody>
</table>

*Figure 2-13, Source: HPI(3.0) tool for Nipomo CDP*

The HPI tool has identified Nipomo as a community that experiences disproportionate burdens compared to the rest of the county when analyzing health indicators. A summary of the most impactful health indicators has been summarized in Figure 2-13 above. Overall, Nipomo is a community that relies heavily on personal vehicles for transportation and travels little by other means which is contributing to the transportation issues historically located on Tefft Street. Additionally, the population of Nipomo is deficient in park space with only a quarter of the population having reasonable access to Nipomo Park. Furthermore, retail density is extremely low with .465 jobs being located per acre in Nipomo. The lack of retail density represents the community’s lack of walkability. Lastly, housing for low-income homeowners with severe housing burdens makes up 7.90% of housing units within Nipomo and is an important factor as the community of Nipomo is home to a significant population of low-income earners who are a sensitive population. Overall, Nipomo is a place that experiences disproportionate health burdens pertaining to several important health indicators such as commuting, park access, walkability, and low-income earners.

**Key Takeaways from the Healthy Places Index**

1. Nipomo's health outcomes fall significantly below the county average, underscoring the urgency for a corridor redesign to address underlying disparities and improve community well-being.
2. The community’s heavy reliance on personal vehicles, limited park access, and low retail density indicate a need for infrastructure changes that prioritize pedestrian safety, enhance access to recreational spaces, and promote walkability.

3. Addressing the housing affordability challenges faced by low-income homeowners along the corridor is crucial in fostering a healthier and more equitable community, highlighting the importance of integrating affordable housing initiatives into the redesign plans.

2.6 Background Summary

The *Background* section provides insights into Nipomo and Tefft Street in Southern San Luis Obispo County, California. Nipomo, situated along the Central Coast, has a rich historical background. It was established by William Dana and urbanized due to agriculture and railroad development. Despite historical efforts to alleviate traffic congestion, Tefft Street remains a concern for the community, prompting ongoing redesign efforts. Nipomo is home to approximately 18,000 residents, primarily white and Hispanic individuals, with a diverse age range and housing mix. Despite lower poverty rates and income inequality compared to the county, transportation dependency on personal vehicles is high, posing challenges to pedestrian safety and equitable access. Furthermore, health indicators from the Healthy Places Index reveal disparities in health outcomes, emphasizing the need for infrastructure improvements that prioritize community well-being and address socio-economic disparities, particularly in housing affordability and access to recreational spaces.
3.0 Existing Conditions

The existing conditions portions of the Tefft Street Corridor Redesign illustrate and describe the current conditions of Tefft Street. Several features have a significant impact on how Tefft Street is utilized including the presence of businesses, drivers, bicyclists, and pedestrians. The intricate way that people move around and utilize Tefft Street is explored in this section.

3.1 Existing Land Use

The analysis of existing land uses on Tefft Street was conducted by using the San Luis Obispo County's Land Use Viewer for the Tefft Street Corridor and the surrounding Nipomo community.

Land Uses along Tefft Street Corridor

Figure 3-1, Source: Andres Figueroa
Land Uses within Tefft Street Corridor Boundary

As illustrated in Figure 3-1, land uses within the boundary of Tefft Street contain several important land uses. This includes the Residential Single-Family (RSF). The RSF land use category is depicted as yellow in Figure 3-1 above. The RSF land use category is characterized by smaller lots with singular residential units in more urban areas. On Tefft Street, this land use is primarily established around the surrounding area of the corridor and within walking distance of Tefft Street. A small continuous section of Tefft Street is RSF which is also located near Nipomo Park.

Additionally, the Tefft Street corridor also includes portions designated as Office Professional (OP). The Office land use category is depicted in orange in Figure 3-1 above. The office land use category provides important locations for professional services and offices to conduct business. Within the boundaries of the Tefft Street Corridor, Offices are primarily located adjacent to commercial retail land uses and separated from the primary thoroughfare by commercial parcels along Tefft Street. The western half of the corridor contains more office land use and is more concentrated in one area compared to the eastern portion of the corridor. Examples of offices currently on Tefft Street include pharmacies, real estate, insurance, health care providers, and a law firm.

Furthermore, Tefft Street also includes portions designated as Commercial Retail (CR). The CR land use category is depicted in red in Figure 3-1 above. The CR land use category provides important opportunities and locations for retail. Within the boundaries of the Tefft Street Corridor, retail stores are primarily located adjacent to the Office land use category and directly fronts Tefft Street. The western half of the corridor contains less but more concentrated and built-out retailers such as grocery stores, restaurants, coffee shops, and fast-food eateries. The eastern portion of Tefft Street contains less concentrated commercial retail with smaller lots and more pedestrian-oriented retail buildings which are closer to the sidewalk and provide a more compact street pattern. Examples of retail uses currently on Tefft Street include grocery and hardware stores, banks, cafes, barbershops, gas stations, and drive-through restaurants.

Furthermore, Tefft Street also includes portions designated as Public Facilities (PF). The PF land use category is depicted as light blue in Figure 3-1 above. The PF land use category provides essential public functions for the community. Within the boundaries of the Tefft Street Corridor Redesign, public facilities are not common but are significant. The most significant PF location on Tefft Street is located at the north end of Tefft Street and adjacent to Nipomo Park. Dana Elementary provides public education to 615 students (Dana Elementary, n.d.).

Land Uses near the Tefft Street Corridor Boundary

Important land uses adjacent to the Tefft Street Corridor include large sections of Residential multi-family (RMF). This zoning provides concentrations of density and potential traffic increases for the community. The location of RMF is located on the western half of Nipomo and along Highway 101. Overall, individuals living in RMF housing are within walking distance of Tefft Street. In addition, large amounts of agricultural (AG) land use surround the greater Nipomo area. The AG land use provides important opportunities for crop production. This land use also establishes the protection of and conservation of agricultural lands as development standards and density are strictly regulated on these parcels.
Key Takeaways from Existing Land Use

1. Most of Nipomo’s important services and retailers are located on Tefft Street.
2. Residential Multi-Family land uses which have greater concentrations of density are located within walking distance of Tefft Street.
3. Residential Single-Family land uses on the Western portion of Tefft Street create separation from important commercial services connecting to Nipomo Park.
4. A Majority of Nipomo’s proposed, and current housing is located on the western half of Highway 101.
5. Nipomo Contains one large community park which is separated from the eastern half of Nipomo.
3.2 Pedestrian Activity Centers and Nodes

The analysis of pedestrian activity centers on Tefft Street was conducted by performing an in-person site analysis of the Tefft Street corridor. In-person photos, notes, and analysis were done throughout the entirety of the proposed redesign area. Overall, many destinations along the corridor attract people and support non-vehicular modes of transportation. Although pedestrian conditions are not ideal for safety or connectivity, individuals still choose to walk and bike along the corridor to reach important destinations.

Figure 3-2, Source: Andres Figueroa
Pedestrian Activity Centers (Depicted in Red Text on Figure 3-2)

As illustrated in Figure 3-2 above, pedestrian activity centers are central components of Tefft Street which attract or promote physical activity or active transportation on the corridor. Several pedestrian nodes were identified through a site survey conducted on the Tefft Street Corridor.

West Side of Highway 101

1. Beginning with the most western pedestrian activity node, the Community Health Centers (CHC) contain multiple buildings and offices that promote the safety and well-being of the Nipomo population.

2. Dana Elementary School is a critical part of Nipomo’s public education system. Currently, there are three elementary schools within Nipomo. Out of all the current elementary schools in Nipomo, Dana has the most potential and likelihood for future build-out, as the schools within the district are nearing full capacity. Many adults, students, parents, and guardians choose to walk to Dana Elementary School.

3. Nipomo Park contains several significant pedestrian activity centers.
   a. Nipomo Park is 137 acres in size and is a focal point of Nipomo. Many sports activities such as basketball, soccer, football, baseball, futsal, and pickleball occur regularly. The park is most utilized on weekends for youth football games and community events. Nipomo Park also contains a preschool, multiple restrooms, a dog park, hiking trails, and several barbequing stations. Overall, Nipomo Park is an important activity center in Nipomo because of its many amenities and ability to influence physical activity for the community of Nipomo.
   b. The Nipomo Library is also directly adjacent to Dana Elementary School which is a hub for pedestrians. The Nipomo Library contains meeting spaces, free Wi-Fi, wireless printing, and desktop computers, and acts as a hub for the community of Nipomo. Good sidewalk conditions, crosswalks, and bike lanes lead directly into the library’s site.
   c. The Nipomo Skate Park opened Saturday, May 6th, 2023. The skatepark was a long-awaited milestone for the community of Nipomo as an informal and community-driven skatepark was utilized for years on a site where the local recreation center was destroyed by a fire. The previously informal skatepark was destroyed when developers bought out and began construction on the site. Today, many individuals choose to use the skatepark. Various individuals who use the skatepark choose to access the site by skateboarding, biking, and scootering. Tefft Street acts as the primary connectivity to this location. Surrounding neighborhoods must first access Tefft Street which then leads to Nipomo Park and its associated pedestrian activity centers.

4. Vons and Miners Hardware Shopping Center contains the most influential and critical commercial components of not just the Tefft Street corridor, but also within the community of Nipomo. These two adjacent shopping centers hold crucial businesses such as groceries,
hardware stores, pharmacies, restaurants, and banks. It is among the most popular destinations in Nipomo to walk or bike to. This location generates many trips and consistently has vehicular traffic with am and pm peak hours resulting in congestion.

**East side of Highway 101**

5. **The Adobe Plaza** is a small but vital shopping center along Tefft Street on the eastern side of Highway 101. Several essential businesses and operations are established here. Some businesses include a recently introduced café, pharmacy, aquarium shop, salon/boutique, pizzeria, real estate company, and a county sheriff's substation. The location of Adobe Plaza is dependent on access from the Tefft Street Corridor. The plaza contains a small parking lot and buildings that are close to the street front. Furthermore, there are two adjacent bus stops adjacent to the plaza. The bus stops take individuals north and south to the closest cities and beyond.

6. **The Business Center of Tefft Street** is primarily a commercial retail building with two residential units on the second floor. This mixed-use structure offers several important functions for the community such as the South County Chamber of Commerce, a boutique, a barber, and a Mexican-style bakery. The building frontage and business entrances are located against the sidewalk and offer a more urban and modern approach to walkability and connectivity to Tefft Street.

**Key Takeaways from Pedestrian Activity Centers**

1. Major Pedestrian activity centers are primarily located at the western and eastern end of the corridor. The Tefft Street corridor from Pomeroy Road to Mary Avenue contains no pedestrian activity centers; however, this portion of the corridor offers a significant connection between activity centers located from Nipomo Park to the Vons Shopping Center.

2. Tefft Street is a significant aspect of pedestrian activity and connectivity for Nipomo.

3. Pedestrian activity centers are all located in places where people are free to walk, bike, or skate in a safe atmosphere where vehicles have a reduced speed. This is most prominent in Nipomo Park where the speed limit of cars is low, and prominent in the eastern half of Tefft Street where street events take over the corridor.
3.3 Pedestrian Nodes

An analysis of pedestrian nodes on Tefft Street was conducted by performing an in-person site analysis of the Tefft Street corridor. In-person photos, notes, and analysis were done throughout the entirety of the proposed redesign area. Overall, many destinations along the corridor attract people and support non-vehicular modes of transportation. Although pedestrian conditions are not ideal for safety or connectivity, many individuals still choose to walk along the corridor to reach important destinations.

Pedestrian Nodes (Depicted in Blue Text on Figure 3-3)

Pedestrian nodes are illustrated in Figure 3-3 as blue circles and can be defined as significant pedestrian intersections or crosswalks that offer important connectivity and safety on Tefft Street.
The pedestrian nodes illustrated in Figure 3-2 are the most significant points of pedestrian travel along the Tefft Street corridor.

West Side of Highway 101 (as illustrated in Figure 3-3)

1. Beginning with the most western pedestrian node, the intersection at **Tefft Street and Orchard Road** plays a significant role in the safety and well-being of pedestrians. This major intersection connects many residential homes to important destinations for children and adults. These destinations include Dana Elementary, Nipomo Park, Skatepark, and Library. The intersection is also consistently used by children due to the proximity of Dana Elementary. The current road markings on the street and intersection are fading and require attention. This intersection could be improved and is a pivotal component of safety for pedestrians in the community. The intersections include 3 crosswalks and walking signals with inconsistent and missing sidewalks.

2. The Intersection at **Tefft Street and Mary Avenue** also plays a significant role in the safety and well-being of pedestrians within Nipomo. This major intersection connects large amounts of RMF land uses to important destinations in Nipomo. Important destinations such as the post office, banks, grocery stores, restaurants, and professional services are within a .25-mile walking distance from this major intersection. This intersection is one of the most widely used nodes for pedestrian travel and can be challenging for people with mobility impairments because of large crosswalk distances. Sidewalks and unprotected bike lanes are consistent at this location on Tefft Street.

3. The **Tefft Street and Highway 101 bridge** is likely the most significant pedestrian connectivity location in Nipomo. This is a result of the bridge's ability to connect the western half of Nipomo to the eastern half. The intersection offers numerous crosswalks and traffic lights which assist in allowing pedestrians to traverse the intersection safely. In total, there are six lanes of vehicular traffic, two unbuffered bike lanes, and two sidewalks for pedestrians on the Highway 101 bridge. This particular location is significant regarding connectivity but also results in pedestrian hazards and potential collision areas as the Highway 101 off/on ramps are in close proximity.

East side of Highway 101 (as illustrated in Figure 3-3)

4. The **Tefft Street and Carrillo Street** intersection is a significant node for pedestrians in Nipomo. This crosswalk connects residential homes to businesses and two bus stops with seating and shade. The singular crosswalk connects residential homes to important businesses and services which include a sheriff's substation, restaurants, cafes, and a nursery/brewery. Overall, this crosswalk offers important access, connectivity, and safety to pedestrians who often cross to access the bus stops which are on opposite sides of the street. The bus stops at this location take individuals to other cities as there is only one other public bus stop in Nipomo which is primarily utilized by Nipomo High School students going to other cities throughout the county.
5. The **Tefft Street and Mallagh Street** intersection is a significant node for pedestrians in Nipomo. Mallagh Street connects directly to Nipomo High School. Many students walk, bike, or use alternative modes of transportation to reach this destination. The crosswalk at this intersection offers important safety and pedestrian features and is fitted with a crosswalk sign in neon yellow and crosswalk markings in good condition. Furthermore, the crosswalk at Mallagh Street acts as an important feature of events that often take place on the eastern half of Tefft Street. Events that do not close down the street but do take over a large portion of the corridor from Thompson Road to the Adobe Plaza. Examples of events that take over this portion of the corridor include cruise nights, trunk or treat events, and annual Christmas parades. Overall, this crosswalk and intersection at Tefft Street often becomes a place where the community will gather because of the availability of parking and the walkability of the surrounding area. Example images of community events at Tefft Street and Mallagh Street are illustrated below.

**Example of Tefft Street and Mallagh Street Events**

![Example images of community events at Tefft Street and Mallagh Street](image)

**Key Takeaways from Pedestrian Nodes**

1. Pedestrian nodes located on Tefft Street can be divided into two categories.
   a. Firstly, a pedestrian node creates more connectivity to a school such as the intersection at Tefft Street and Orchard Road (Dana Elementary), or Tefft Street and Mallagh Street (Nipomo High School).
   b. Secondly, pedestrian nodes located on Tefft Street grant important connectivity and safety for pedestrians at intersections that would otherwise be extremely dangerous to cross. The safety of intersections with crosswalks and streetlights attracts pedestrians to use these intersections to cross as it improves safety. These intersections are located near Highway 101 on/off ramps where vehicular traffic is most common on the corridor.

2. The Highway 101 bridge connects the western half of Nipomo to the Eastern half.
3.3 Sidewalk Conditions

This portion of the existing conditions analyzes and discusses the overall sidewalk conditions of the Tefft Street corridor. Overall, sidewalk conditions are severely lacking in multiple areas along the corridor and contribute to unsafe conditions for pedestrians. Several sections of Tefft Street and adjacent streets lack consistent or adequate sidewalk conditions throughout the corridor.

**Sidewalk Conditions and Crosswalks in the Tefft Street Corridor**

![Map of Tefft Street Corridor with highlighted sidewalk conditions and crosswalks. Source: Andres Figueroa](image)

**Crosswalks** illustrated as a dashed green line in Figure 3-4 above are defined as areas where painted street markings indicate where pedestrians may cross from one side of the street to another. Crosswalks offer safety and reassurance for pedestrians crossing Tefft Street. Several portions of the corridor can be difficult or hazardous to cross. The location of crosswalks are primarily located around pedestrian nodes such as the intersections of Tefft Street and Orchard...
Road, and Tefft Street and Mallagh Street which both offer surrounding neighborhoods connectivity to schools. Furthermore, crosswalks are also concentrated on the Highway 101 bridge where pedestrian crossings would otherwise be extremely difficult. Overall, the presence of crosswalks is concentrated at major intersections but can be long in distance and not clearly identifiable by vehicles.

**Example of Crosswalks on Tefft Street:**

![Example of Crosswalks on Tefft Street](image)

**Good sidewalks** as illustrated as a green line in Figure 3-3 are defined as areas where sidewalks are present and connect to other sidewalks without containing a dead end. The walkability of sidewalks within the Tefft Street corridor is very good, little to no sidewalks pose a walking hazard such as uneven terrain or overgrown vegetation. Overall, the connectivity of the existing sidewalks is not great on Tefft Street because of the lack of consistency. However, the existing good sidewalks along Tefft Street are typically in good condition with no vegetation, unevenness, or obstructions present along these paths.

**Example of Good Sidewalks on Tefft Street:**

![Example of Good Sidewalks on Tefft Street](image)
Sidewalks as illustrated in yellow in Figure 3-3 can be defined as areas where sidewalks are present but do not fully connect to the overall network of sidewalks along the corridor. Although the walkability of these sidewalks may be good, they pose a challenge to pedestrians because of inconsistent and irregular sections of the corridor where sidewalks may or may not be located. The inconsistency of sidewalks on Tefft Street poses a significant challenge for older, disabled, or mobility-impaired individuals. Thus, reducing the likelihood and overall accessibility of sidewalks to individuals in Nipomo. Along the Tefft Street corridor, sidewalks that do not connect to a greater network of sidewalks are most prominent by Gardenia Way and Thompson.

Examples of Sidewalk on Tefft Street:

Missing Sidewalks as illustrated in red in Figure 3-4 can be defined as areas where sidewalks are completely missing from the public right of way. Often, conditions such as these leave dirt tracts or no area where pedestrians can walk outside of the road. This results in pedestrians often stepping into bike lanes along traffic which poses a risk for great bodily injury. Along the Tefft Street corridor, the majority of missing sidewalks occur primarily in two ways. Firstly, sidewalks are consistently missing which results in an overall lack of connectivity along the corridor.

The lack of sidewalks presents a challenge of connectivity and accessibility for the Nipomo population. Perhaps the most significant portion of sidewalks missing is from Mary Avenue to Pomeroy Road where there are primarily single-family residential homes. The lack of sidewalks from
this location creates a large barrier for pedestrians attempting to travel from the area surrounding Nipomo Park or Dana Elementary School to major shopping centers.

**Examples of Missing Sidewalks on Tefft Street:**

![Image of Tefft Street corridor showing missing sidewalks]

**Key Takeaways from Sidewalk Conditions**

1. Sidewalks along the Tefft Street corridor is deficient, contributing to pedestrian safety concerns due to inconsistent coverage.
2. Crosswalks are vital for pedestrian safety and are concentrated at major intersections but lack clear visibility, posing challenges for crossings.
3. Good sidewalks exist but inconsistencies hinder their connectivity. This affects the overall accessibility and challenges for older, younger, or mobility-impaired individuals.
4. Missing sidewalks create safety risks, forcing pedestrians onto roads or bike lanes. Missing sidewalks are particularly noticeable between Mary Avenue and Pomeroy Road, impeding access to key destinations like Nipomo Park and Dana Elementary School.
3.5 Bike Lane Conditions and Hazards

The following section illustrates and defines the current condition of bike lanes located on the Tefft Street corridor. Overall, bike lanes are significantly lacking in the eastern half of the corridor. This results in a disconnect in obtaining an overall cohesive bike network within the community.

**Bike Lanes and Hazards in the Tefft Street Corridor**

*Figure 3-5, Source: Andres Figueroa*

*Bike lanes* in Nipomo are all classified as class II bike lanes and illustrated in green in Figure 3-5 above. Class II bike lanes can be defined the same as conventional bike lanes according to the *National Association of City Transportation Officials* (NACTO,2014). Conventional bike lanes are restricted spaces for bicyclists with road markings and signage. Several benefits are associated with utilizing conventional bike lanes. For example, bicyclists get to ride at a preferred speed, and bicyclist
movements are more predictable which increases safety from vehicles and establishes a crucial separation between automobiles and pedestrians (NACTO, 2014).

According to the National Association of City Transportation Officials, conventional bike lanes are most useful for corridors where...

- Streets have less than >3,000 vehicles in average daily traffic (ADT).
- Automobile speed is limited to ≥25 miles per hour.
- Are not ideal for streets that have high volume traffic, regular truck traffic, or are associated with automobile speeds ≤35 miles per hour.

Conventional bike lanes within the Tefft Street corridor are inadequate to meet the needs of Nipomo. Beginning with the western half of Tefft Street as separated by Highway 101, the presence of bike lanes and associated use of bike lanes is acceptable on the corridor. Bike lanes are present along a majority of Tefft Street on the western half of Tefft Street as separated by Highway 101. Unfortunately, the presence and occurrence of bike lanes on the easter half of Tefft Street as separated by Highway 101 is severely lacking. Conventional bike lanes do not exist in this area where street takeover events occur. According to the County's Bikeways Plan for 2016, the area is identified as a Class III bike lane which is only delineated by signage to indicate that automobiles should share the road with bikes. In class III bike lanes as defined by the county of San Luis Obispo as bike lanes that do not have any road markings, safety features, or meaningful separation from bicyclists and automobiles.

Example Images of Bike Lanes of Tefft Street:
**Bike Hazards** in Nipomo can be defined as specific areas where bicyclists using Tefft Street are required to merge into vehicular traffic going in the same direction as illustrated in green in Figure 3-5. For example, bike hazards all occur when approaching intersections. This is primarily a result of bike lanes continuing straight on the corridor while vehicular travel is turning right. This event results in a hazard for bicyclists as potential incidents are more likely to occur at these intersections. According to NACTO, intersections are the places where more bicyclist incidents happen within urban areas (NACTO, 2019). Along the Tefft Street corridor, bike hazards are concentrated along most intersections. Specific areas of high concern for potential bike hazards include the intersections connecting to the Highway 101 bridge. A bicyclist using bike lanes along the Highway 101 bridge would be required to be interwoven into vehicular traffic several times.

**Example Images of Bike Hazards on Tefft Street:**

![Example Image](image1.png)

**No Bike Lanes** in Nipomo can be defined as specific areas where bicyclists using Tefft Street do not have any signage, road markings, or design features that reflect that the streets are dedicated areas for bicycle usage. Specific portions of Tefft Street where there are no bike lanes are depicted in red in Figure 3-5. Many neighborhood streets that connect to the Tefft Street Corridor do not contain bike lanes of any kind. Instead, what is most common on neighborhood streets connecting to Tefft Street are 40-foot road widths with on-street parking on both sides of the street. Furthermore, perhaps the most concerning lack of bike lanes is located along the eastern half of the Highway 101 bridge. Bike lanes in this area abruptly end and leave no physical connections for bicyclists to cross the Highway 101 bridge safely. Instead, bicyclists would be forced to utilize sidewalks along the corridor rather than the bike lanes. Studies have historically indicated that crash rates are higher for bicyclists when they use sidewalks rather than dedicated bike lanes (Hall & Adams, 1998). In addition, the portion of the Tefft Street corridor which has the least amount of dedicated bike lanes is the eastern half of Tefft Steet. This is particularly alarming as the eastern half of Tefft Street is vital for connectivity to Nipomo High School and Nipomo Elementary.
Examples of no Bike Lanes on Tefft Street:

Key Takeaways from Bike Lane Conditions

1. The use and distribution of conventional bike lanes along the Tefft Street Corridor are not suitable for the speeds associated with Vehicles as defined by NACTO guidelines for conventional bike lanes.
2. The Western half of Tefft Street has consistent bike lane access although the design is not suitable. The eastern half of Tefft Street is severely lacking in bike infrastructure.
3. Bike Hazards occur consistently throughout the corridor and are concentrated at major intersections.
4. The inconsistent network of bike lanes poses connectivity and accessibility issues for Nipomo residents and results in the inefficient usage of bicycling as a travel mode.
3.6 Pedestrian and Bicycle Crashes

“A majority of crashes involving pedestrians occur at the Highway 101 bridge. “

The Transportation Injury Mapping System (TIMS) is a comprehensive tool developed by the Safe Transportation Research and Education Center (SafeTREC) by the University of California, Berkeley. The TIMS database and tool provide access to California crash data by utilizing the Statewide Integrated Traffic Records System (SWITRS). Berkley's SafeTREC initiated the project in 2003 to address the need for efficient geocoding and mapping of SWITRS data and aimed to make traffic crash analysis more accessible.

The Transportation Injury Mapping System contains a strong emphasis on biking and walking crash data and offers essential features and tools tailored to enhance pedestrian and cyclist safety. The system includes Statewide Summaries that navigate trends related to fatal and injury crashes involving pedestrians and bicyclists.

Pedestrian and Bicycle Crash Summary from 2012-2022 in Nipomo, California

![Pedestrian and Bicycle Crash Summary Graph](image)

*Figure 3-6, Source: TIMS Berkley Pedestrian and Bicyclist Crash Data for 2012-2022*
The graphs illustrated in Figure 3-6 summarize the amount of bicycle and pedestrian crashes from 2012-2022 in the community of Nipomo, California.

Bicycle crashes as defined by TIMS Berkley are incidents typically involving a vehicle and bicyclist where one strikes the other unintentionally. Over the 10-year period from 2012-2022, there have been a total of 15 bicycle crashes in the Nipomo area. Overall, bike crash rates per year are low within Nipomo and have maintained a steady rate. Fortunately, fatality rates for bicyclists involved in a crash have not occurred in the previous 10-year period from incidents reported from the years 2010-2022.

Furthermore, pedestrian crashes occur more frequently when compared to bicycle crashes in Nipomo. Pedestrian crashes as defined by TIMS Berkely are incidents involving a vehicle and pedestrian where one strikes the other unintentionally. Pedestrian crash rates are not consistent and have fluctuated dramatically. Over the 10-year period from 2012-2022, there have been a total of 35 pedestrian crashes in the Nipomo area. The year 2022 saw a dramatic increase in pedestrian crashes compared to 2021. Overall, pedestrian crash rates can be expected to increase as the historical trend illustrate more potential pedestrian crashes in the future. Unfortunately, 5 of the 35 pedestrians involved in a crash have resulted in a fatality. Previous pedestrian crash data indicated that 14% of pedestrians involved in a crash from 2012-2022 resulted in a fatality.

**Concentration of Pedestrian and Bicycle Crashes from 2012-2022 in Nipomo, California**

![Concentration of Pedestrian and Bicycle Crashes from 2012-2022 in Nipomo, California](image)

*Figure 3-7, Source: TIMS Berkley Pedestrian and Bicyclist Crash Data for 2012-2022*
The location and intensity of pedestrian and bicyclist crashes are depicted in Figure 3-7. Areas where low occurrences of crashes have been reported are indicated in light blue and areas where crashes are more often reported are indicated in red on the map.

Firstly, pedestrian and bicycle crashes occur most often on Tefft Street within Nipomo. More specifically, at the Highway 101 bridge which connects the western half of Nipomo to the eastern half. This location is a major activity node for pedestrians and bicyclists. Most crashes involving pedestrians occur on the Highway 101 bridge.

Secondly, an additional location where pedestrian and bicyclist crashes are occurring is the intersections of South Frontage and Mill Street just south of the Highway 101 bridge on Tefft Street. This location lacks crosswalks, sidewalks, and bike lanes. This location offers important connectivity to Tefft Street because of surrounding land uses which are primarily residential multi-family. Many individuals will choose to walk along South Frontage to make their way toward Tefft Street but do so at the inconvenience of adequate crosswalks, sidewalks, and bike lanes.

Lastly, several intersections along Tefft Street also pose a historical risk to pedestrians and bicyclists. For instance, the intersections around Dana Elementary and Mallagh Street which lead to Nipomo High School also have crash incidents reported. This is alarming for several reasons, but primarily because these areas are subject to higher rates of students and young individuals who are potentially put at higher risk of being involved in a collision.

**Key Takeaways from Pedestrian and Bicyclist Crash Data**

1. The Highway 101 bridge in Nipomo is a major site for pedestrian crashes.
2. Nipomo recorded 15 bicycle crashes over a decade with no fatalities stressing the ongoing need for cyclist safety measures.
3. Pedestrian crashes in Nipomo totaling 35 in the same period showed fluctuating rates with 14% resulting in fatalities emphasizing the urgency of pedestrian safety measures.
4. High-risk areas for pedestrian and bicycle crashes such as the Highway 101 bridge intersections and school zones offer increased risk for pedestrian collisions.
3.7 Vehicular Transportation and Capacity

The following section illustrates and describes the most recent average daily traffic (ADT) counts along the Tefft Street corridor. The following information is derived from the County of San Luis Obispo’s open traffic counts data. Traffic counts provide essential data for understanding current corridor usage patterns and identifying areas of congestion or safety concerns. This information guides corridor redesign efforts by informing capacity planning, safety enhancements, and resource allocation to address the needs of both present and future traffic demands.

As illustrated in Figure 3-8 above, vehicular traffic is concentrated along the western half of Tefft Street and adjacent to the Vons and Miners Shopping Center by Mary Avenue. The Highway 101
bridge is perhaps the most traffic-congested and impacted street segment in Nipomo. More vehicles occur on the bridge than the 18,176 people who live in Nipomo. The primary reason Tefft Street and the Highway 101 bridge receive large amounts of vehicular traffic has to do with the access to Highway 101. As described in section 2.4 (demographics), the average commute time is 27 minutes for individuals living in Nipomo. A commute time of 27 minutes represents several important characteristics. Firstly, Nipomo lacks appropriate jobs or number of jobs which results in individuals living in the community commuting to other cities/counties for employment which can most conveniently be accessed by Highway 101. Secondly, other essential destinations such as educational facilities, stores, medical care, and recreational opportunities aren't available in Nipomo when compared to other portions of the county.

Traffic is a concern for the Tefft Street corridor. As previously discussed in section 2.3 (Related Efforts), the county has been attempting to remedy the congestion associated with the Tefft Street corridor for many years. The historical attempts to remedy traffic congestion and complaints for Tefft Street have only focused on public improvements relating to vehicular modes of transportation. Overall, there has been a consistent lack of improvements aimed at non-vehicular modes of transportation.

Overall, the Tefft Street corridor receives much-deserved attention from the people who live in the community and from the county; however, the historical growth within Nipomo may result in increased burdens to vehicular conditions within the community. Many individuals do not work in Nipomo and are forced to rely on vehicular modes of transportation to reach their destinations. Overall, a reduction in traffic lanes along the corridor may not be appropriate as it could be potentially detrimental to the ability of individuals in the community to reach their destinations.

Key Takeaways from Vehicular Transportation and ADT Key Takeaways

1. Vehicular traffic concentrates on the western portion of Tefft Street and the Highway 101 bridge, reflecting these area’s vital role as a major transportation route.
2. High traffic volumes, surpassing Nipomo’s population, highlight its regional connectivity, crucial for commuters accessing Highway 101 for work and services.
3. Past efforts prioritized vehicular improvements, but the corridor lacks infrastructure for non-vehicular transportation, necessitating a comprehensive approach to traffic and community accessibility.

3.8 Existing Conditions Summary

The existing conditions analysis of the Tefft Street corridor reveals vital insights for its redesign. It emphasizes the concentration of essential services and retailers along Tefft Street, identifies pedestrian activity centers primarily at the corridor’s ends and highlights deficiencies in sidewalk coverage, which pose safety concerns. Additionally, data on pedestrian and bicycle crashes underscores the urgency of safety measures, especially at high-risk areas like the Highway 101.
bridge intersections. Lastly, traffic counts emphasize the corridor's role as a major transportation route, indicating the need for comprehensive improvements to accommodate both vehicular and non-vehicular modes of transportation and enhance community accessibility.
4.0 Regulatory Standards

The Regulatory Standards section of the Tefft Street Corridor Redesign analyzes the current regulatory planning standards that guide the future development of Tefft Street. The following plans and initiatives begin with broader county goals and end with specific design criteria for future development on the Tefft Street corridor. The purpose of this section is to understand the major planning concepts and leading design objectives of the Tefft Street corridor and translate the major ideas into the proposed designs.

4.1 San Luis Obispo’s Climate Goals (2021)

The County of San Luis Obispo’s Energy Wise Plan (2011) and Energy Wise Plan Update (2016) establish the important principles of the county’s goals and aspirations to minimize the future effects of climate change on the county. The goals and policies provided in these plans include the county’s overall adaptation strategies and objectives.

The County of San Luis Obispo has made commendable progress in sustainability, particularly in renewable energy, waste management, water conservation, and emission reduction. Prominent initiatives include increased solar installations/programs, adoption of green building ordinances, and innovative waste management programs. Key efforts involve Property Assessed Clean Energy (PACE) financing, exploring regional Community Choice Aggregation (CCA), and comprehensive water conservation. These efforts establish a multi-organizational corporation to assist in the county’s overall goal of being more resilient and sustainable while limiting the effects of future climate change.

Historically within the county, emission reductions which were primarily in transportation have resulted in a 7% decrease in overall greenhouse gas emissions from 2006 to 2013 (County of San Luis Obispo, 2016). Additionally, the per capita emissions from community-wide sources also decreased by over 10% (County of San Luis Obispo, 2016). The steps in reducing source-point greenhouse gas pollutants have established important progress toward an environmentally conscious county that is effectively taking steps to reduce its carbon footprint and limit the potential negative effects of climate change.

Implications for Project Area:

Regarding the community of Nipomo, the climate adaptation goals and objectives detailed in the Energy Wise Plan (2011) and Energy Wise Plan Update (2016) are significant. Walking and biking are pivotal elements in achieving the goals outlined in the Energy Wise Plan. The promotion of localized bikeway networks and walking paths supports sustainable transportation alternatives. By strategically placing paths to enhance accessibility to key destinations, the county encourages
reduced reliance on traditional transportation methods such as vehicular travel. The promotion of walking and biking also relates to the broader goals of the Energy Wise Plan (2011) and Energy Wise Plan Update (2016) of reducing greenhouse gas emissions.

Overall, the focus on walking and biking as sustainable transportation modes holds immense potential for Nipomo and the broader county goals for climate adaptation. By incorporating these practices into daily life, the community of Nipomo can actively contribute to emission reduction goals, foster a sense of community engagement, and promote healthier, more sustainable living.

### 4.2 Title 22 Inland Planning Standards for the County of San Luis Obispo

The Nipomo Community Design Standards for Tefft Street establish guidelines for various land use categories. Community-wide standards mandate future sewage system connections, excluding low-density residential areas. Streets outside the central business district require an 8-foot parkway dedication during subdivision, accompanied by landscaping improvements and street trees. The West Tefft Design Plan applies to Commercial Retail, Office and Professional, Recreation, Public Facility, and Residential Single-Family categories in a specific area, taking precedence in conflicts.

In the Commercial Retail (CR) category, the Central Business District (CBD) adheres to the Olde Towne Nipomo Design and Circulation Plan. Minor use permits are required for construction or alterations, with exemptions for specific cases. Further regulations apply to the Northeast Corner of Tefft Street and Highway 101, including coordinated site planning and limitations on certain land uses. Neighborhood commercial centers have guidelines for compatibility with residential areas, including specific zoning, setback, and landscaping requirements.

The Commercial Service (CS) category imposes limitations on various land uses, and community gateway projects have distinct permit requirements and design guidelines. The Office and Professional (OP) category must comply with the CBD Design Plan, with limitations on specific land uses.

Residential zones include Single-Family (RSF) and Multi-Family (RMF) categories. RSF standards focus on minimum density, varying by zone, and subdivision requirements, with specific setback regulations. RMF standards outline permit requirements, site planning criteria, and considerations for setbacks, road dedication, and properties along Nipomo Creek.

**Implications for Nipomo:**

Collectively, these standards aim to create a cohesive, well-organized urban environment along Tefft Street, emphasizing connectivity, adherence to design plans, and compatibility among different land use categories. The regulations strive to address the unique characteristics and needs of each zone, promoting walkable and aesthetically pleasing development.
4.3 County Bikeways Plan

The San Luis Obispo County Bikeways Plan holds significant implications for the community of Nipomo. Overall, the County Bikeways Plan emphasizes the local incorporation and prioritization of bicycling infrastructure. The most prominent goals and aspirations of the plan which are meant to guide the future growth of the county include creating...

1. **Localized Bikeway Networks**: For Nipomo residents, the plan implies the creation of localized bikeway networks that cater to the community's specific needs. This involves strategically placing bike paths, lanes, and routes to enhance accessibility to key destinations within Nipomo, such as schools, parks, and commercial areas.

2. **Community Participation**: The plan underscores the importance of community engagement, meaning that Nipomo residents will have opportunities to actively participate in the decision-making processes. Public input into the design and planning phases ensures that the bikeways reflect the unique preferences and priorities of the Nipomo community.

3. **Tailored Development Integration**: Nipomo's development projects will see an integration of bicycle infrastructure considerations, aligning with the broader vision of a bike-friendly community. As local developments take shape, residents can expect biking needs to be an integral part of the planning, promoting a seamless blend of residential, commercial, and recreational spaces.

4. **Advocacy for Local Projects**: The plan encourages the Nipomo community to advocate for specific local projects that enhance cycling infrastructure. This could involve proposing new bike paths, advocating for additional safety measures, or suggesting improvements to existing routes, ensuring that the bikeways align with the community's priorities.

5. **Active Involvement in Oversight**: With the recommendation to hire a full-time bicycle or multi-modal coordinator, Nipomo can actively participate in overseeing the implementation of the Bikeways Plan. This individual would be instrumental in ensuring that the specific needs and nuances of Nipomo are considered in the execution of capital projects and grant applications.

6. **Safety and Health Prioritization**: The focus on safety aligns with Nipomo's commitment to creating a healthy and secure environment for its residents. By prioritizing safety in cycling infrastructure, the community aims to promote biking not only as a mode of transportation but also as a recreational and healthy lifestyle choice.

For the community of Nipomo, the plan represents an opportunity to shape local infrastructure in a way that resonates with the values and priorities of the county. The bikeways plan envisions a community where biking is not just an option, but a preferred and integral part of daily life which contributes to the overall well-being and vibrancy of the community. Refer to Figure 4-1 for a detailed view of the county’s bikeway plan for the community of Nipomo.
Implications for Nipomo:

The County of San Luis Obispo’s Bikeways Plan (2016) illustrates the county’s approach towards biking conditions in the community of Nipomo. Although the overall goals and objectives of the plan are to establish greater bike networks and encourage bike lane use, the bikeways plan fails to incorporate any significant proposed bike lanes to Tefft Street or the greater community area of Nipomo. The county bikeways plan does not promote or recommend any new significant bike lane changes to the corridor or connecting street. The exception is the proposed Class II (conventional bike lane) on South Frontage which would connect to Tefft Street and be adjacent to the Highway 101 South on ramp. As illustrated in the bikeways plan, the county does not propose any significant improvement or new bike lanes for the Tefft Street corridor.
### 4.4 West Tefft Corridor Design Plan

The West Tefft Corridor Design (WTCD) Plan aims to shape the development and streetscape along West Tefft Street, focusing on the portion of Tefft Street from Thomson Avenue to Dana Elementary School (as illustrated in Figure 4-2 below). The central goals of the plan are to deter the emergence of suburban shopping centers in the designated downtown area and to enhance pedestrian safety and attractiveness. The plan outlines guidelines for the desired appearance and scale of streets, buildings, and open spaces through public review processes.

**West Tefft Corridor Design (2007) Project Area**

Addressing existing circulation challenges along West Tefft Street, the plan identifies deficiencies such as the lack of continuous sidewalks, poorly marked bicycle lanes, high travel speeds, traffic congestion, and limited public transit options. Policies within the plan propose improvements to traffic flow, including the extension of Mary Avenue to Hill Street, the installation of a phased median from Highway 101 to Pomeroy Road, and the relocation of the southbound on-ramp to the Hill Street intersection.
The plan recommends wider sidewalks, street furniture coordination, strategic landscaping, and gathering spaces along West Tefft Street to accommodate anticipated high traffic volumes while promoting alternative modes of transportation. Additionally, the extension of Mary Avenue and Blume Street is proposed to ease congestion, with a focus on creating a comfortable pedestrian environment through continuous sidewalks, complementary uses, and traffic calming measures.

In terms of site planning policies and standards, the WTCD Plan advocates for mixed-use development with ground-floor commercial or office uses, residential units on upper floors or behind street-facing buildings, and adherence to density limits. The emphasis is on creating an integrated and affordable community within the West Tefft Corridor. Residential and commercial aspects within the plan boundary dictate development should be mixed-use with building entrances directly adjacent to the sidewalk (Figures 4-3 & 4-4 below). Overall, the proposed development patterns dictated by the WTCD were established in hopes of creating a vibrant and walkable Tefft Street.

**Mixed-Use Building Section**

**Façade Relationship to Sidewalk**

![Figure 4-3, Source: WTCD](image1.png) ![Figure 4-4, Source: WTCD](image2.png)

**Implications for Nipomo:**

Overall, the WTCD Plan strives to address existing challenges, enhance pedestrian experiences, and guide future development in a manner that aligns with the community’s vision for a vibrant, accessible, and aesthetically pleasing West Tefft Street. Unfortunately, the overall goals of the WTCD have not been fully implemented. Development along Tefft Street is rare and as a result, the WTCD has had little impact on the overall character of Tefft Street. Also, a large majority of undeveloped and available parcels for infill development are located on the eastern portion of Tefft Street. The western portion of the Tefft Street corridor is built out and doesn’t reflect the goals or policies described by the WTCD. Overall, the WTCD has the most potential to significantly impact the character of the eastern portion of Tefft Street where most of the development potential exists.
4.5 Olde Towne Nipomo Design and Circulation Plan

The Old Towne Nipomo Design and Circulation Plan (OTN Design and Circulation Plan) was finalized in April of 1999 and aimed to shape the development and streetscape along Tefft Street by focusing on the portion of Tefft Street from Thomson Avenue to the Highway 101 Bridge (as illustrated in Figure 4-5 below). The central goal of the plan is to maintain the character of Nipomo as a walkable community with a rural small-town feel and adequate access to retail. The OTN Design and Circulation Plan outlines guidelines for the desired appearance and scale of streets, buildings, and open spaces through the eastern section of Nipomo.

Old Towne Nipomo Design and Circulation Planning Area

![Old Towne Nipomo Design and Circulation Planning Area](image)

*Figure 4-5, Source: Old Towne Nipomo Design and Circulation Plan (1999)*

The policies and design requirements outlined in the plan for Olde Towne Nipomo aim to achieve several key objectives. Firstly, they seek to preserve the historic character of the area by incorporating landscaping and street furniture that complement its heritage. Secondly, the plan emphasizes the importance of creating a safe and comfortable environment for pedestrians by installing sidewalks, crosswalks, and pedestrian crossings with patterned pavement for easy visibility. Additionally, the guidelines prioritize enhancing the overall streetscape by implementing lighting fixtures that match the scale of surrounding development and minimize their impact on adjacent sites. Moreover, the plan aims to improve traffic flow and safety through measures such as limiting driveway access from arterial streets and incorporating traffic calming features like raised
speed tables. Overall, the policies and design requirements are geared towards enhancing the aesthetic appeal, functionality, and safety of Olde Towne Nipomo, ultimately creating a more vibrant and livable community for residents and visitors.

Pedestrian, bicycle, and public transit circulation in the Olde Towne area of Nipomo presents substantial challenges due to historical development patterns and insufficient infrastructure. Residents have previously expressed a desire for significant improvements, including sidewalks, multi-use trails, and designated bike lanes, to enhance safety and accessibility for all.

Implications for Nipomo

The Olde Towne Nipomo Design and Circulation Plan aims to rejuvenate the historic heart of Nipomo, fostering a vibrant community hub while preserving its unique character. However, challenges persist, particularly concerning the implementation of the plan’s objectives. Limited development activity in the designated area hampers the full realization of the plan’s vision. Additionally, most of the undeveloped parcels for potential infill are situated in areas not directly impacted by the plan’s policies. Notably, the western section of the designated area already reflects established development patterns, potentially limiting the immediate impact of the plan on this segment of the corridor. Nevertheless, the plan holds promise for shaping the future character of Nipomo, especially in revitalizing the eastern portion of the designated area where significant development opportunities exist.
4.6 San Luis Obispo Council of Government’s Regional Transportation Plan (2023)

The San Luis Obispo Council of Government’s *Regional Transportation Plan* (RTP) is a comprehensive blueprint for the San Luis Obispo region’s transportation system. It strategically outlines a vision that enhances the quality of life for residents and visitors while meeting the evolving mobility needs of the community. Within the framework of the 2023 RTP, Tefft Street in Nipomo emerges as a focal point within the community of Nipomo. Several key objectives are outlined to shape its future. The plan’s objectives place a strong emphasis on fostering a sustainable transportation system that maximizes choices, addresses holistic transportation issues, and aligns with the state’s greenhouse gas reduction targets. The goals and objectives outlined within the plan include coordinating land use, housing, and transportation planning to reduce commute times, promote environmental sustainability, and attract funding for the community.

Tefft Street as delineated in the plan is poised for significant improvements which are focused on active transportation projects. These include the installation of bike lanes, pedestrian enhancements, and street improvements. These initiatives are designed to enhance the safety and accessibility of Tefft Street but also align with the broader vision of creating vibrant, livable communities with a reduced reliance on single-occupancy vehicles. As the associated projects and funding become available for these improvements, Tefft Street stands to become a model for integrated, sustainable transportation that aligns with the regional vision outlined in the RTP. This, in turn, contributes to a more resilient, efficient, and people-centric community (as tabulated below in Figures 4-6 & 4-7 for a detailed view of Corridor and Active transportation projects within Nipomo).

### Highways, Streets, & Roads Improvements Relating to Tefft Street

<table>
<thead>
<tr>
<th>Project name</th>
<th>Project Description</th>
<th>Escalated Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Frontage Rd. Realignment</td>
<td>Realign South Frontage Rd. from Tefft St. to Grande Ave.</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Orchard Road Widening and Bike Lanes</td>
<td>Widen Orchard Road to two 12-ft. travel lanes, a 12-ft. center lane, and two 6-ft. bike lanes</td>
<td>$2,237,400</td>
</tr>
<tr>
<td>Signalize Tefft St. at Mesa Rd.</td>
<td>Install signal at Tefft St. at Mesa Rd.</td>
<td>$621,50</td>
</tr>
<tr>
<td>Road Widening on Tefft St. from Mary Ave. to Oakglen Ave.</td>
<td>Four travel lanes, one left-turn lane. Add a southbound right-turn lane on Oakglen Ave.</td>
<td>$1,243,000</td>
</tr>
<tr>
<td>Orchard Road Widening</td>
<td>Widen Orchard Road from Tefft St. to Division St. with LTL and pedestrian improvements at Theadora</td>
<td>$2,340,000</td>
</tr>
</tbody>
</table>

*Figure 4-6, Source: SLOCOG Regional Transportation Plan 2023*
Active Transportation Improvements Relating to Tefft Street

<table>
<thead>
<tr>
<th>Project name</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Time Horizon</th>
<th>Escalated Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nipomo Regional Park: Bike and Pedestrian Path</td>
<td>Construct a 12-ft. wide Class I bike/pedestrian path</td>
<td>Class I</td>
<td>Unconstr.</td>
<td>$3,060,000</td>
</tr>
<tr>
<td>Nipomo Creek Linear Path: Formerly Pacific Coast RR Bike/Ped Path</td>
<td>Construct a 12-ft. wide Class I bike/pedestrian path</td>
<td>Class I</td>
<td>Unconstr.</td>
<td>$11,628,000</td>
</tr>
<tr>
<td>Hazel Ln. SRTS Improvements</td>
<td>Construct Class II/Class IV bike lanes on Hazel Ln. between West Tefft St. &amp; Division St.</td>
<td>Class II</td>
<td>Unconstr.</td>
<td>$153,000</td>
</tr>
<tr>
<td>Juniper St. Bike Lanes: Pomeroy Road Rd. to North Frontage Rd.</td>
<td>Widen Juniper St. to provide two 12-ft. travel lanes and two 4-ft. bike lanes</td>
<td>Class II</td>
<td>Unconstr.</td>
<td>$397,800</td>
</tr>
<tr>
<td>West Tefft St. Street Improvements</td>
<td>Install medians and access improvements</td>
<td>Livability</td>
<td>Unconstr.</td>
<td>$4,590,000</td>
</tr>
<tr>
<td>Mary Ave. Streetscape Enhancements: Hill St. to Juniper St.</td>
<td>Construct enhancements</td>
<td>Livability</td>
<td>Unconstr.</td>
<td>$1,958,400</td>
</tr>
<tr>
<td>Hazel Ln. SRTS Improvements</td>
<td>Pedestrian improvements between W. Tefft St. and Siammons Ln.</td>
<td>SRTS</td>
<td>Unconstr.</td>
<td>$459,000</td>
</tr>
</tbody>
</table>

*Figure 4-7, Source: SLOCOG Regional Transportation Plan 2023*

Implications for Nipomo

Overall, the improvements of the RTP influence the future vision of Tefft Street. The plan and related improvements generate a commitment to fostering a sustainable, efficient, and interconnected transportation system that aligns with the overarching goals of the region. As outlined by the RTP, active transportation and the development of pedestrian and bicyclist infrastructure is a crucial component of the Tefft Street Corridor. Future improvements along the corridor include the creation of bike lanes, pedestrian improvements, and complete street enhancements. In all, the RTP seeks to transform Tefft Street into a more accessible and livable corridor for pedestrians and cyclists.
4.7 Regulatory Standards Summary

In all, the regulatory standards and plans for Tefft Street in Nipomo focus on several important themes. Four overarching themes emerge, shaping the corridor’s future. Sustainability and climate resilience are prioritized, aligning with green initiatives to reduce carbon emissions. Adherence to Title 22 Inland Planning Standards fosters cohesive urban development, ensuring harmonious blends of commercial, residential, and recreational spaces along Tefft Street. The County Bikeways Plan underscores the importance of enhancing active transportation infrastructure, urging localized networks and safety improvements to promote pedestrian and bicycle accessibility. Lastly, the West Tefft Corridor Design Plan and the Olde Towne Nipomo Design and Circulation Plan prioritize pedestrian safety, traffic flow enhancements, and the preservation of Nipomo's character, guiding the corridor towards vibrancy, accessibility, and cultural richness. Integrating these themes into the corridor redesign presents an opportunity to create a vibrant, sustainable, and inclusive urban corridor that fosters community engagement and economic vitality.
5.0 Community Engagement Results

Collectively, respondents advocate for comprehensive enhancements, including safer pedestrian infrastructure, improved lighting, and dedicated bike paths.

5.1 Purpose of Engagement

Community engagement is a fundamental and essential aspect of urban planning and assists in ensuring the needs, preferences, and aspirations of residents are integrated into the decision-making process. The West Tefft Street Corridor Redesign includes engagement to promote inclusivity, gather diverse perspectives, and empower the community in actively shaping their living environment.

One-on-one interviews provided individual experiences, concerns, and ideas useful for the design process. The responses received from the interviews offer an important representation of Tefft Street. Interviewees selected have spent most of their lifetime in Nipomo and bring valuable insights into daily life, traffic patterns, and the distinct character of the Tefft Street corridor. The community engagement performed taps into a reservoir of local knowledge often overlooked in more generalized planning approaches.

A total of seven interviews were conducted with an average time of 30 minutes with responses taken with hand notes. The intimate interviews performed have yielded a rich range of perspectives and have reflected the community's relationship to the Tefft Street corridor that may otherwise be unexplored.

The interview responses have been summarized and form the cornerstone for the development of conceptual designs in the Tefft Street Corridor Redesign. The conceptual designs produced in this plan are influenced by the narratives of Nipomo residents and their concerns and aspirations for the future of Tefft Street.

5.2 Interview Results Summarized by Topic

Interviewee’s Experiences and Use of Tefft Street

Community members consistently highlight Tefft Street as a central artery for daily activities and essential services. Daily use of Tefft Street is typical for Nipomo residents. Commonalities among the interviewees reflect the corridor’s crucial role in commuting, shopping, and accessing essential services. As noted by interviewees, both vehicle and pedestrian use are common. This reveals a
shared reliance on Tefft Street for daily transportation needs. As illustrated in Figure 5-1 below, the intentional avoidance of Tefft Street on weekends was noted by multiple respondents. The avoidance of Tefft on weekends suggests a collective awareness of traffic patterns during specific times related to the Nipomo Swap Meet.

**Location of Swap Meet in Nipomo**

*Figure 5-1, Source: Andres Figueroa*
Interviewee’s Perception of Pedestrian Safety on Tefft Street

The responses received offer diverse perspectives on Tefft Street’s safety for pedestrians and cyclists. Notable concerns include nighttime safety issues, the presence of homeless individuals, and specific areas lacking sufficient lighting. Specific areas lacking lighting include the area along the eastern half of Tefft Street and near the Southbound 101 on-ramp.

Participants express reservations about safety, citing excessive speeds and unpredictable driving patterns and posing potential risks, especially for elementary students. Safety concerns for cyclists are underscored at critical points, such as the Highway 101 intersection and Tefft Street bridge. Furthermore, many participants continually noted the unsafe conditions located from Mary Avenue to Pomeroy Road. While individual experiences vary, a shared sentiment across respondents emphasizes the pressing need for safety enhancements along Tefft Street. Images of the most common locations associated with pedestrian safety issues are illustrated below in Figures 5-2 & 5-3.

**Highway 101 Bridge**  
**Lack of Lighting (Eastern Tefft Street)**

![Figure 5-2, Source: Google maps](image)

![Figure 5-3, Source: Google maps](image)
Interviewee’s Personal Safety Issues Experienced on Tefft Street

Collectively, respondents highlight past safety issues for pedestrians and cyclists on Tefft Street. Concerns include the Mallagh Street and Mary Avenue intersections, emphasizing the need for improved crosswalk signals and lighting. Instances of red light running and close calls at the Highway 101 bridge intersection underscore safety challenges, especially for skateboarders. Suggestions for enhanced driver visibility specifically at crosswalks surrounding Dana Elementary.

Interviewee recommendations include dedicated bike paths to address safety concerns and reveal a collective desire for safer pedestrian infrastructure. Concerns about inadequate lighting from Mary Avenue to Pomeroy Road and poor sidewalk conditions near the skatepark raise safety issues for both pedestrians and skateboarders. These experiences emphasize the importance of addressing safety comprehensively in the West Tefft Street Corridor Redesign Plan. Example images from feedback are illustrated below in Figures 5-4 & 5-5.

**Tefft Street from Mary Avenue to Pomeroy Road**

![Image 1](source: Google maps)

**Sidewalks Near Skatepark**

![Image 2](source: Google maps)
Interviewee’s Recommended Areas of Improvement for Tefft Street

Collectively, respondents highlight key improvements for enhancing safety on Tefft Street, focusing on the well-being of bikers and pedestrians. Shared suggestions encompass the need for more sidewalks, safe bike lanes, and improved lighting to enhance nighttime visibility. The consensus is clear on the importance of these enhancements across multiple perspectives from interviewees.

Respondents collectively stress the importance of clearly defined spaces, proposing measures to confine biking to designated areas. Furthermore, there is a shared emphasis on restructuring the streetscape by bringing storefronts in closer proximity to sidewalks, filling vacant lots, and creating a more cohesive urban environment. The prevailing theme underscores the call for holistic improvements that address widespread safety concerns along the entire corridor. These collective suggestions offer valuable insights for the Tefft Street Corridor Redesign, advocating for comprehensive measures to prioritize the safety and well-being of pedestrians and cyclists alike. Overall, all interviewees expressed the theme of wanting more walkability along Tefft Street.

Interviewees Recommendations for Improvements on Tefft Street

Collectively, respondents propose comprehensive enhancements for Tefft Street, considering the needs of vehicles, pedestrians, and cyclists. To ease vehicle congestion during peak times, like at Dana Elementary, suggestions include additional lanes and strategies to manage Sunday congestion linked to the Nipomo Swap meet.

Improving vehicle flow also involves reconsidering angled parking in the eastern portion, hindering visibility and safety during events with high pedestrian numbers. For vehicles navigating the north Highway 101 off-ramp and Tefft Street intersection, the recommendation is to enhance lane markings to minimize confusion.

Pedestrian safety takes precedence, with a call for more prominent crosswalks at Dana Elementary and increased visibility through added streetlights, especially in the eastern half of Tefft Street. Maintaining open stores at night is also suggested to enhance the pedestrian experience.

Cyclists’ needs are addressed through proposals for more visible bike lanes, clearer distinctions, and improved safety with separation from vehicle traffic. Additionally, enhancing intersections, like Orchard Road and Tefft Street, with bulb-outs or curb extensions is recommended for an overall safer experience.

While opinions vary, the collective feedback emphasizes the significance of addressing congestion, enhancing safety measures, and fostering improved connectivity in the West Tefft Street Corridor Redesign.
Interviewee’s Areas of Pedestrian Concern on Tefft Street

Community feedback reveals challenging or unsafe intersections and crossings along Tefft Street. Common concerns include the Highway 101 bridge and Tefft Street intersection, advocating for enhanced safety measures like crosswalk signals. The Mallagh Street intersection poses issues, particularly for high school students, suggesting a need for additional safety features such as lights. Challenges at bus stops on Tefft Street involve cars passing buses during pedestrian loading, necessitating attention. The crosswalks near Dana Elementary School and the broader Highway 101 bridge intersection are consistently flagged as problematic, with concerns about driver attentiveness. Street takeover events in the eastern portion of Tefft Street need restructuring for overall safety. The intersection of Orchard Road and Dana Elementary requires redesign for improved pedestrian and bicycle friendliness. In the eastern half of Tefft Street, overarching challenges include homeless presence, insufficient nighttime lighting, visibility hindrances from angled parking, and concerns related to temporary street takeover events. These collective insights underscore crucial areas requiring attention and improvement in the Tefft Street corridor. Example images from feedback are illustrated below in Figures 5-6 & 5-7.

Highway 101 Intersection Concern

Crosswalk at Dana Elementary School

Figure 5-6, Source: Google maps

Figure 5-7, Source: Google maps
Interviewee’s Perception of Sidewalk Conditions along Tefft Street

The collective evaluation of Tefft Street's sidewalk conditions, averaging around 7 on a scale from 0 (sidewalks in the worst condition possible) to 10 (sidewalks are perfect and shouldn't be changed), indicates a shared perspective among the interviewees. The general sentiment is positive, suggesting some satisfaction with the current state of the sidewalks. However, a notable consensus centers around the specific segment between Mary Avenue and Orchard Road, where concerns about insufficiency for seamless travel from the central business district of Nipomo to Dana Elementary or Nipomo Park emerge as a collective focus. Example images from feedback are illustrated below in figure 5-8.

The shared sentiment underscores a collective desire for improvements, emphasizing the need for enhancements in this specific area. The nuanced feedback, considering both positive aspects and targeted areas for improvement, provides valuable insights for the Tefft Street corridor redesign. The overall emphasis on the collective response highlights the importance of addressing specific sections to uplift the sidewalk conditions comprehensively.

**Tefft Street from Mary Avenue to Pomeroy Road**

*Figure 5-8, Source: Google Maps*
Interview's Perception of Bike Lane Conditions along Tefft Street

Collectively, interviewees express a shared dissatisfaction with the overall condition of bike lanes along Tefft Street, providing a comprehensive perspective. The consensus among participants suggests significant concerns about the current state of bike lanes. Ratings from various individuals indicate a lack of distinguishability, prompting concerns about safety and effectiveness. The average bike lane score across responses stands at approximately 2.8 out of 10 (0 = bike lanes in the worst condition possible, to 10 = bike lanes are perfect and shouldn't be changed), underscoring the widespread sentiment of inadequacy. The shared sentiment underscores the urgent need for improvements in bike lane conditions along Tefft Street, emphasizing increased visibility, better definition, and safety measures like painted green bike lanes and signage. This collective dissatisfaction serves as a crucial focal point for the West Tefft Street Corridor Redesign Plan, highlighting the imperative to enhance bike lane infrastructure for the safety and satisfaction of the community. Example images from feedback are illustrated below in figure 5-9.

**Typical Bike Lane on Tefft Street**

Figure 5-9, Source: Google Maps
What Amenities are Missing from Tefft Street

Interviewees collectively identify missing amenities along Tefft Street, offering a unified perspective on community needs. These include a demand for more bike racks at shopping centers and stores, an insistence on improved corridor lighting, and the need for enhanced signage benefiting both pedestrians and bicyclists. There is a shared desire for additional street trees and plants to augment Tefft Street's visual appeal. Safety concerns are addressed with a preference for Crime Prevention Through Environmental Design (CPTED) principles. Interviewees stress features such as well-lit crosswalks, heightened safety measures at Dana Elementary, improved signage for bicycles, and distinctly painted bike lanes. These collective sentiments serve as a vital foundation for the West Tefft Street Corridor Redesign Plan, guiding the incorporation of essential amenities to meet community expectations and elevate the overall experience along Tefft Street. Example images from feedback are illustrated below in figure 5-10.

Existing Street Amenities (Eastern Tefft Street)

Figure 5-10, Source: Google Maps
What Cities, Places, or Streets Should Inspire the Future of Tefft Street

The cited examples collectively underscore key principles that could inspire improvements on Tefft Street. These include prioritizing safety through well-lit environments, secure pedestrian crosswalks, and reduced traffic speeds, as seen in Arroyo Grande’s Grand Avenue and Downtown Paso Robles. Walkability is highlighted through features like taller buildings, mixed-use structures, and ample sidewalks, evident in both Downtown Paso Robles and Nipomo’s eastern half. Effective integration of bike lanes, as witnessed in San Luis Obispo, emphasizes the importance of accommodating various modes of travel. Nipomo Park’s model, with a focus on harmonious interaction between pedestrians and cars, suggests the need for thoughtful urban planning. Lastly, the separation of different modes of travel, as observed in Santa Barbara’s freeway adjacent to a bike highway, serves as a potential strategy to enhance safety and convenience. Drawing from these principles, Tefft Street can explore a holistic approach that addresses safety, walkability, bike-friendliness, and harmonious coexistence between pedestrians and vehicles.

The Village, Arroyo Grande, California

Downtown Paso Robles, California

Downtown San Luis Obispo
5.3 Community Engagement Summary

Community engagement is integral to the West Tefft Street Corridor Redesign, ensuring that residents' needs and aspirations shape the project. Through one-on-one interviews with long-term Nipomo residents, many valuable insights into daily life, traffic patterns, and safety concerns along Tefft Street have been gathered. These interviews, averaging 30 minutes each, offer a nuanced understanding of the community's relationship with the corridor. The responses received will be used to guide the development of conceptual designs for Tefft Street. The engagement process taps into local knowledge often overlooked in traditional planning approaches, emphasizing inclusivity and diverse perspectives.

Interview results highlight Tefft Street's significance as a central artery for daily activities and essential services, with community members expressing reliance on the corridor for commuting and accessing amenities. Safety concerns, particularly for pedestrians and cyclists, are prevalent, with specific areas identified for improvement, such as inadequate lighting and unsafe intersections. Collectively, respondents advocate for comprehensive enhancements, including safer pedestrian infrastructure, improved lighting, and dedicated bike paths. Feedback also underscores the need for additional amenities along Tefft Street, such as more bike racks and enhanced corridor lighting, aligning with community expectations for a safer and more vibrant urban environment. Drawing inspiration from successful urban models like Grand Avenue in Arroyo Grande and Downtown Paso Robles, the redesign aims to prioritize safety, walkability, and multimodal transportation, reflecting the community's vision for the future of Tefft Street.
6.0 Conceptual Designs

The conceptual design section of the report includes the proposed changes to street sections and the most significant intersections along the Tefft Street corridor. Overall, the proposed designs reflect the feedback from the community engagement responses. A shared-use path spanning from the western edge of the corridor at Tejas Place, to the eastern edge of Tefft Street and Mallagh Road offers a crucial connection for safe and efficient transportation for all ages and mobility levels.

*Proposed Changes on the Tefft Street Corridor*

![Proposed Changes on the Tefft Street Corridor](image)

*Figure 6-1, Source: Andres Figueroa*

**Where are the Proposed Changes along Tefft Street?**

The following proposed changes are located along the most crucial parts of the Tefft Street Corridor. As depicted in Figure 6-1 above, from left to right, is the proposed street section adjacent to the Nipomo Skate Park. A second street section is also depicted from the cross streets of Pomeroy Road...
to Mary Avenue along Tefft Street. The most problematic intersections as described by community engagement have been chosen to be redesigned including Mary Avenue, the Highway 101 bridge, and Mallagh Street.

6.1 Street Sections

Proposed and Existing Street from Orchard Road to Pomeroy Road

![Proposed and Existing Street from Orchard to Pomeroy](source)

*Figure 6-2, Source: Andres Figueroa*
Why should Tefft Street change its streets?

The proposed shared-use path along Tefft Street is crucial for enhancing pedestrian safety and aligns with community responses expressed in public engagement. By providing separation from vehicular traffic, the path ensures a secure and comfortable walking environment for residents of all ages and physical abilities. Furthermore, the project prioritizes youth safety and comfort of bicyclists, scooter riders, and skaters, by promoting a safer path from Thompson Road to Tejas Place. The shared use path shall be ADA-compliant and guarantee accessibility for everyone within
the community. The incorporation of a shared-use path will increase people’s health and offer a safer passage for young and older adults from the western side of Nipomo to the eastern side. The implementation of a shared-use path is an expensive option; however, is essential for ensuring the safety, well-being, and travel of pedestrians along the Tefft Street corridor. Not only would a shared-use path be instrumental in providing a safe and buffered area for pedestrians, but it would also be easily accessible by most of the Nipomo population. The population density in Nipomo is concentrated near the Tefft Street corridor. The shared use path will provide a meaningful and easily accessible mode of transportation for a significant portion of the community.

The inclusion of buffers and planters not only addresses the community's desire for more greenery but also incorporates Impact Development features for sustainable stormwater management. Additionally, the shared use path serves as a vital connector, linking the Western and Eastern portions of Tefft Street, and enhancing community cohesion. Looking forward, as Nipomo undergoes future development, the shared use path becomes increasingly important, offering a safe and alternative mode of transportation and contributing to the community's resilience and adaptability goals. The Tefft Street shared-use path is a strategic investment in a safer, greener, and more connected future that will not result in a reduction of existing driving lanes or driving ability along the Tefft Street corridor.
Examples of Proposed Design Features on Shared Use Path

Street Trees

Lighting

Buffered Shared Use Path

Stormwater/LID features

Painted Shared Use Path

Signage
6.2 Major Intersections

Existing Mary Avenue Intersection

![Existing Mary Avenue Intersection](image)

*Figure 6-4, Source: Andres Figueroa*

Proposed Mary Avenue Intersection

![Proposed Mary Avenue Intersection](image)

*Figure 6-5, Source: Andres Figueroa*
**Existing Highway 101 Intersection**

![Existing Highway 101 Intersection](image)

*Figure 6-6, Source: Andres Figueroa*

**Proposed Highway 101 Intersection**

![Proposed Highway 101 Intersection](image)

*Figure 6-7, Source: Andres Figueroa*
Existing Mallagh Street Intersection

Proposed Mallagh Street Intersection
**Why should Tefft Street change its Intersections?**

The addition of a shared-use path along Tefft Street in Nipomo, particularly at intersections, is crucial for enhancing pedestrian safety and accessibility. Currently, several challenges are present at major intersections along Tefft Street which include long crossing distances for people walking or riding bikes, fast-moving traffic, visual dominance of asphalt, and road geometry that encourages fast turns, lane transitions, and speeding. The proposed intersections address these challenges and create conditions that are more accessible and safer for people of all ages and mobility levels. The incorporation of the shared use path is consistent with the County of San Luis Obispo's goals for GHG reduction and future emphasis on active transportation.

The proposed changes focus on intersection improvements and ensure ADA-compliant crosswalks. The changes will also create a much-needed separation between pedestrians and vehicles. The community engagement responses have highlighted the urgent need for safer walking and biking conditions, especially at hazardous intersections like the Highway 101 bridge.

Perhaps most importantly, these intersection changes won't compromise existing driving lanes within the corridor and will maintain the existing functionality while prioritizing pedestrian safety. As Nipomo experiences growth and development, accommodating increased traffic and providing alternative modes of transportation will become increasingly essential. The shared use path will play a pivotal role in ensuring accessible and safe transportation options for residents and visitors alike and will align with the future needs of the community. Overall, the inclusion of these intersections' changes is a proactive step towards creating a safer and more inclusive corridor environment for Nipomo to promote a healthier and safer environment.

**Examples of Proposed Design Features**

- **Stop Light at Intersection**
- **Signage**
Painted Intersections  Bike Boxes
7.0 Implementation

This implementation section lays out the following requirements for implementing the shared use path and associated corridor changes.

7.1. Professional Review and Technical Plans

Implementing a shared-use path along Tefft Street in Nipomo requires a comprehensive approach that begins with a professional review and the development of detailed technical plans. This process involves engaging urban planners, civil engineers, and transportation experts to assess the feasibility of the project and design the path to meet safety standards and community needs.

Urban planners should analyze existing land use patterns, zoning regulations, and community demographics to determine the optimal location and alignment of the shared use path. Civil engineers should conduct site surveys to assess topography, soil conditions, and drainage patterns, ensuring the path is constructed on stable ground and minimizes environmental impacts.

Transportation experts should conduct traffic studies to evaluate existing vehicular and pedestrian traffic volumes, identify potential conflicts, and develop strategies to mitigate safety risks. They should also assess connectivity with existing bicycle and pedestrian networks, ensuring seamless integration and enhancing overall accessibility.

Based on these assessments, professionals will develop construction plans that include detailed specifications for materials, signage, and landscaping. These plans will adhere to regulatory requirements and best practices in active transportation infrastructure, ensuring the shared use path is safe, functional, and aesthetically pleasing.

7.2 Updates to Existing Plans Applicable to Tefft Street

Implementing a shared-use path along Tefft Street requires updates to existing plans applicable to the proposed corridor. This includes reviewing and revising relevant zoning ordinances, transportation plans, and land use regulations to accommodate the new infrastructure.

Planners and policymakers will need to integrate the shared use path into the broader framework of the Nipomo community, considering its impact on traffic flow, urban aesthetics, and pedestrian safety. Updates to existing plans will ensure alignment with the project goals, facilitate permitting processes, and streamline coordination among various stakeholders involved in the implementation effort.
Additionally, updates to existing plans may involve rezoning certain areas to allow for mixed-use development or the inclusion of pocket parks and rest areas along the shared-use path. These changes will enhance the overall livability and functionality of the corridor, creating a more vibrant and pedestrian-friendly environment.

7.3 Community Plan Update Work to be Completed

In parallel with technical planning efforts, community plan update work must be completed to incorporate the shared use path into Nipomo's long-term vision and development strategy. This process involves engaging residents, business owners, and community organizations to gather input and feedback on the proposed infrastructure. Public meetings, workshops, and surveys will be conducted to solicit ideas and preferences regarding the design, location, and amenities of the shared-use path.

Community plan update work will also involve addressing any concerns or objections raised by stakeholders, ensuring transparency and inclusivity in the decision-making process. Ultimately, the updated community plan will serve as a guiding document for implementing the shared use path in a manner that reflects the values and aspirations of the Nipomo community.

7.4 Possible Funding Sources

Securing funding is a critical aspect of implementing a shared-use path along Tefft Street, as well as intersection changes focused on pedestrian safety and active transportation. Several potential funding sources can be explored to support these projects:

**Federal Grants:** Federal programs such as the Transportation Alternatives Program (TAP) and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program provide funding for projects that enhance pedestrian and bicycle infrastructure. These grants support initiatives aimed at promoting active transportation, reducing traffic congestion, and improving air quality.

**State Funding:** State agencies like the California Transportation Commission (CTC) offer grants for active transportation projects that promote sustainable mobility and reduce greenhouse gas emissions. Funding opportunities include the Active Transportation Program (ATP), which supports the development of safe and accessible infrastructure for walking, biking, and other forms of non-motorized transportation.

**Local Resources:** Local sources of funding, such as sales tax measures, development impact fees, and public-private partnerships, can also be leveraged to finance the construction and maintenance...
of the shared-use path and intersection improvements. Community members may support dedicated funding measures aimed at enhancing pedestrian safety and promoting active transportation within Nipomo.

**Private Sector Partnerships:** Collaboration with private developers, businesses, and nonprofit organizations can provide additional resources and expertise to support the implementation of shared use paths and intersection changes. Public-private partnerships can help leverage funding, expedite project delivery, and enhance community engagement and support.
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