

SLOCOG Highway 1 North Coast Corridor Plan

*Advisory Meeting 2
June 11, 2026*



**Highway 1
North Coast Corridor Plan**
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

LEAD AGENCIES AND CONSULTANT TEAM

LEAD AGENCIES



CONSULTANT TEAM



- Prime Consultant / Project Manager
- Transportation planning, engineering & safety
- Authored SLOCOG's 2025 Regional Road Safety Action Plan
- Experience on-the-ground in Cambria & San Simeon: walk audits, workshops, community conversations
- Complete streets on state highways: co-authored Caltrans DIB 94



- Wildlife movement, road ecology & habitat connectivity lead
- Sea-level rise vulnerability & coastal hazard analysis lead
- Bluff erosion, stormwater & nature-based resilience solutions
- 85+ SLO County projects in 10 years: deep local presence



- Engagement lead
- Bilingual communications & accessible outreach materials
- Centering community voice, not tokenizing it
- Central Coast & Bay Area track record with high-profile projects

ADVISORY COMMITTEE MEMBERS

SLO County Public Works
Cambria Community Services District
California Fish & Wildlife
State Assemblymember Dawn Addis Office
Coastal Conservancy
California Parks
Cambria Chamber of Commerce
San Simeon Chamber of Commerce
Friends of the Fiscalini Ranch Preserve

Who else do we have with us today?

TODAY'S AGENDA

01

Community Engagement Updates

Online tools and public workshop summary

02

Site Visit Recap

What did we see?

03

Existing Conditions Summary

Wildlife, Climate, and Transportation Key Data & Findings

04

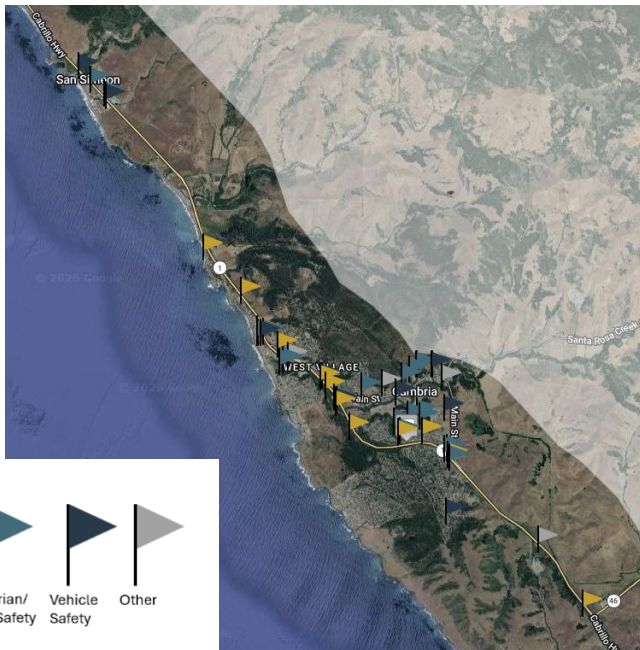
Next Steps

What's next?

01

COMMUNITY ENGAGEMENT UPDATES

Current Online Engagement Activities



Add to the map!

<https://maps.kittelson.com/maps/664>

Take the Survey!

<https://www.surveymonkey.com/r/Hwy1Plan>

We are asking for your input through this quick survey to help understand the experience and preferences of those that use this corridor regularly.

Your input will help the project team prioritize strategies and make sure recommendations address your needs.

If you share your email at the end of the survey you will be entered for a chance to win a gift card to The Love Story Project in Cambria.

Public Workshop & Website

Public Workshop

- June 10
- 5:00 – 7:00 PM



<https://hwy1northcoastplan.com/>

Visit the website to:

- Stay up to date
- Take the survey / web map
- Learn more about the project
- RSVP for the public workshop!

Highway 1 North Coast Corridor Plan

This project will study a **12-mile segment of Highway 1** from San Simeon to Cambria and provide actionable recommendations for near-term and future projects to increase safety for everyone who travels along that stretch of road.

Take the Community Survey

Add Your Experiences to a Map



02

SITE VISIT RECAP

Project Purpose & Goals

Highway 1 through Cambria and San Simeon functions as more than a roadway. It carries regional traffic, supports local trips, and provides access to beaches and parks, while passing through a landscape that is ecologically sensitive, scenically significant, and increasingly vulnerable to climate impacts.

The Caltrans District 5 Climate Change Vulnerability Assessment identifies segments of the Highway 1 Corridor as exposed to sea level rise, storm surge, bluff retreat, and transportation asset vulnerability. At the same time, the community has identified the need for improved safety for people walking, biking, and coexisting with wildlife.

This plan brings together climate resilience, road ecology, and transportation needs into a single framework to identify near-term actions and long-term investments that address current and future conditions.

Project Goals



Understand wildlife movement patterns surrounding the Highway 1 Corridor to inform strategies that reduce wildlife-vehicle collisions, particularly involving deer.



Enhance safety and multimodal connectivity to improve access to and enjoyment of coastal recreational opportunities along the Highway 1 Corridor.



Minimize climate change vulnerabilities like storm surges, coastal and stormwater flooding, sea level rise, wildfires, landslides, and other climate-related impacts.



03

EXISTING CONDITIONS SUMMARY



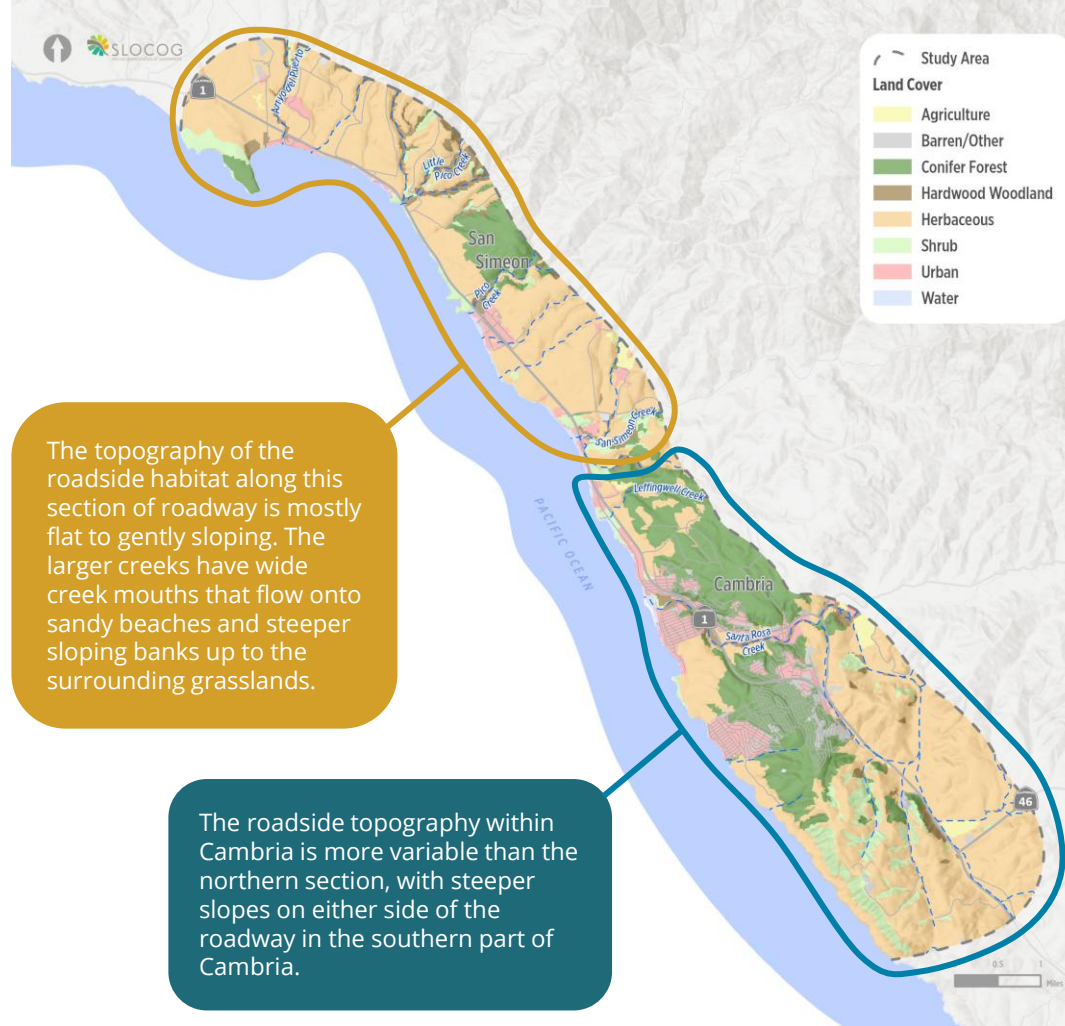
Road Ecology & Wildlife Connectivity

Roadside Habitat

The type of habitat present along roadways can influence the type of wildlife that may be present and where wildlife may prefer to cross the roadway.

The roadside habitat along the **northern section** of the project area south to Hearst San Simeon State Park is primarily grassland interspersed with patches of coastal scrub along the bluffs, riparian areas along the creeks, and patches of urban areas such as the area around San Simeon Pier and the community of San Simeon. The riparian habitat along the larger perennial creeks including Arroyo del Puerto, Little Pico, Pico, and San Simeon Creeks consist of mixed riparian woodland with large riparian trees such as willow, sycamore, and alders. There is limited terrestrial habitat along the west side of Highway 1 due to the close proximity of the roadway to the shoreline.

The roadside habitat along the **southern section** of the project area from Hearst San Simeon State Park to State Route 46 is a mix of grassland, urban, riparian woodland (hardwood), and conifer forests. Urban land cover and conifer forest are the most common roadside habitat within Cambria. In addition, Santa Rosa Creek, which is vegetated in riparian woodland (hardwood), runs parallel to Highway 1 for approximately three quarters of a mile in Cambria.



Road Hazard Warning Signs

Road hazard warning signs within the Study Area include:

- **Curve Warning signs:** three signs which support safe navigation of curves along Main Street in Cambria
- **Warning signs:** yellow or white road signs indicating potential conflict points or changes in roadway conditions such as upcoming cross traffic, pedestrian crossing, stop signs, etc.
- **Wildlife warning signs:** animal crossing or presence signs. There are two along Main Street in Cambria, and two additional signs on Highway 1

These signs help to improve driver awareness of potential conflicts, changes in roadway conditions, and the presence wildlife.



Animal Collision Clusters

There are a number of potential explanations for the higher number of animal collisions within Cambria from the TIMS and SWITRS dataset which included 38 animal-involved collisions within the Study Area from 2021 – 2025.

The mosaic of habitats present within Cambria likely supports a greater diversity of wildlife, including mule deer. Mule deer prefer areas with a combination of woody cover and grassland or shrubland open areas which is reflected in the habitat present in and around Cambria. Mule deer within the project area are likely resident year-round. In addition, there is suitable habitat on both sides of Highway 1 within Cambria, and home ranges of individual animals may include areas on both sides of Highway 1.

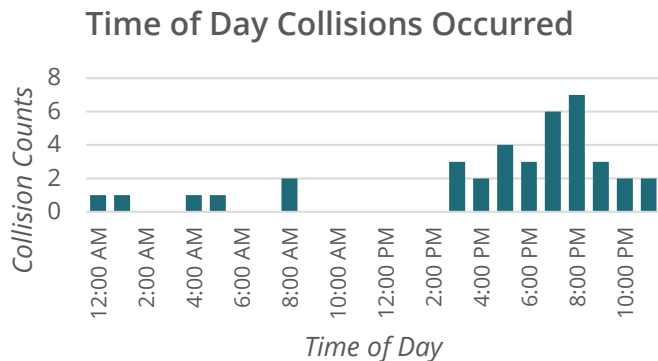
Between Santa Rosa Creek and Burton Drive intersection the vegetation, roadway curves, roadside topography, and lack of roadside fencing may be factors that are increasing animal collision risk. The vegetation, roadway curves, and roadside topography all contribute to reducing the distance, and therefore time, the driver and animal have to see each other and react. In addition, the lack of roadside fencing along sections of Highway 1 within Cambria may influence where wildlife attempt to cross the roadway.

Fiscalini Ranch Preserve is located on both sides of Highway 1 within Cambria and provides quality natural habitat for wildlife, including mule deer, and is likely a factor in attracting wildlife across Highway 1.



Time of Day and Seasonality of Animal Collision Clusters

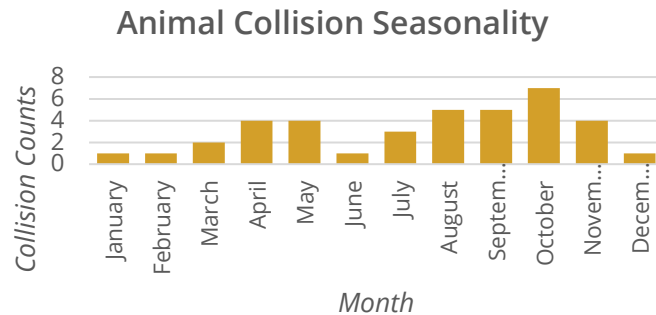
Time of Day



The 38 animal-involved collisions within the Study Area from the 2021 – 2025 TIMS dataset occurred **more often during the late afternoon and early evening hours** with a peak between 7 pm and 9 pm that accounts for 34% of the 38 animal-involved collisions reported. Wildlife specific factors that may contribute to this trend could include the time of day when wildlife is most active. Mule deer tend to display crepuscular activity patterns with peaks in activity around dawn and dusk. In addition, wildlife in general tend to be more active at night in areas with higher human presence.

Source: TIMS, SWITRS 2021-2025

Seasonality



The animal-involved collisions also exhibit some seasonality with two peaks, one in the spring and one in the fall. The spring peak includes the months of April and May and accounts for 21% of the 38 animal-involved collisions reported. The fall peak includes the months of August, September, and October and accounts for 45% of the 38 animal-involved

collisions reported. The fall mule deer rut may be a factor in the higher number of animal collisions in the fall months. During the rut season male mule deer are likely traveling greater distances in search of female mule deer. This may lead to male mule deer crossing Highway 1 more frequently.

Source: TIMS, SWITRS 2021-2025



Climate Resilience & Infrastructure Vulnerability

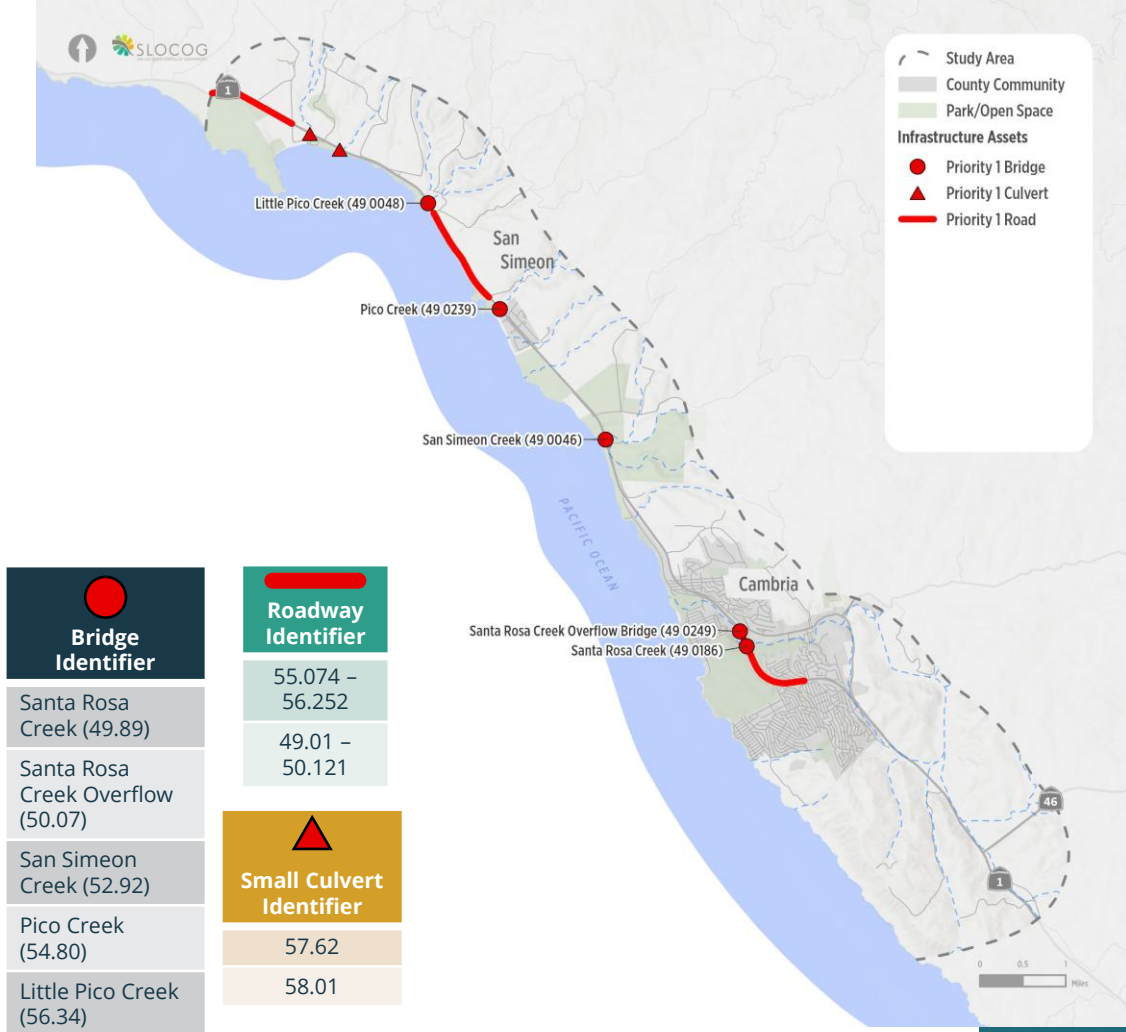
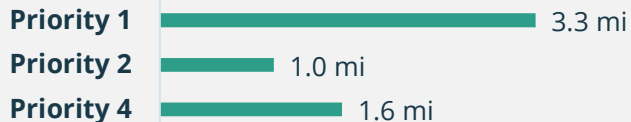
Priority Assets and Baseline Conditions

The Caltrans District 5 Adaptation Priorities Report (2021) identified eight segments of Highway 1 between PM 46-58 as priority roadway segments. The report also identified five Priority 1 bridges and seven priority culverts across multiple priority levels.

These assets were identified based on their relative exposure to coastal hazards, including sea-level rise, coastal flooding, and cliff retreat.

Within the study corridor, Priority 1 assets represent locations where mapped hazards overlap with infrastructure that supports corridor connectivity. Because Highway 1 serves as the primary access route for Cambria and San Simeon, conditions at these locations are relevant to travel continuity and emergency access during hazard events.

Roadway Mileage by Priority



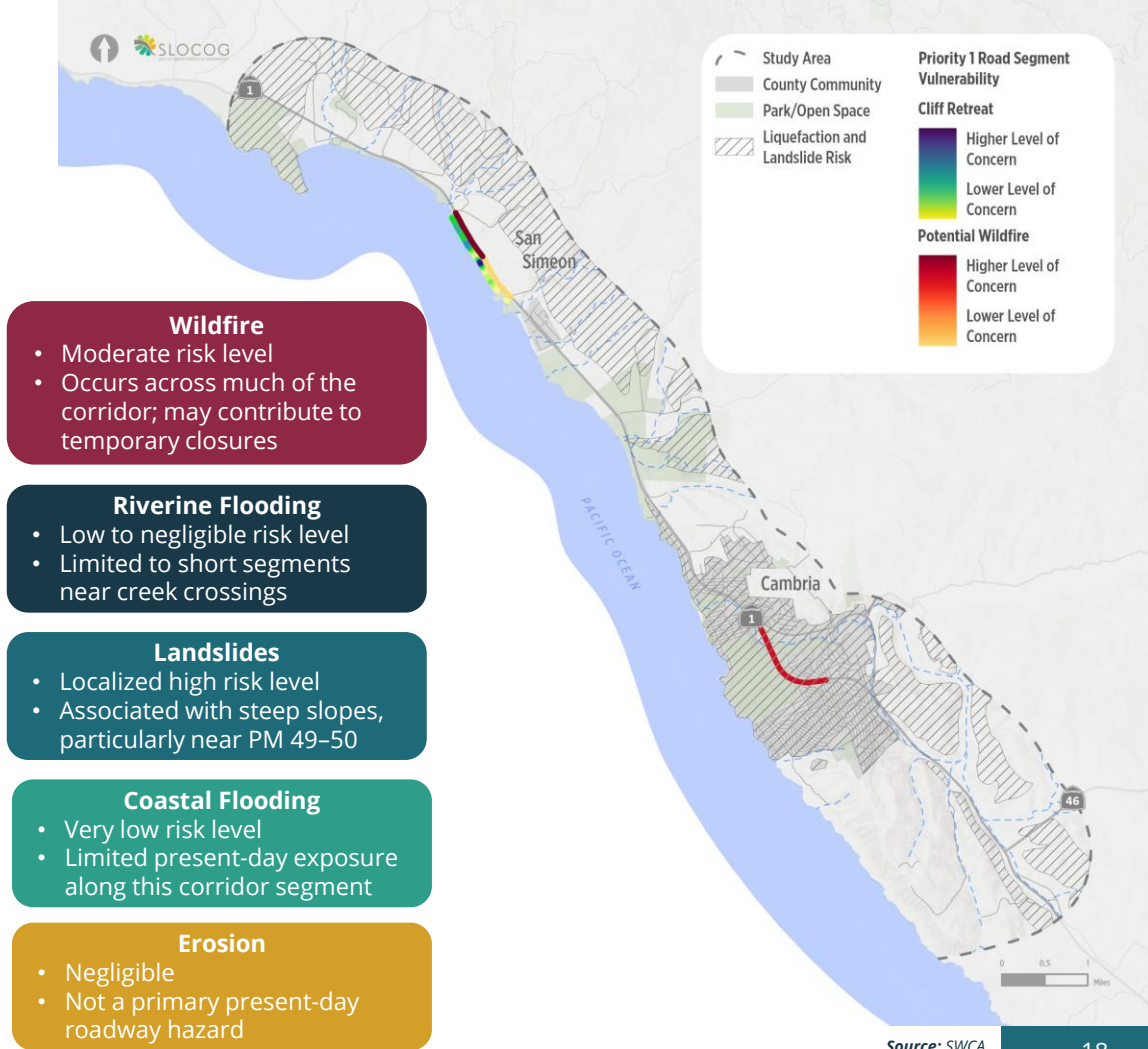
Source: Caltrans 2021

Present-Day Hazard Conditions

To describe existing conditions, hazard datasets from the Caltrans Climate Vulnerability and Risk Assessment (CCVRA) (2026) were reviewed. These datasets evaluate exposure to wildfire, landslides, riverine flooding, coastal flooding, and erosion.

Across Priority roadway segments, wildfire exposure is the most consistently distributed hazard, while other hazards occur more locally. Landslide exposure is more spatially concentrated, with elevated conditions observed near PM 49.4–49.5, where steep slopes are adjacent to the roadway.

The map and call-outs summarize the general distribution and relative intensity of present-day hazards affecting roadway segments along Highway 1.

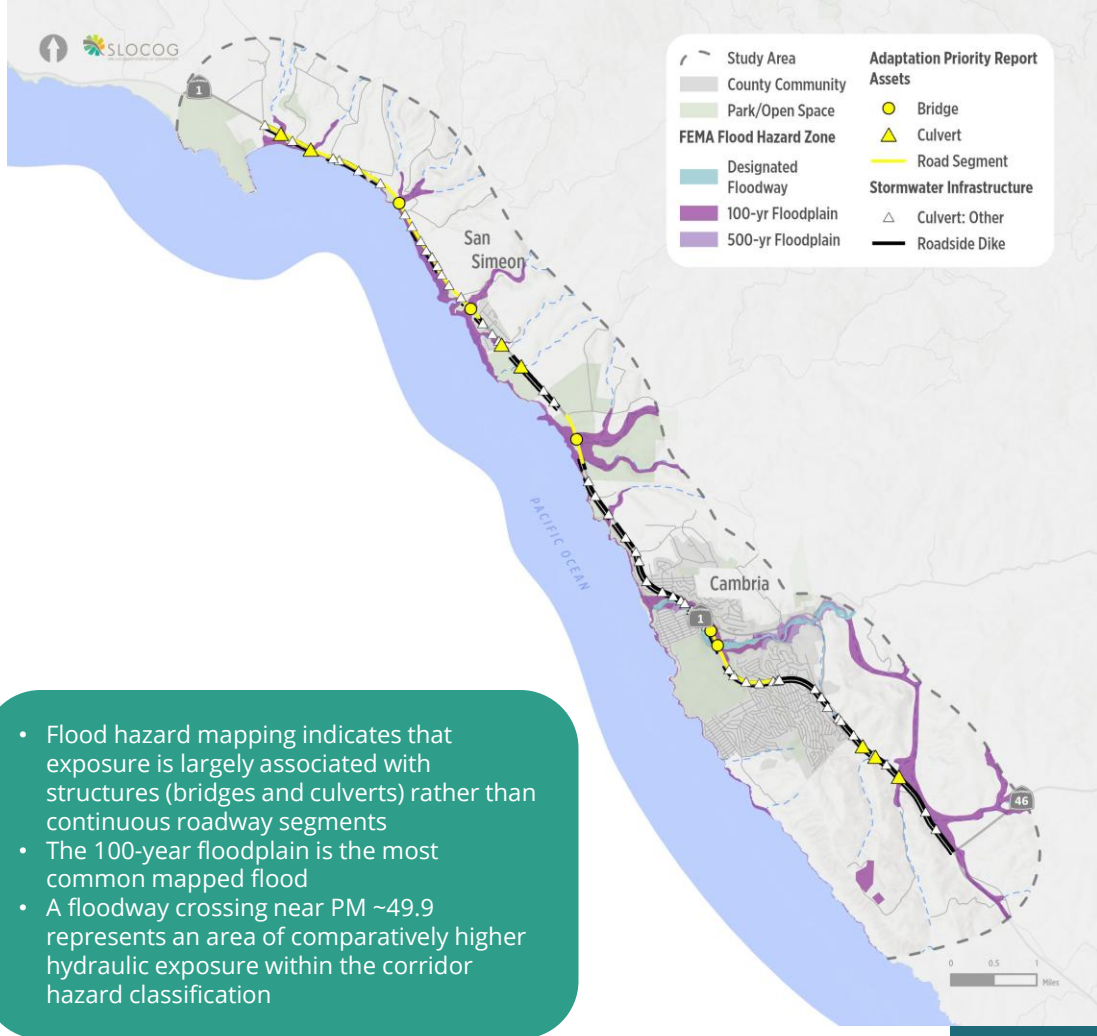


Flood Exposure

FEMA flood mapping indicates that most **roadway segments** are located outside mapped flood hazard zones. Flood exposure is generally limited to short segments near crossings. Even where flood exposure is limited in extent, segments located within floodplains or floodways typically coincide with crossing infrastructure, which can influence overall corridor performance.

Bridge crossings represent the most concentrated areas of mapped flood exposure within the corridor. All five Priority 1 bridges occur within FEMA flood hazard zones. Four bridges are located within the 100-year floodplain, while the Santa Rosa Creek bridge is located within a mapped floodway, where flow conditions may be more energetic during flood events. CCVRA datasets also indicate that landslide exposure is present at several bridge locations, particularly where bridges are adjacent to steep terrain.

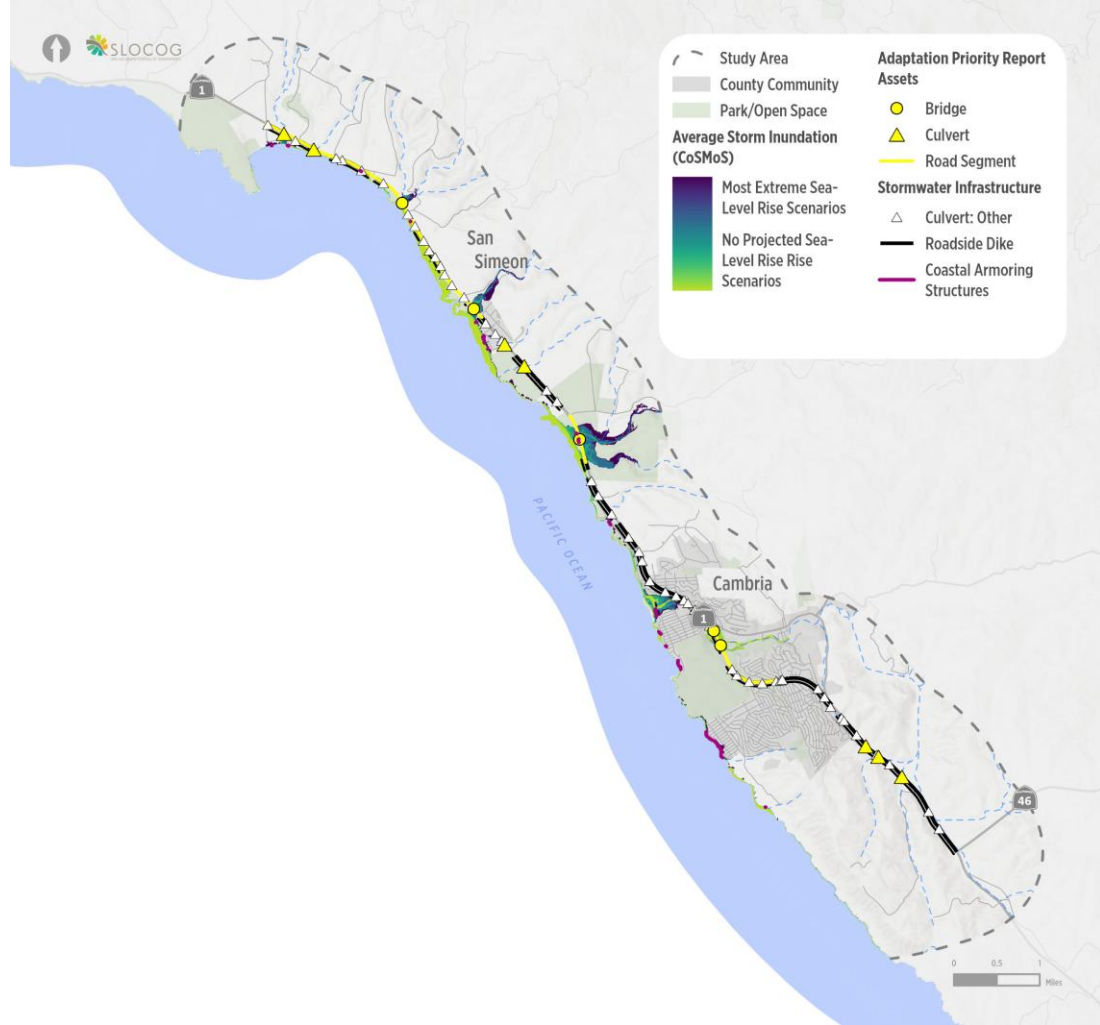
Culverts support drainage conveyance beneath the roadway and are located at smaller crossings along the corridor. Both Priority 1 culverts are located within mapped floodplain areas, indicating exposure to riverine flooding during larger storm events. Culvert performance during these events can influence localized roadway conditions, particularly if capacity is exceeded or debris is present.



- Flood hazard mapping indicates that exposure is largely associated with structures (bridges and culverts) rather than continuous roadway segments
- The 100-year floodplain is the most common mapped flood
- A floodway crossing near PM ~49.9 represents an area of comparatively higher hydraulic exposure within the corridor hazard classification

CoSMoS

Sea level rise exposure was evaluated using the U.S. Geological Survey's Coastal Storm Modeling System (CoSMoS), which provides detailed projections of coastal flooding and erosion under a range of sea-level rise and storm scenarios. CoSMoS incorporates key coastal processes, including tides, waves, storm surge, and shoreline change, to identify areas vulnerable to future coastal hazards and support long-term adaptation planning. Flood projections are available for daily, annual, 20-year, and 100-year storm conditions under sea-level rise scenarios ranging from 0 to 2 meters, as well as an extreme 5-meter scenario.





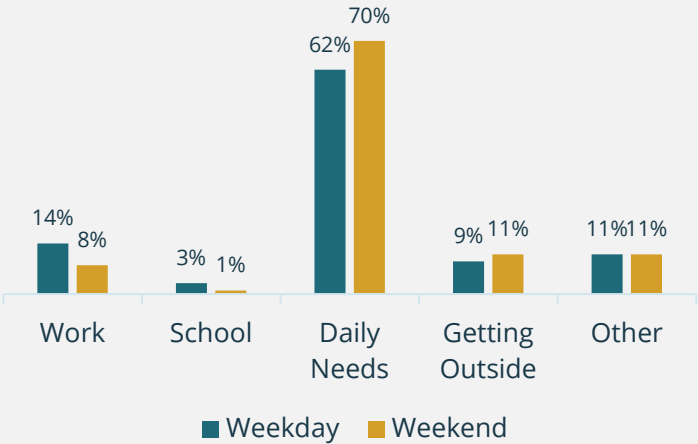
Transportation Network

Study Area Travel Patterns

According to the tables:

- Most trips are made by driving
- Trips for daily needs include a notable share of walking
- Weekday school trips are the shortest and include a small share of walking and biking

Trip Purpose



Origin-Based Analysis (Trips Starting in the Study Area)

Weekday Travel Patterns	Drive	Transit	Bike	Walk	Other	Average Travel Time (minutes)	Average Travel Distance (miles)
Getting to Work ²	90%	1%	1%	8%	1%	32	26
Getting to School ³	83%	0%	7%	10%	0%	22	15
Travel for Daily Needs ¹	77%	0%	2%	18%	3%	27	23
Getting Outside ²	85%	0%	2%	10%	4%	35	32

Weekend Travel Patterns	Drive	Transit	Bike	Walk	Other	Average Travel Time (minutes)	Average Travel Distance (miles)
Getting to Work ²	90%	1%	1%	6%	1%	32	27
Getting to School ⁴	98%	0%	0%	0%	2%	70	66
Travel for Daily Needs ¹	77%	0%	2%	16%	5%	26	25
Getting Outside ²	83%	0%	2%	10%	6%	35	31

Notes:

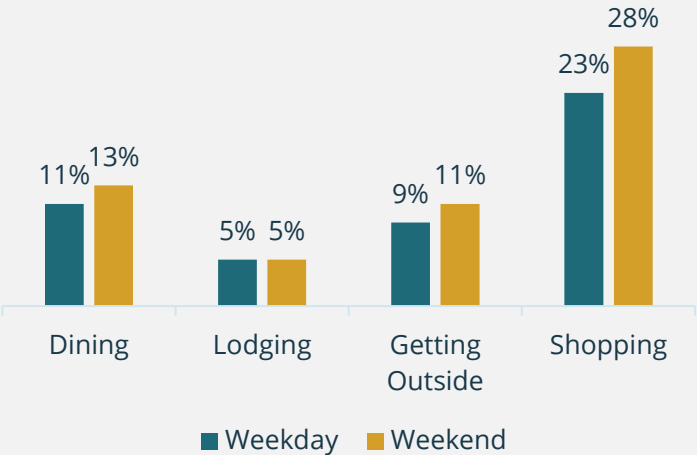
- 1) High certainty: Based on high-quality, calibrated data; well-suited for analysis.
- 2) Medium certainty: Lower trip volumes or data limitations; useful for general insights.
- 3) Low certainty: Fewer than 1,000 trips; increased variability and uncertainty.
- 4) Very low certainty: Fewer than 500 trips; insufficient for reliable insights.

Visitor Profile

According to the tables:

- Driving is the primary mode for trips to the Study Area
- A notable share of trips are made by walking
- Walking trips are likely associated with shorter, intra-community travel rather than longer-distance visitor trips

Why People Come to the Study Area



Destination-Based Analysis (Trips Ending in the Study Area)

Weekday Travel Patterns	Drive	Transit	Bike	Walk	Other	Avg Travel Time (minutes)	Avg Travel Distance (miles)
Visiting ²	75%	0%	2%	20%	2%	23	18

Weekend Travel Patterns	Drive	Transit	Bike	Walk	Other	Avg Travel Time (minutes)	Avg Travel Distance (miles)
Visiting ²	76%	0%	2%	18%	4%	24	21

Notes:

- 1) High certainty: Based on high-quality, calibrated data; well-suited for analysis.
- 2) Medium certainty: Lower trip volumes or data limitations; useful for general insights.
- 3) Low certainty: Fewer than 1,000 trips; increased variability and uncertainty.
- 4) Very low certainty: Fewer than 500 trips; insufficient for reliable insights.

Short Trips

Short trips, generally defined as two miles or less, represent the greatest opportunity to shift travel from driving to walking or bicycling. Because the Highway 1 Corridor is compact with closely spaced destinations, the analysis focused on trips under one-mile, one-half mile, and one-quarter mile to better identify where that shift is most realistic.

The findings are significant. Highway 1 is not functioning solely as a regional through-route. Visitors and residents are making frequent short trips between beaches, trailheads, campgrounds, lodging, commercial areas, and vista points. As distances shorten, travel concentrates around activity hubs including Cambria, Moonstone Beach, San Simeon, Hearst San Simeon State Park, and San Simeon Pier. These patterns indicate that much of the Highway 1 Corridor functions as a rural main street where people are stopping and circulating locally.

This supports mode shift potential where trips are already short enough to walk or bike. Improving conditions for these modes by making travel safer, more comfortable, and more convenient could encourage greater use of active transportation and reduce reliance on driving for short local trips.

Trips Less Than 1 Mile

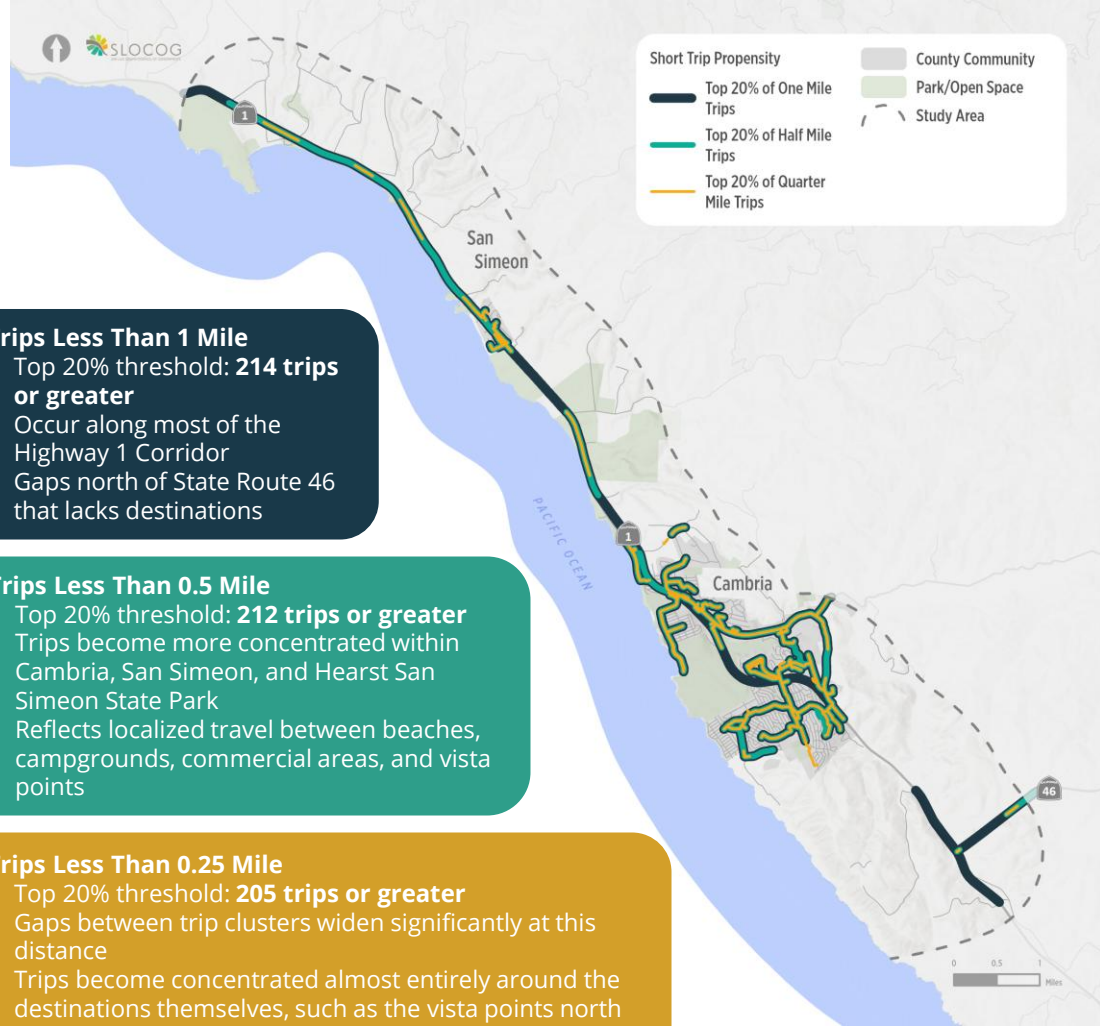
- Top 20% threshold: **214 trips or greater**
- Occur along most of the Highway 1 Corridor
- Gaps north of State Route 46 that lacks destinations

Trips Less Than 0.5 Mile

- Top 20% threshold: **212 trips or greater**
- Trips become more concentrated within Cambria, San Simeon, and Hearst San Simeon State Park
- Reflects localized travel between beaches, campgrounds, commercial areas, and vista points

Trips Less Than 0.25 Mile

- Top 20% threshold: **205 trips or greater**
- Gaps between trip clusters widen significantly at this distance
- Trips become concentrated almost entirely around the destinations themselves, such as the vista points north of San Simeon



Collision History

From 2021-2025, crash data from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS) shows that there have been **283 total crashes** within the Study Area. Of these crashes, **66 crashes** have resulted in **injuries or fatalities**.

Of the 66 injury crashes:

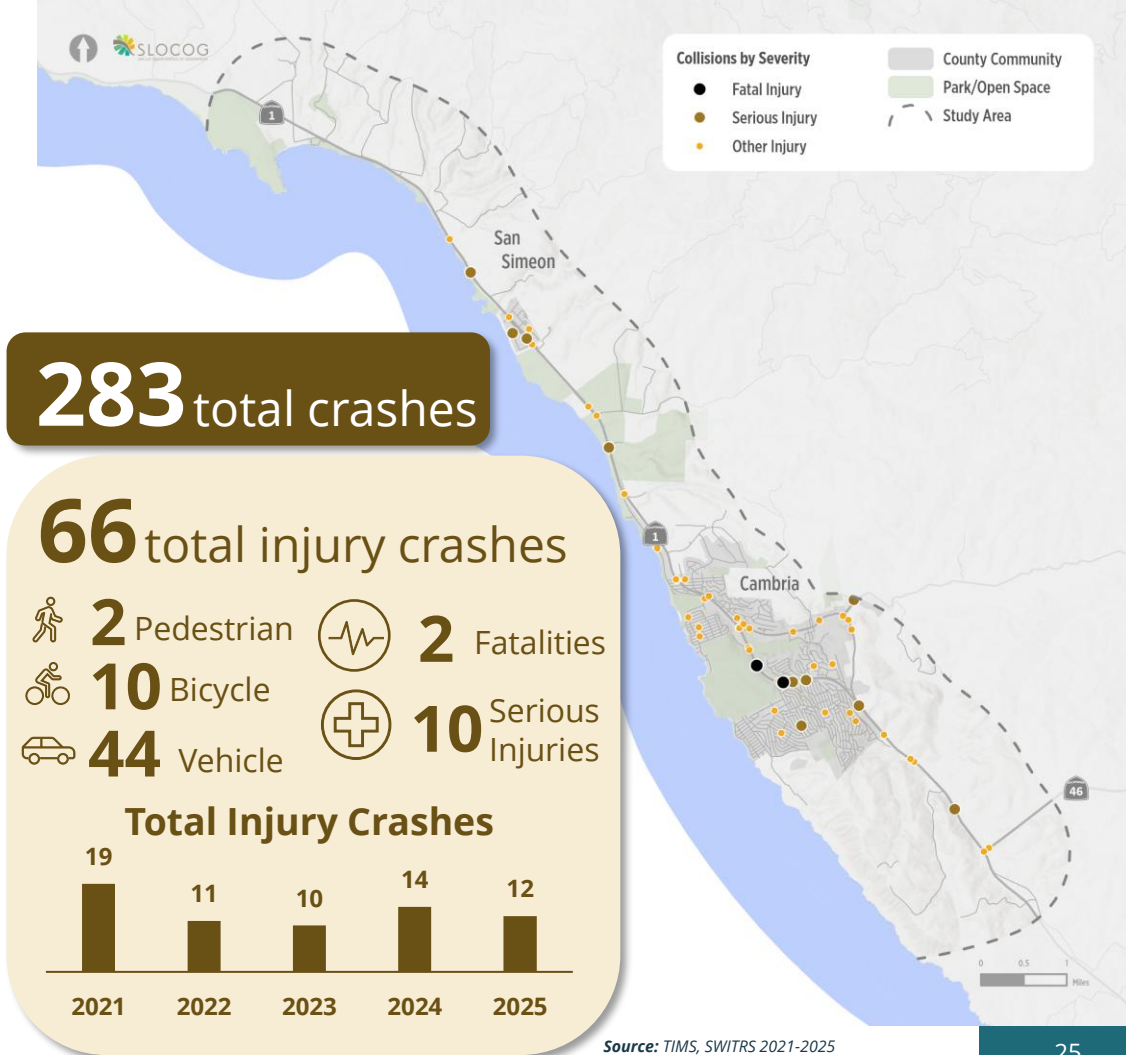
- **One-third** occurred at **intersections**
- **35%** occurred in **July, August, and September**
- **14%** involved party under the influence of **alcohol**

The most common crash types for injury crashes are:

- **Broadside**, where the front of one vehicle strikes the side of another (32%)
- **Hit Object** (21%)

The most common contributing factors for injury crashes are:

- **Automobile right-of-way** (27%)
- **Improper Turning** (23%)



Level of Traffic Stress (LTS)

LTS is a framework that measures how comfortable and safe people feel walking or biking on a street based on the surrounding traffic environment, not just the presence of infrastructure.

LTS Scale

LTS 1	Low Stress Comfortable for people of all ages & abilities. Protected facilities, low speed, low volume
LTS 2	Moderate Stress Suitable for most adults. Some exposure to traffic but speeds and volumes are manageable
LTS 3	High Stress Only comfortable for confident cyclists/pedestrians. High speeds or volumes with limited separation
LTS 4	Very High Stress Most people would not feel comfortable. Multi-lane high-speed roads with no protection.

Why to Measure LTS



Identify Barriers to Active Travel

High-stress segments discourage walking and biking even when infrastructure exists. LTS pinpoints where stress is the real barrier



Prioritize for All Users

LTS helps target improvements for children, seniors, and people of all abilities



Evaluate Network Connectivity

A connected low-stress network enables trips by foot and bike



Measure Progress Over Time

LTS provides a consistent, quantifiable metric to track how infrastructure investments improve comfort and expand access

Comfort for People Walking and Biking

People of all
ages & abilities

Highly confident
users and/or
people without
other options



Comfortable for

Measured by



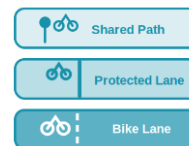
Number of
Travel Lanes



Posted
Vehicle
Speed



Presence of
Walking or
Biking
Facilities



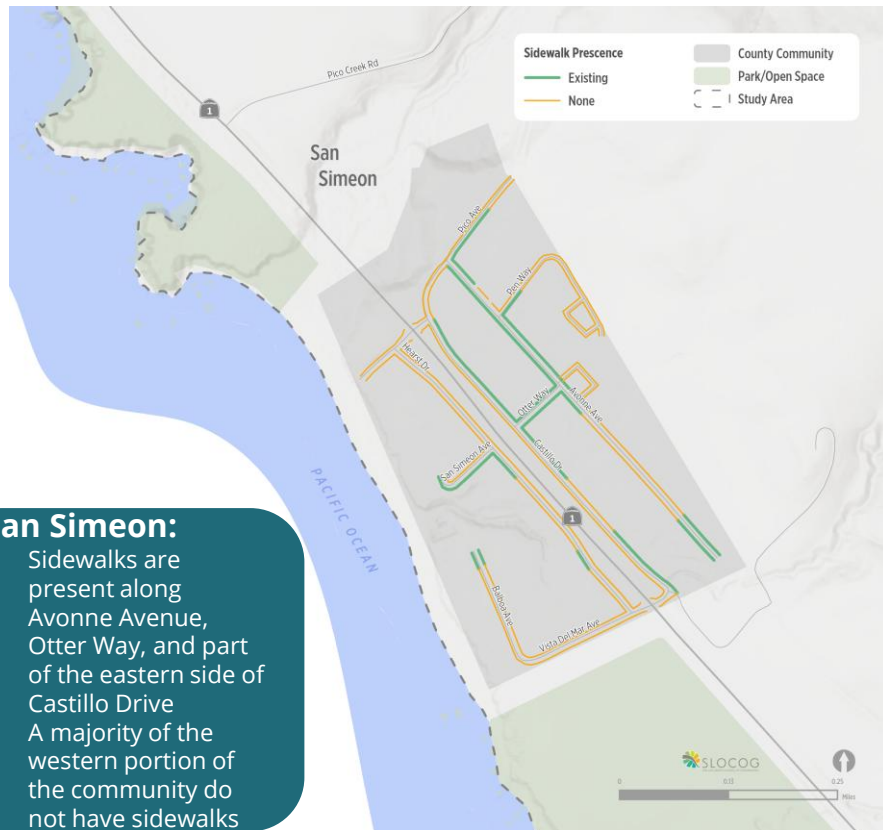
Type of
Facility



Separation
from Cars

Pedestrian Network

Gaps in the sidewalk network limit safer, more comfortable, and accessible walking or rolling routes. They can be impassable for those using a wheelchair and may result in travelers walking or rolling in the roadway, increasing the potential for conflicts with vehicles and creating a high-stress travel experience.



Pedestrian Level of Traffic Stress

In this study, the pedestrian Level of Traffic Stress (LTS) is assessed using three roadway characteristics:

- Posted Speed Limit
- Number of Lanes
- Presence of Sidewalk

Highway 1, State Route 46, and an eastern portion of Main Street have the **highest LTS score (LTS 4)** due to their high speeds and lack of separation from vehicles.

Portions of Burton Drive, Ardath Drive, Santa Rosa Creek Road, and Moonstone Beach Drive are **LTS 3**, since they lack sidewalks but have lower posted speed limits.

A majority of the residential streets are **LTS 2**, because although they are low-speed, almost all lack of separation from vehicles.

Portions of the commercial area of Main Street and its adjacent streets, as well as Avonne Avenue in San Simeon are scored as **most comfortable (LTS 1)** due to the combination of low speeds, two-lane streets, and the presence of a sidewalk.

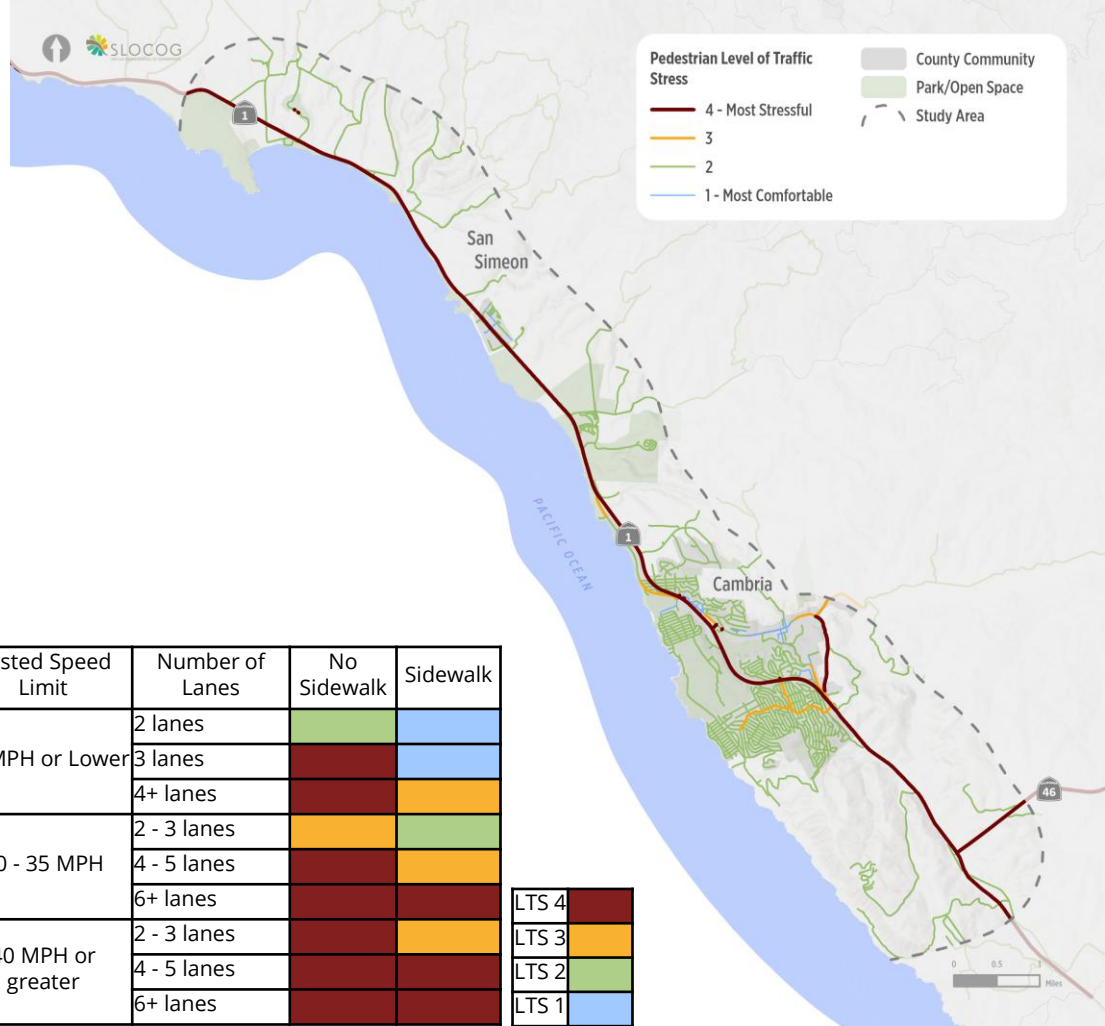
Posted Speed Limit	Number of Lanes	No Sidewalk	Sidewalk
25 MPH or Lower	2 lanes		
	3 lanes		
	4+ lanes		
30 - 35 MPH	2 - 3 lanes		
	4 - 5 lanes		
	6+ lanes		
40 MPH or greater	2 - 3 lanes		
	4 - 5 lanes		
	6+ lanes		

LTS 4

LTS 3

LTS 2

LTS 1



Bicycle Network

Bicycle facilities in the Study Area are concentrated in Cambria. Most routes consist of shared roadways, with striped bike lanes provided along portions of Main Street, Santa Rosa Creek Road, and at the Highway 1 intersections with Cambria Drive and Windsor Boulevard. Off-road bicycle facilities are limited to the Santa Rosa Creek Trail and the Marine Terrace Trail within Fiscalini Ranch Preserve.

For regional and recreational cyclists, Highway 1 is designated as part of the Pacific Coast Bike Route. While dedicated bikeways are limited, paved highway shoulders provide important space for bicyclists along the corridor.



Bicycle Level of Traffic Stress

In this study, bicycle LTS was evaluated using three roadway characteristics:

- Posted Speed Limit
- Number of Lanes
- Bicycle Facility Type

Highway 1, State Route 46, and the eastern portion of Main Street are classified as **LTS 4**. These roadways operate as shared facilities, where higher vehicle speeds and traffic volumes contribute to elevated bicyclist stress levels.

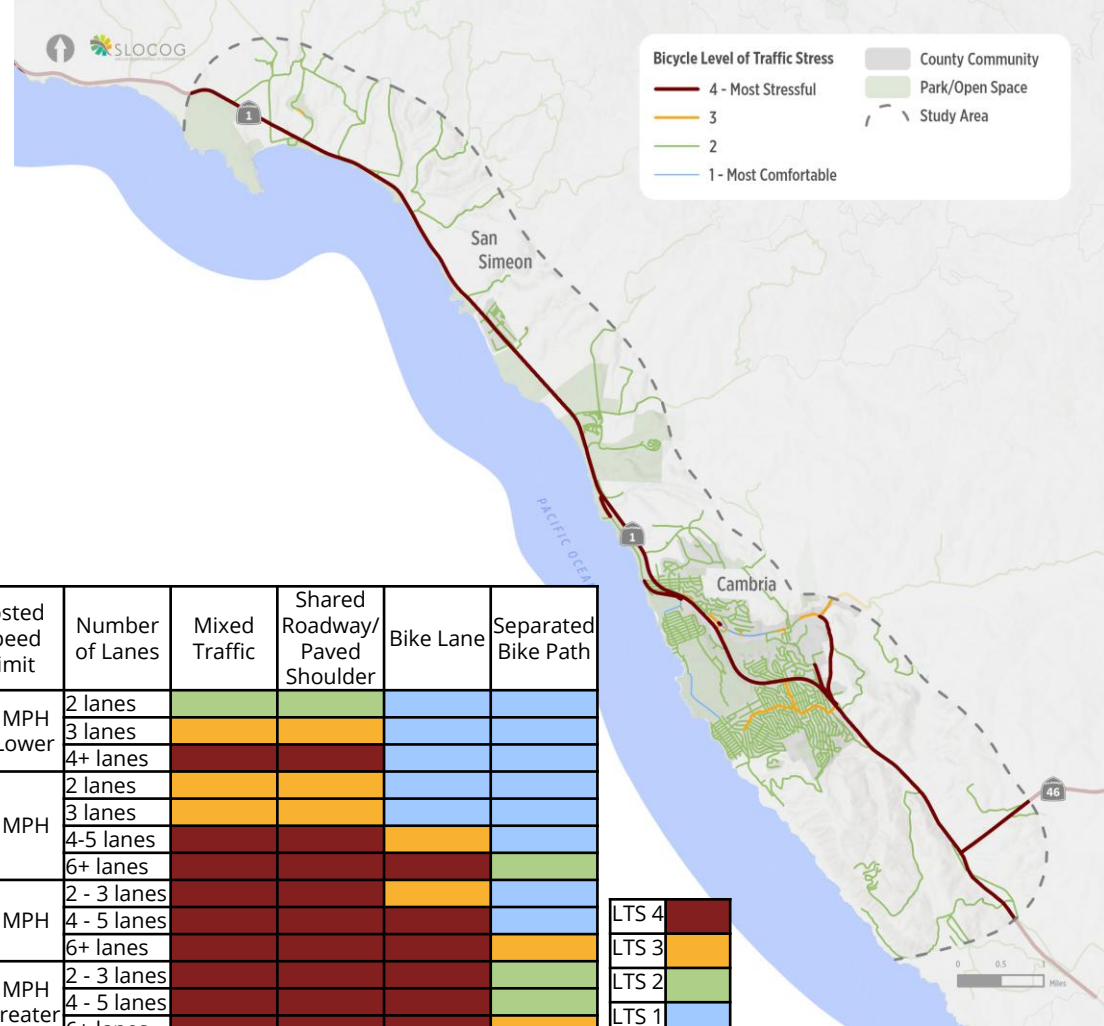
Portions of Burton Drive, Ardash Drive, and Santa Rosa Creek Road are classified as **LTS 3**, as these shared roadways operate at speeds of 30 mph or less but still require bicyclists to mix with vehicle traffic.

Most residential streets within the Study Area are classified as **LTS 2** because they are lower-speed roadways that are generally more comfortable for bicyclists in a shared roadway environment.

Portions of the commercial area along Main Street are classified as **LTS 1**, representing the most comfortable bicycling conditions due to the combination of low vehicle speeds and dedicated bicycle facilities.

Posted Speed Limit	Number of Lanes	Mixed Traffic	Shared Roadway/ Paved Shoulder	Bike Lane	Separated Bike Path
25 MPH or Lower	2 lanes				
	3 lanes				
	4+ lanes				
30 MPH	2 lanes				
	3 lanes				
	4-5 lanes				
35 MPH	6+ lanes				
	2 - 3 lanes				
	4 - 5 lanes				
40 MPH or greater	6+ lanes				
	2 - 3 lanes				
	4 - 5 lanes				

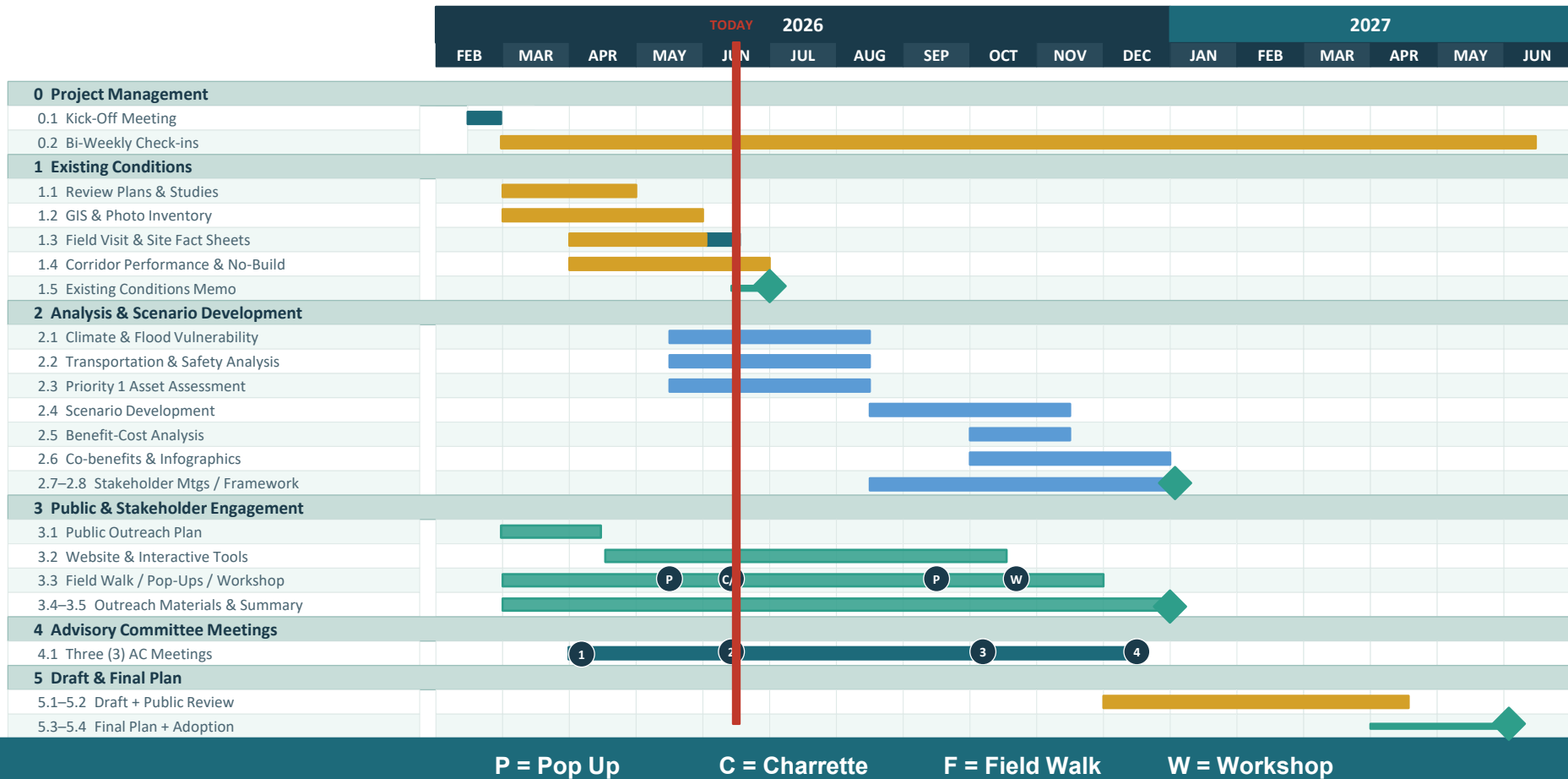
LTS 4	
LTS 3	
LTS 2	
LTS 1	



04

NEXT STEPS

PROJECT SCHEDULE | BEGAN: FEB 2026 | COMPLETION: JUN 2027 (16 MONTHS)



UPCOMING MEETINGS / ACTIVITIES

The advisory committee have in-depth knowledge of the existing area and interest in potential solutions

Advisory Committee Meetings

- Meeting 1 (complete)
- **Meeting 2: June 2026 (Today!)**
- Meeting 3: September/October 2026: Solutions and Scenarios Development
- Meeting 4: December 2026: Recommendations

Public Engagement Events

- Online map and survey: open until July 2026
- Pop-up feedback event: May 15, 2026
- Public charette: June 10, 2026
- Website live through 2027

Consultant Team Will:

- Use data to analyze corridor
- Develop a toolbox of solutions
- Move into scenario development
- **Summarize Engagement Feedback**
- **Plan next round of pop-up/workshop**



Highway 1

NORTH COAST CORRIDOR PLAN

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

Questions / Comments?

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