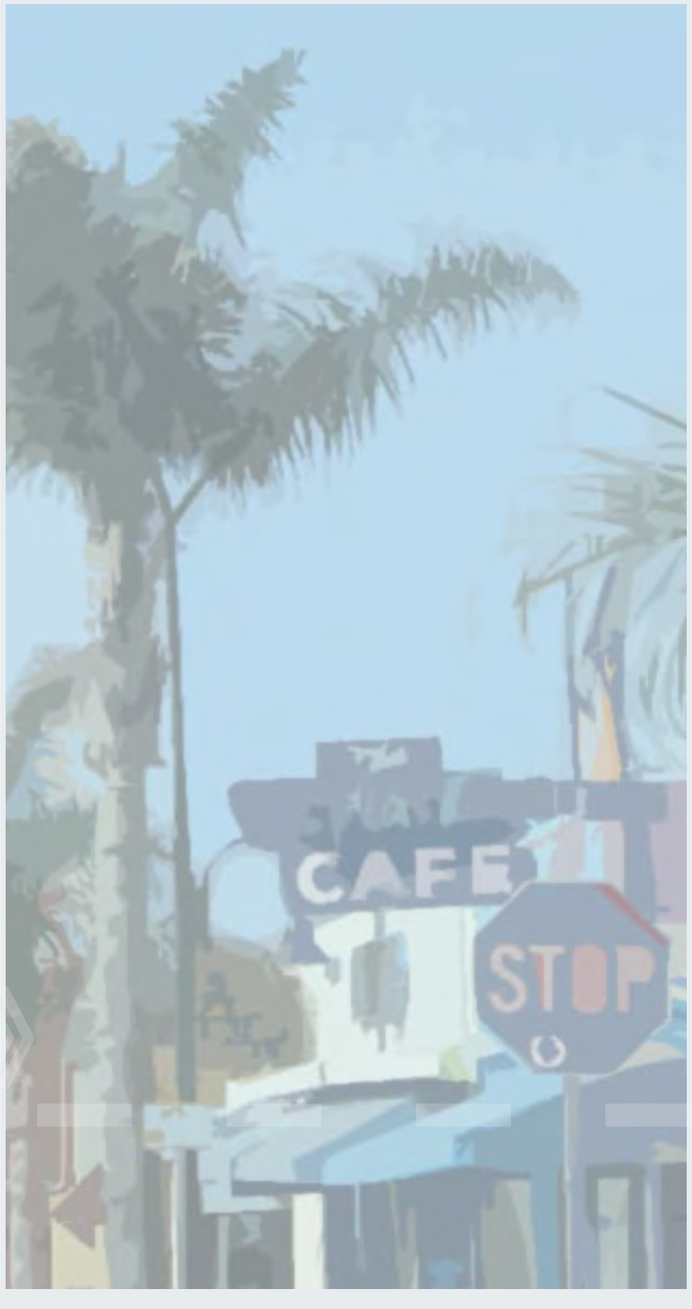
PISMO BEACH COMPLETE STREET PLAN

MARCH 2013



ACKNOWLEDGEMENTS

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CALTRANS COMMUNITY BASED TRANSPORTATION
PLANNING GRANT

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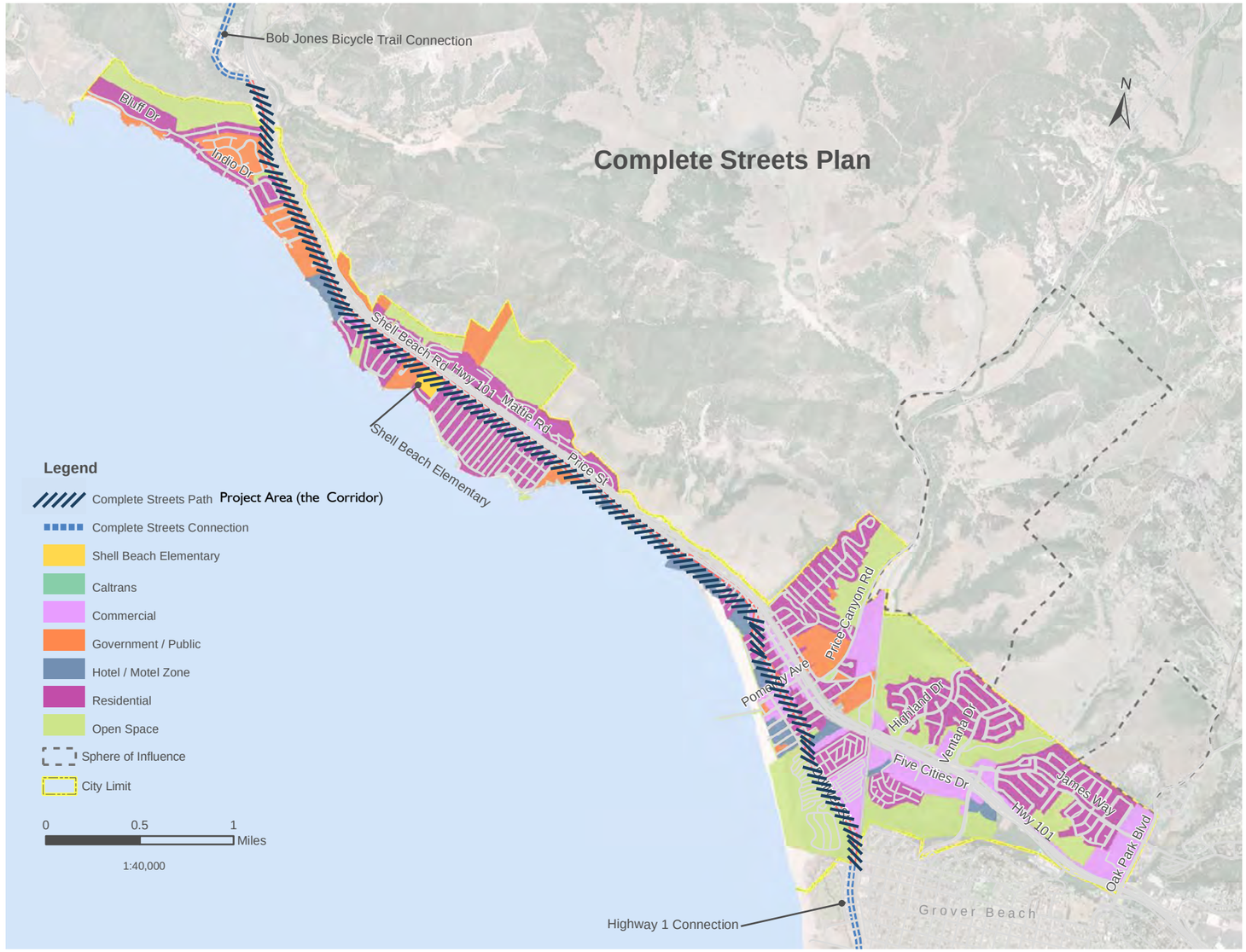
1. INTRODUCTION

The City of Pismo Beach, building on recent planning efforts including the Pismo Beach Bicycle and Pedestrian Master Plan and Shell Beach Road Streetscape Phase 1, has initiated a project to create a "Complete Street" running through the City from its northern boundary to Grover Beach at the south. The project area ("the Corridor"), consisting of Shell Beach Road, Price Street and Dolliver Street (Hwy. 1), extends approximately 5 miles through the City of Pismo Beach, west of Highway 101. This route is a major north-south connector through the City. Its character changes as it passes through several distinct neighborhoods and zones, from a primarily residential area at the north end, through a neighborhood commercial district (Shell Beach), past a number of hotels, parks and tourist serving facilities on Price Street, through Pismo Beach's downtown, and south along Dolliver past senior communities, RV parks and State Park land to Grover Beach.

The City of Pismo Beach seeks to improve the project area for bicyclists and pedestrians, making it a more "Complete Street." A Complete Street is designed to accommodate all modes of travel. It incorporates improvements that enhance bicycle and pedestrian safety, comfort and enjoyment. At present, much of the Corridor lacks adequate facilities for bicycles, and some segments lack pedestrian accommodations. Freeway ramps to and from Highway 101, driveways and crossings with poor visibility, high speed vehicle traffic and narrow bicycle lanes create safety issues. The City is moving forward with recently approved plans to enhance Shell Beach Road (Shell Beach Road Streetscape Phase 1, developed through a community process and adopted by City Council September 1, 2009). This Complete Street Master Plan expands on that effort and proposes enhancements and improvements that will promote safe and convenient walking and cycling for residents and visitors alike.

This document is a Master Plan, intended to be implemented over time as opportunities arise and as funds become available. As an expression of concepts and goals, this Complete Street Plan provides a framework within which to further develop specific designs. It will guide individual improvements in a coordinated manner. Comprehensive operational and geometric analyses will be necessary prior to implementation of specific improvements. As each project is undertaken, it will be designed as a part of the overall plan, and ultimately result in a Complete Street that facilitates pedestrian, bicycle, transit and vehicle movement along the Corridor.



PROJECT SETTING

Pismo Beach enjoys a mild climate with average high temperatures in the 60's and 70's throughout the year, making it an ideal environment for walking and biking. Its beaches, ocean access, shoreline and bluff trails, and its many parks encourage people to spend time out of doors.

Although its year round population is relatively small, Pismo Beach swells with visitors from spring through the fall, with many tourists walking and biking between destinations. A significant number of seniors live south of the downtown area, in the lower Dolliver Street area, some of whom depend on neighborhood electric vehicles.

REGIONAL AND LOCAL CONNECTIONS

The Complete Street corridor is a central link within both the local and regional bicycle and pedestrian system. At its north end, Shell Beach Road makes regional connections to both the Bob Jones Trail and the Avila Beach Trail. From the Corridor, there are multiple access points to the Coastal Trail, the Bluff Trails and beaches. There is a regional connection from Dolliver Street to the Price Canyon Trail, and a future connection to the Pismo Creek Trail. At the southern end, Dolliver Street connects to Class 1 trails in Grover Beach.

CALTRANS PARTICIPATION

This Complete Street Plan was developed through a Caltrans Community-Based Transportation Planning Grant. Much of the Complete Street corridor is either adjacent to Caltrans right-of-way (the Shell Beach Road segments), or is within Caltrans' jurisdiction (the Price Street and Dolliver Street segments). Caltrans will provide oversight of proposed projects as owner/operator of Highways 101 and 1. Any project within Caltrans right-of-way would require an encroachment permit from Caltrans, with the City as lead agency. The City will work cooperatively with Caltrans to analyze specific improvements prior to implementation, including adherence to state design standards, environmental laws, and the Americans with Disabilities Act. If a proposed highway improvement requires a deviation of Caltrans design standards, Caltrans must approve the deviation prior to commitments on the specific geometrics. Future modifications would be determined from subsequent engineering analysis evaluating a variety of alternatives based on site-specific operational characteristics. Future maintenance of decorative crosswalks and additional plantings would be subject to a maintenance agreement between Caltrans and the City of Pismo Beach.

Source: Pismo Beach Bicycle and Pedestrian Master Plan, 2010

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2. EXISTING CONDITIONS

CORRIDOR ZONES

Covering a distance of 5 miles through the City of Pismo Beach, the Complete Street Corridor passes through areas with different street conditions, land uses, character, opportunities and constraints. These areas comprise distinct zones, and each requires consideration of its unique qualities.

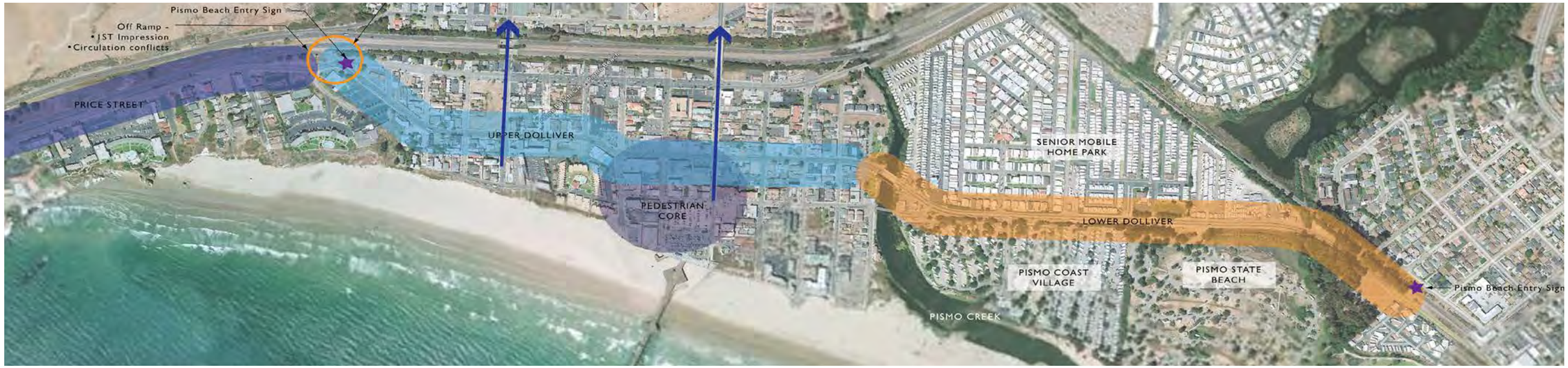
Gateway Shell Beach Road: City Limits to Spyglass Drive

In this zone, Shell Beach Road passes through a primarily residential area. Along the eastern side of the road, a few homes front onto the street. Other uses on the east side include public parking areas used for beach access, and tennis and basketball courts with associated parking. Much of the east side of the road is undeveloped. Hwy. 101 is upslope from Shell Beach Road, to the rear of the fronting properties. South of the Cliffs Resort, Caltrans right of way associated with the Hwy. 101 off-ramp at Spyglass Drive borders Shell Beach Road. To the west of Shell Beach Road, uses are primarily residential, but the homes do not front onto the street. Significant uses along the west side of Shell Beach Road include Palisades Park, as well as coastal access paths and the Cave Landing Road trailhead. At the southern end of this segment are the Cliffs and Dolphin Bay Resorts.

The road is relatively wide at the northern end of this segment, with one wide travel lane in each direction, occasional left turn pockets, narrow bicycle lanes on both sides and no on-street parking. The posted speed is 40 miles per hour, but cars tend to travel faster, with the 85th percentile speed at 43 MPH according the 2010 Engineering and Traffic Study done by Begur Consulting. The east side currently lacks sidewalk. Along most

Parking at Cave Landing Road trailhead often encroaches into the bike land

Sidewalk is lacking on east side of Shell Beach Road



of the west side, a 5' wide sidewalk is adjacent to a 10' utility easement. North of this segment is the connection to the Bob Jones Trail, a regional multi-use trail.

Issues in this segment include the need for traffic calming, lack of parking for the Cave Landing Road Trailhead (causing cars to encroach into the southbound bike lane), and the need for safer crossings to the sports courts and parking on the east side. Bicycle travel at the Shell Beach Road intersection is difficult due to multiple car turning movements including the freeway off and on-ramps.

Spyglass Intersection is difficult for cyclists to cross

Upper Shell Beach: Spyglass Drive to Vista Del Mar

In this zone, Shell Beach Road runs adjacent to Caltrans right of way, with a landscape area buffering it from Hwy. 101. To the west, the uses are primarily residential, although the homes do not front onto Shell Beach Road. There are commercial uses south of the Spyglass Drive intersection. Other significant uses on the west side are Spyglass Park, the fire station and Shell Beach Elementary School.

The road width varies between 30 and 50 feet. At the narrower portions, there is one travel lane in each direction. The road widens for occasional turn lanes or on-street parking. There are bike lanes on both sides of the street, and sidewalk (discontinuous and varied width) on the west side only. The posted speed is 40 miles per hour, but the Begur 2010 Engineering and Traffic Study recommended a reduction in the posted speed to 35 miles per hour in this segment.

Issues in this area include lack of continuous and adequate sidewalks, proximity to Highway 101, the need for traffic calming at the northern end, and traffic congestion and the need to upgrade crossings to the Elementary School.

Discontiuous sidewalks and high vehicle speeds make the west side of Shell Beach Road uncomfortable for pedestrians in this zone

Inadequate crossing and sidewalk at school create unsafe conditions for childen

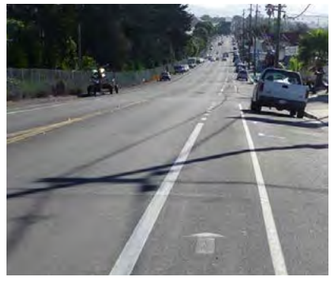
Lower Shell Beach: Vista Del Mar to Cliff Drive

In September 2009, the City Council adopted a Master Plan for Shell Beach Road Streetscape Phase 1, for the 18 blocks through the heart of the commercial area of Shell Beach. Construction plans are moving forward for the Phase 1 project, which includes highlighted crossings, medians and bulbouts at intersections, and a separated Class 1 multi-use path on the east side of the road separated by a landscape buffer.

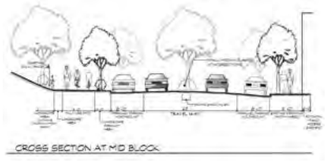
Price Street: Cliff Drive to Dolliver Street

At Cliff Drive, Shell Beach Road becomes Price Street. Between Cliff Drive and the beginning of Dolliver Street, the project area runs adjacent to the Caltrans right of way. South of the southbound off-ramp midway through this zone, Hwy. 101 parallels Price Street closely, sometimes with only 25 feet between the Hwy. 101 travelled way and the Caltrans fence. In this area, there is little buffering landscaping, emphasizing the presence of the freeway. On the west side of Price Street are views of the ocean, Dinosaur Caves Park, the Coastal Trail, and a number of hotels. Some portions of this segment are very constrained between Hwy. 101 and the ocean cliffs. There is one travel lane in each direction, and occasional widening for turn pockets. Posted speed limits are 35 and 40 miles per hour, although in the northern segment, from Mattie Road to Cliff Avenue, the 85th percentile speed was reported as 46 miles per hour. The Begur 2010 Engineering and Traffic Study recommended a reduction in the posted speed to 35 miles per hour from Dolliver Street to Mattie Road. There is a monolithic sidewalk on the western side, and there are narrow and sometimes degraded Class II bike lanes on both sides.

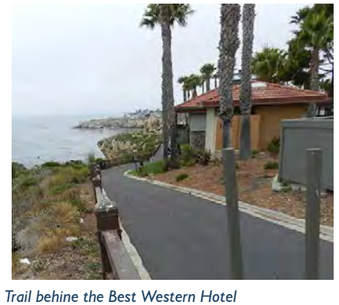
Issues in this zone include narrow and constrained travel areas, lack of buffer from Hwy. 101, bicycle/vehicle conflict points at freeway off-ramps, and poor visibility for vehicles exiting hotel parking lots.



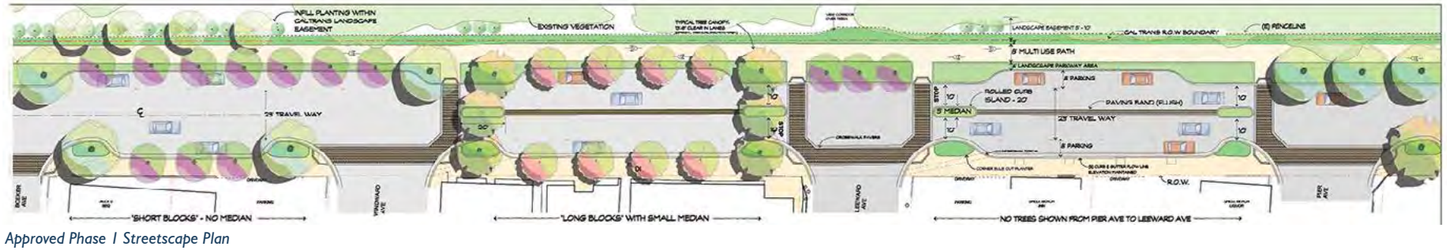
Phase 1 Streetscape Plan will add features



Approved Phase 1 Streetscape Section



Off-street trails at Dinosaur Caves Park, and Coastal Trail behine the Best Western Hotel



Approved Phase 1 Streetscape Plan

Off-ramps and hotel parking create conflict points

Hwy. 101 dominates this section of Price Street

Upper **Dolliver Street-Downtown: Price Street to Pismo Creek**

Dolliver Street, one of the main thoroughfares through Pismo Beach's downtown area, is also State Highway 1. This is a heavily travelled and often congested road segment. It is also part of the pedestrian core of the town, and major tourist area. In the core, land uses are predominantly commercial, with residential areas at either end of this zone.

The street has one travel lane in each direction, with bicycle lanes on both sides and on-street parking for almost the entire segment. There are continuous sidewalks, which vary in width. In the core area, streetscape treatments have included palm tree planting, decorative lighting, and decorative paving. There are no bulb outs or other pedestrian crossing enhancements, and shade is lacking. There are numerous obstacles and curb cuts in the sidewalks.

Issues in this area include the need for traffic calming and safer pedestrian crossings, lack of pedestrian amenities and trees, and lack of separation between cars and bicyclists in this congested area. Because this is the primary route for vehicles going to Pismo's Pier, Pismo State Beach, and other popular destinations, it is not an ideal route for casual cyclists.

Bike lanes are not well separated visually, or physically, from vehicle traffic

Lower Dolliver Street: Pismo Creek to Grover Beach

South of Pismo Creek, Dolliver Street (State Route 1), passes a dense senior residential community and a popular tourist motor home park facility. Pismo State Beach and campground, is another important destination. Across from the State Beach are and RV facility, commercial facilities, and an active rail line. This segment ends at the southern City limits.

Dolliver Street in this segment is quite wide, with a travel lane in each direction, a continuous median, and bike lanes on both sides. There is a separated sidewalk on the west side only, and some discontinuous sidewalk segments on the east side. There are no sidewalks at the southern end of this portion.

Issues in this segment include the lack of continuous sidewalks, especially adjacent the senior mobile home community, the need for safe pedestrian crossings and traffic calming, and the lack of pedestrian and bicycle accommodations on the bridge across Pismo Creek.

Sidewalks are discontinuous on the east side

Traffic calming may be appropriate where wide right-of-way encourages high vehicle speeds

3. COMMUNITY PARTICIPATION

Input from the Pismo Beach Community has been a key part of this process of analyzing the opportunities, challenges and potential solutions for creating a Complete Street corridor. To this end, a number of outreach efforts were undertaken. Identified stakeholders were contacted by email and invited to meet with the consultants. An email list of stakeholder and interested persons was generated, so that interested residents would be informed of upcoming workshops, and information could be made readily available. A series of workshops were held, in various formats and venues. These workshops are summarized below, and workshop notes and exhibits are included as an appendix.

In January 2012, the consultants met with City Staff and with Caltrans Staff to identify preliminary goals, expectations, issues and concerns. Caltrans policy supports the Complete Street concept. Several stakeholders also met with the Consultants and identified goals and specific issues to be explored.

On May 21, 2012, the public was invited to participate in a bus tour of the Complete Street Corridor and an accompanying workshop. Participants took an hour long bus tour, stopping at eleven locations along the Corridor to discuss issues and opportunities, and to share knowledge and information with the Consultant team and Staff. After the bus tour, interactive workshops were held at the Pismo Coast Village Clubhouse. In order to maximize opportunities for participation, one workshop was held in the afternoon, and one in the evening. At each workshop, a presentation was given about the project, the Corridor and its various segments, and about the concept of "Complete Streets" and elements that contribute to a functional and attractive Complete Street. Participants then had the opportunity to discuss and record their ideas and concerns on large scale plans of the project area. Major themes that emerged included the need for traffic calming, the need for safe pedestrian crossings, support for roundabouts, and separation of bikeways from cars where possible.

Bus Tour of Corridor, May 21, 2012

Community Workshop, May 21, 2012

Workshop exercise board, May 21, 2012

On August 5, 2012, an interactive information booth was set up at the Art in the Park event at Dinosaur Caves Park. Visitors to the booth commented on proposed design alternatives for the Corridor and for various intersections. On August 6, 2012, another participatory workshop was held, at the Veterans' Hall in Shell Beach Village, where input and responses to proposed improvements were discussed and preferences recorded.

Art in the Park booth, August 5, 2012

Community Workshop, August 6, 2012

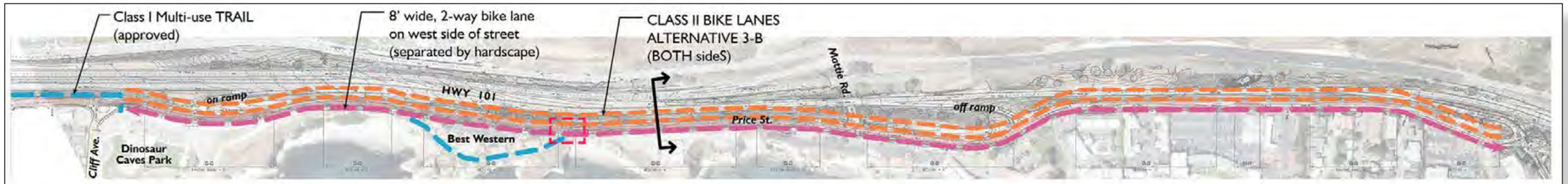
In addition to the public events, the City maintained information on its website, including a questionnaire to elicit comments and ideas from the public.

Submit by Email | Print Form

Questions about Pismo Beach Complete Street Plan:

- How do you use Shell Beach Road, Price Street, and Dolliver? (e.g. recreational bike, commute bike, walking, jogging, shopping? alone, with kids?)
- Do you use the entire length of the route, or a specific segment? (Please identify the areas you use)
- Are there specific locations that you consider to be a problem? Please describe.
- Are there specific changes that you would like to see? Please describe.
- Are there places along the route that should have special treatment? (e.g. school access, regional connections, commercial areas, adjacent to parks, at senior housing, gateways?)
- What do you consider the highest priority for improvements on the street?
- Any other thoughts about the project?

On-line questionnaire



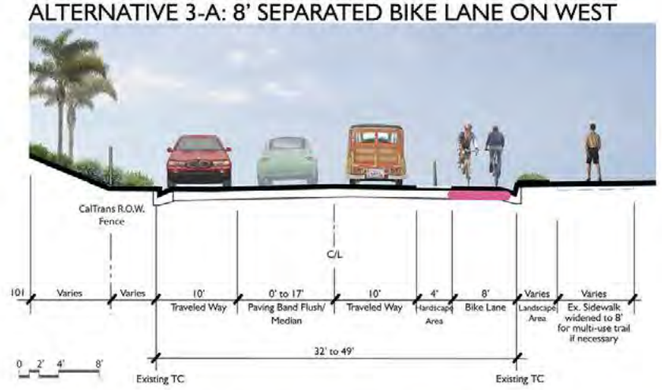
LEGEND

CLASS I MULTI-USE TRAIL (WEST SIDE)

CLASS II BIKE LANES

8' SEPARATED BIKE LANE

ALTERNATIVE 3-A: 8' SEPARATED BIKE LANE ON WEST

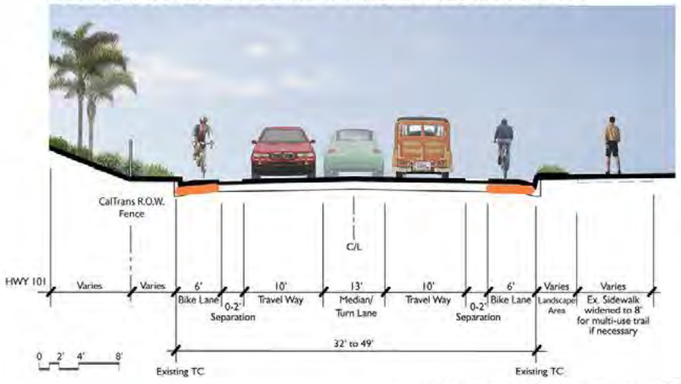


ALTERNATIVE 3-A

- 2-way bicycle path separated from cars
- Connections to Coastal Trail segments
- Some driveway conflicts
- Casual riders use path
- Advanced cyclists use road

Votes for Alternative 3-A

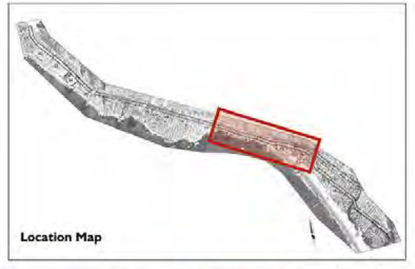
ALTERNATIVE 3-B: CLASS II BIKE LANES ON BOTH



ALTERNATIVE 3-B

- Class II bike lanes on both sides
- Less separation from vehicles
- Northbound cyclists must cross Price Street to access coast
- Northbound cyclists must cross on and off ramps for Hwy.101
- Driveway conflicts for southbound cyclist

Votes for Alternative 3-B



Price Street: Cliff Ave. to Dolliver Street

GATES +ASSOCIATES RBF PISMO BEACH COMPLETE STREETS PISMO, CALIFORNIA AUGUST 4, 2012

Preference board, August 5 & 6, 2012

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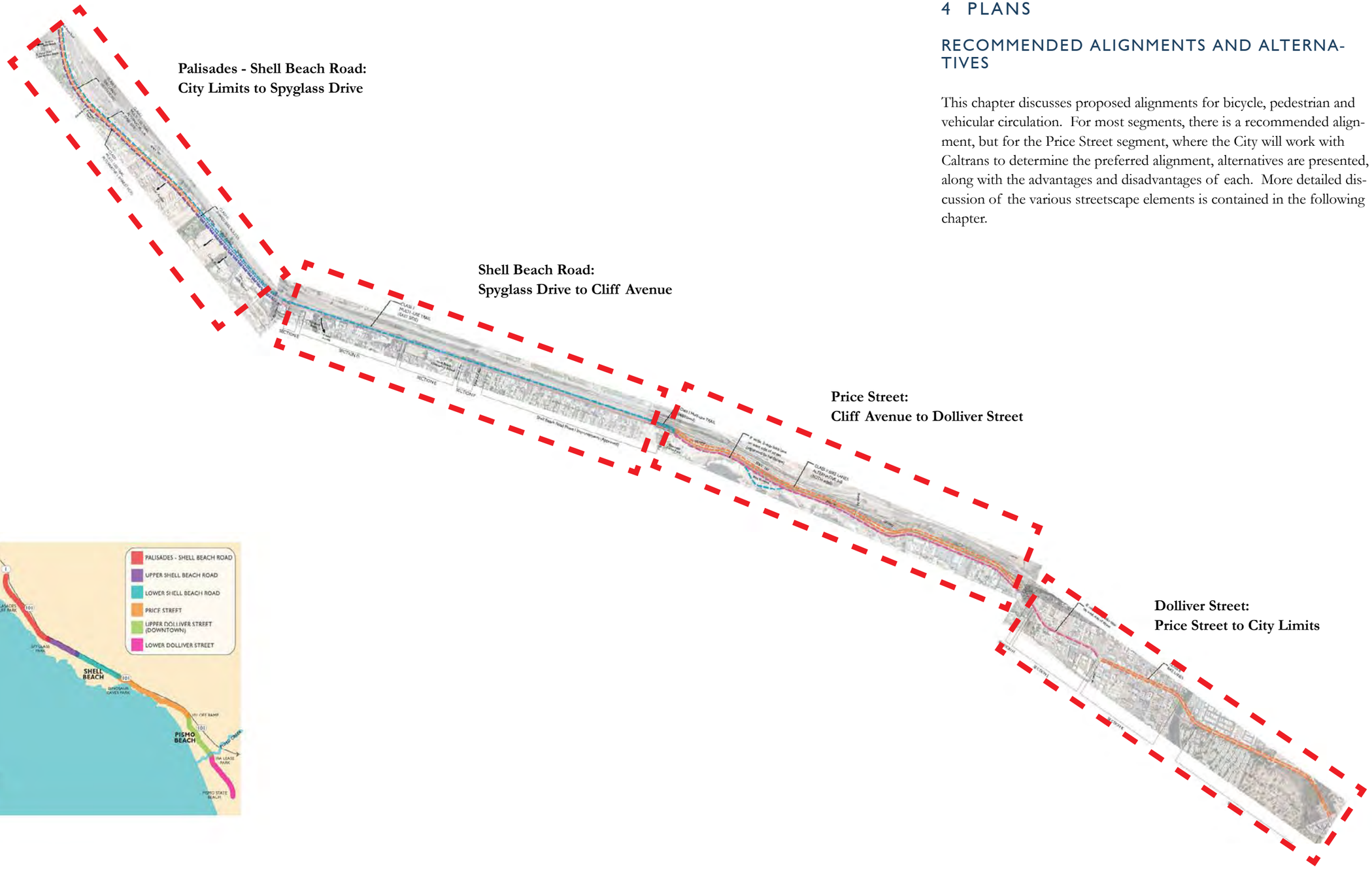
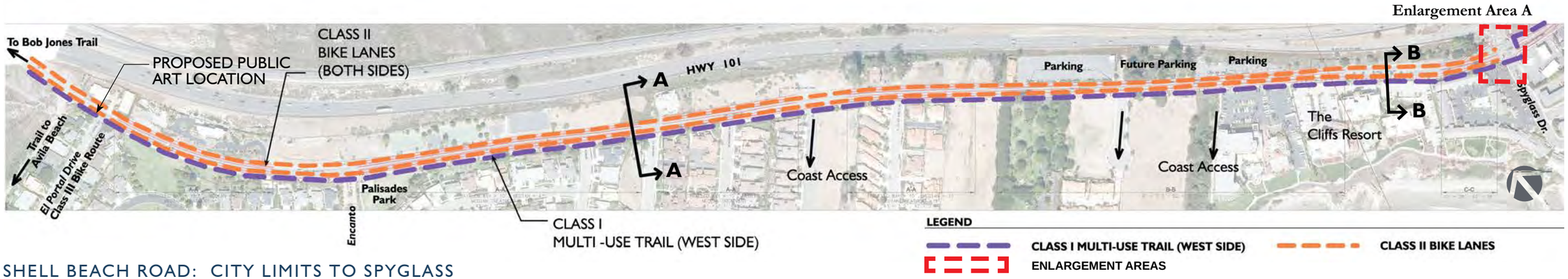
4 PLANS

RECOMMENDED ALIGNMENTS AND ALTERNATIVES

This chapter discusses proposed alignments for bicycle, pedestrian and vehicular circulation. For most segments, there is a recommended alignment, but for the Price Street segment, where the City will work with Caltrans to determine the preferred alignment, alternatives are presented, along with the advantages and disadvantages of each. More detailed discussion of the various streetscape elements is contained in the following chapter.





SHELL BEACH ROAD: CITY LIMITS TO SPYGLASS DRIVE

In this northern segment of Shell Beach Road, the road width varies. There is room for a Class I multi-use trail with a minimum width of 8 feet on the west side of Shell Beach Road, along with Class II bike lanes, until the road narrows between North Silver Shoals Drive and Ebb Tide Way. Casual riders will use the multi-use trail, while advanced cyclists will continue to use the roadway.

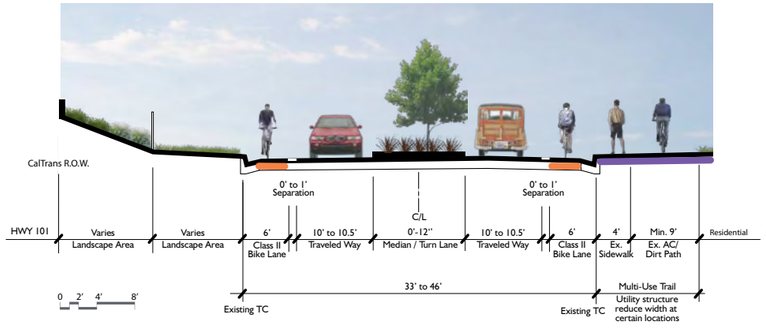
There are currently turn pockets and painted medians of varying widths throughout this entire segment. Some of these turn pockets could be shortened or eliminated, and planted medians could be installed. This would visually narrow the road, and act as a traffic calming device.

The multi-use trail will run on the west side of the road, in the existing utility easement. Although the easement exists, there are numerous utility boxes and vaults that will need to be adjusted or relocated. Conflicts with underground utilities likely preclude a significant landscape buffer. This west-side trail will be adjacent to Palisades Park and to coastal access points. It will, however include a number street crossings, and clear signage and paving markings should warn motorists of the presence of the trail.

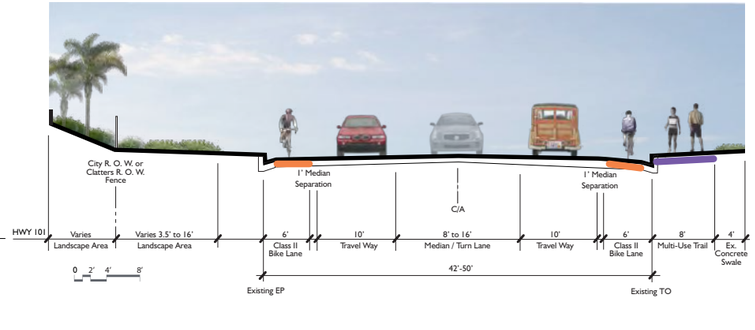
In this segment, there are opportunities to provide amenities such as bicycle parking and seating nodes near view corridors (e.g. south of El Portal Drive), at Palisades Park (additional seating and bicycle parking), and coastal access trail connections. Additionally, the Intersection with El Portal Drive has been identified as a potential location for public art.

At the southern segment, in the interim condition, pedestrians would share the multi-use trail, without a buffer from the street.


Key Map: Shell Beach Road, City Limits to Spyglass Drive

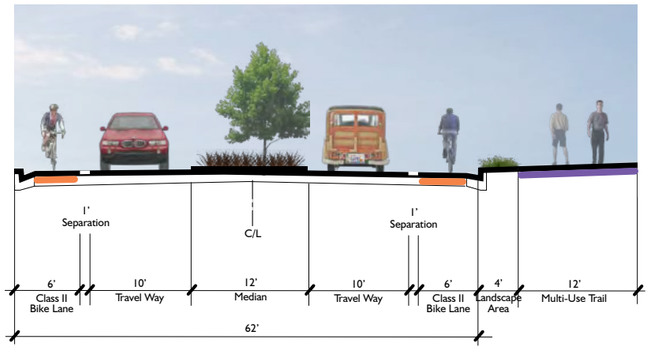


Section A-A



Section B-B

The ultimate condition would include a separated multi-use trail on the west side, with a minimum width of 8' and a 12' width where the right-of-way can be obtained in order to accommodate it.

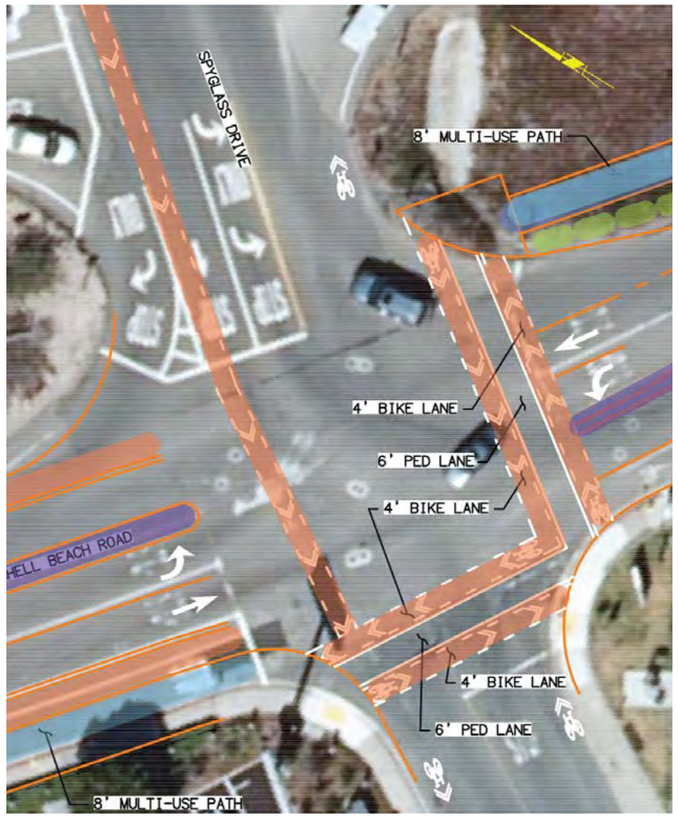


Section B-B Ultimate Condition

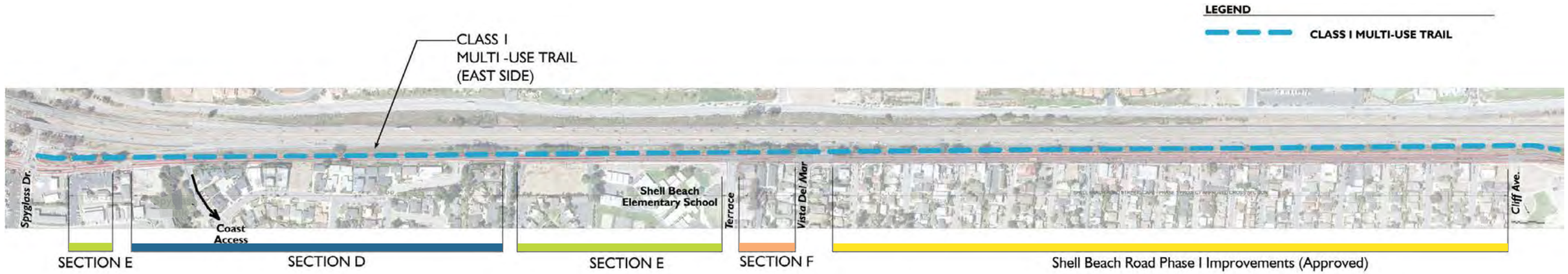
Class II bike lanes will extend the entire length of this segment. In addition to Class II pavement markings, a colored surface could increase visibility of the bike lanes.

At the Spyglass Drive intersection, multi-use trail users will cross two legs of the intersection. At this location, recommended enhancements include Class II bike lane striping east of the intersection, signage directing serious cyclists to the Class II bike lanes on Mattie Road, and marked bicycle crossings separated from pedestrian crosswalks.

ENLARGEMENT AREA A

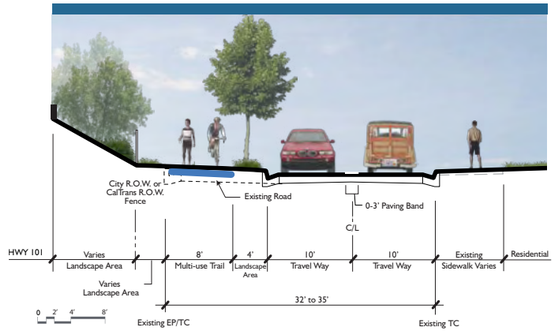


Spyglass Intersection Crossings



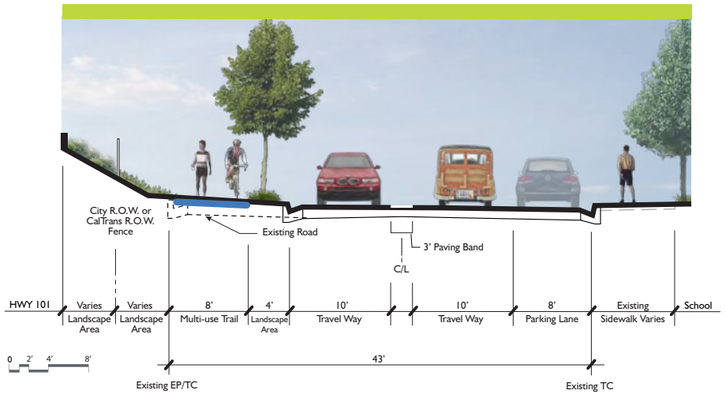
SHELL BEACH ROAD: SPYGLASS DRIVE TO CLIFF AVENUE

In this segment, there is an approved Phase 1 Shell Beach Road Streetscape plan, covering the 18 blocks between Vista Del Mar Avenue and Cliff Avenue. This plan includes an 8' wide multi-use trail on the east side of Shell Beach Road, separated from the roadway by 4' of landscaping.

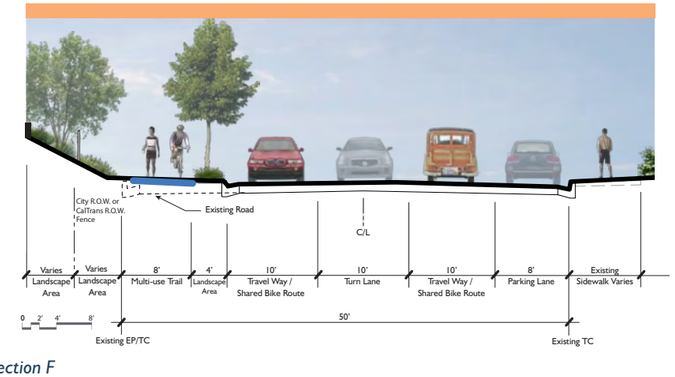


Section D

Between Spyglass Drive and Vista Del Mar Avenue, it is recommended that the multi-use trail also be aligned on the east side of Shell Beach Road, to connect with the approved Phase 1 trail. The trail has no crossing conflicts on this side of the road, and there is adequate width to continue the approved configuration through the rest of this segment. Advanced cyclists may continue to use the travel lanes of Shell Beach Road as Class III bike routes, which should be marked with shared lane markings or other Class III indicators.

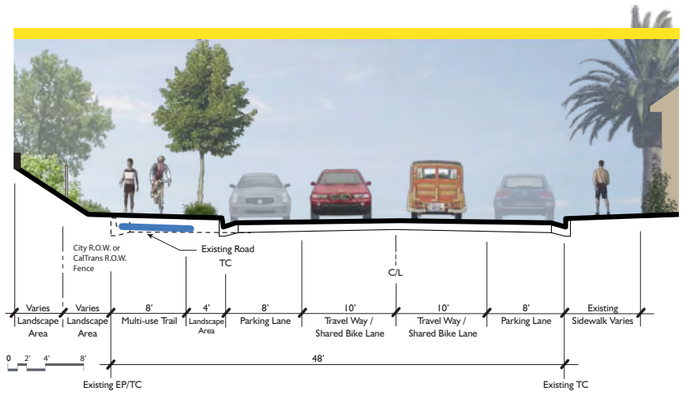


Section E



Section F

Approved Phase I PLan



Approved Phase I Section

Key Map: Shell Beach Road, Spyglass Drive to Cliff Avenue

In addition to providing an east-side multi-use trail with landscape buffer, gaps in the west side sidewalk should be closed, and improvements should be made where the sidewalks are of substandard width (less than 5') or do not meet ADA requirements. The most primary area for sidewalk construction and improvement is between the Fire Station and Coburn Lane.

Bus stop locations, generally preferred on the far side of the intersection, will be determined on a case by case basis as projects are implemented.

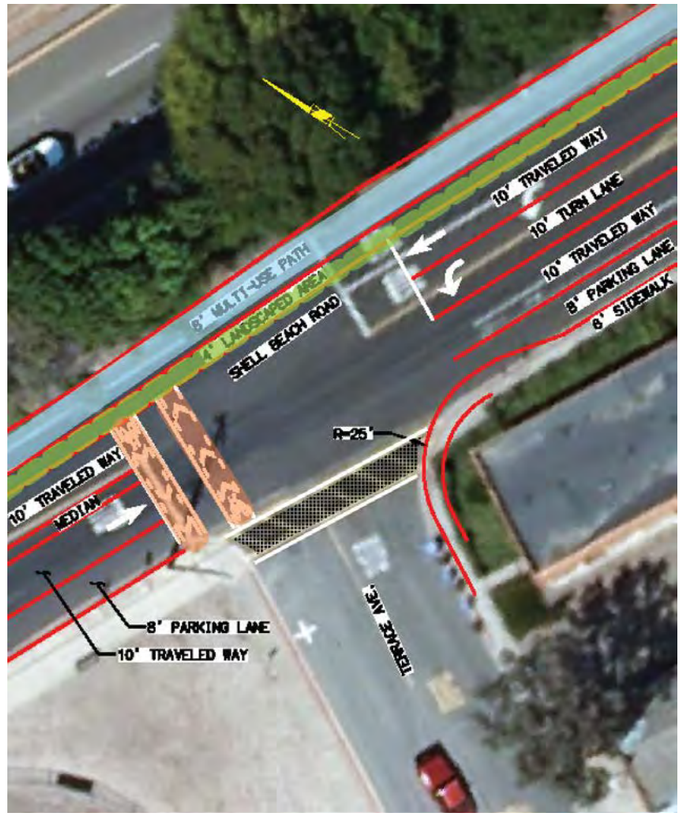
Enlargement Area C

At Terrace Avenue, intersection improvements are recommended. The southwest corner sidewalk should be widened to provide safe passage and to meet ADA requirements. The crosswalks across Terrace Avenue should be highlighted with a decorative paving treatment. The crosswalk across Shell Beach Road should be marked to indicate separate crossing areas for bicycles and pedestrians, as it will be primarily used by cyclists crossing from the multi-use trail.

Enlargement Area D

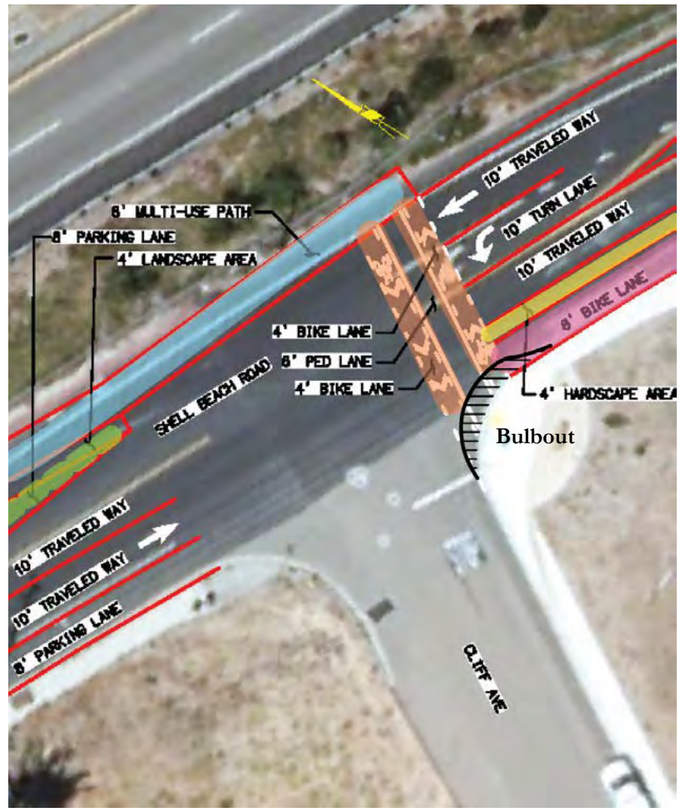
Due to the change in conditions and constraints along the Price Street segment of the Corridor, continuation of the 8' wide separated Class I multi-use trail is not feasible south of Cliff Avenue. The Cliff Avenue intersection will become an important transition point. At this intersection, 3-way stop signs are recommended, and crossings could be enhanced as recommended in previous sections – with markings delineating separate crossing areas for bicycles and for pedestrians.

ENLARGEMENT AREA B



Enhanced crossings and sidewalk/bulb-out at Terrace Avenue

ENLARGEMENT AREA C



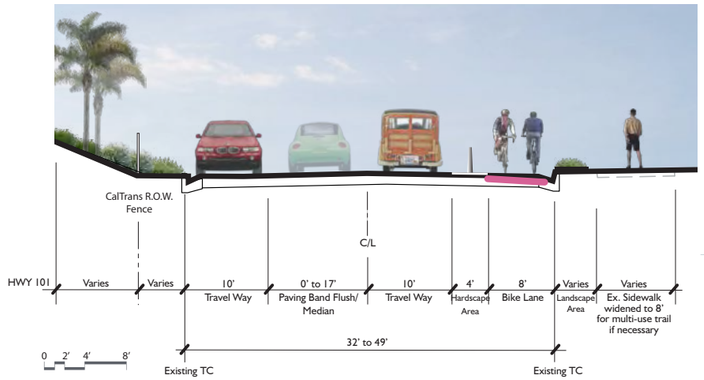
Cliff Avenue crossing to west side trail at Price Street

PRICE STREET: CLIFF AVENUE TO DOLLIVER STREET (2 ALTERNATIVES)

Price Street is constrained by the proximity of Hwy. 101 on the east, and in some locations, by the cliffs on the west. It also provides the opportunity to connect with the Class I Coastal Trail at Dinosaur Caves Park and behind the Best Western Hotel. In some stretches, the Price Street widens sufficiently for intermittent landscapes medians, which calm traffic and add visual interest to the street. Turn pockets would be maintained in this area for access to west side hotel driveways, parking lots and several short streets at the southern end.

Two alternatives are proposed for this segment. The City will work with Caltrans to determine the preferred alignment in this segment. The City will also coordinate with Caltrans to determine appropriate signage, paving material or texture changes and pavement markings to improve cyclist visibility, as well as locations for parking or pedestrian/bicycle amenities on the east side of Price Street, especially where the available space widens at ramp locations.


Key Map: Price Street from Ciff Avenue to Dolliver



Two-Way Bike Lane Alternative: Section

Two-Way Bike Lane Alternative: 8' Separated Bike Lane on West Side of Price Street

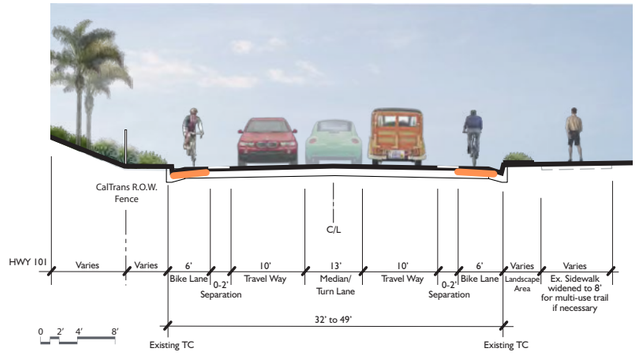
This configuration creates a two-way bike lane on the ocean side of Price Street, separated from vehicular traffic by a hardscape or raised element. In most cases, this would allow the existing sidewalk to be maintained for pedestrian use. This exclusive bike lane could also connect with the fully separated multi-use Coastal Trail at the northern end of this segment, providing the casual cyclists with a safe and scenic alternate route.

Advantages:

- Two-way bike lane on the west side avoids conflicts with freeway on and off-ramp traffic in several locations.
- Destinations for casual cyclists are all on the west side in this segment, including connections to alternate scenic Class I Coastal Trail, Dinosaur Caves Park, coast access, and hotels.
- West side has scenic viewpoints and potential locations for resting spots.
- Advanced cyclists could still use vehicular travel lane.

Disadvantages:

- Several potential conflict points where hotel driveways enter roadway from lower grade, with reduced visibility. (Proper signage could mitigate this.)
- Several street crossings at the southern end, but with low traffic volumes.
- The route of travel for casual bicyclists switches sides of the street at Cliff Avenue.
- If a pinch point reduces the width of the bike lane to less than 8 feet, not including the gutter pan, a design exception would be required from Caltrans.



Class II Bike Lanes Alternative: Section

Class II Bike Lanes Alternative: Class II Bike Lanes on Both Sides of the Street

This configuration widens the current Class II bike lanes through the segment. The lanes are delineated by markings, but not physically separated from the vehicular travel lanes. Where widening the northbound bike lane would encroach into the Caltrans "clear recovery zone" from Hwy. 101, it would be necessary to obtain a design exception from Caltrans allowing a physical barrier between Hwy. 101 and the bike lane.

Advantages:

- This is a familiar configuration, enhancing the current conditions.
- Northbound cyclists connect directly with the multi-use trail along Shell Beach Road.

Disadvantages:

- Although the lanes are wider, there is less separation from vehicular traffic.
- Northbound cyclists face conflict points at freeway on and off-ramps, and at Mattie Road.
- Southbound cyclists face conflict points at hotel and parking lot driveways and several street crossings.
- Northbound cyclists must cross Price Street to access coast or other destinations in this stretch.
- Extra construction costs could be required to maintain adequate safety clearance / barrier from Hwy. 101. Depends on Caltrans granting of a design exception for construction of barrier.
- Difficult crossing to access northbound bike lane from Dolliver Street.

ENLARGEMENT AREA D

Enlargement: Coastal Trail connection to separated bike lane

ENLARGEMENT AREA E

Enlargement: Markings where Class II Bike Lane crosses Hwy. 101 off-ramp

There is the potential for a roundabout at the Price Street/Dolliver Street/ Hwy. 101 off-ramp, which would create a visual gateway while improving safety, calming traffic and facilitating traffic flow. A roundabout could greatly simplify and calm traffic circulation at this difficult intersection. It could create a visual landmark as well, incorporating public art, decorative planting, welcome arches or other features. A roundabout at this location could work with either of the proposed alternatives alignments along Price Street. As shown in the figure to the right, prominent crosswalks with pedestrian refuges, and a Class I multi-use trail in place of the existing sidewalk, would allow cyclists and pedestrians to safely navigate the round-about, and connect with on-street bike lanes on Price and on Dolliver.

Example: Morro Bay Blvd. roundabout

Roundabout examples

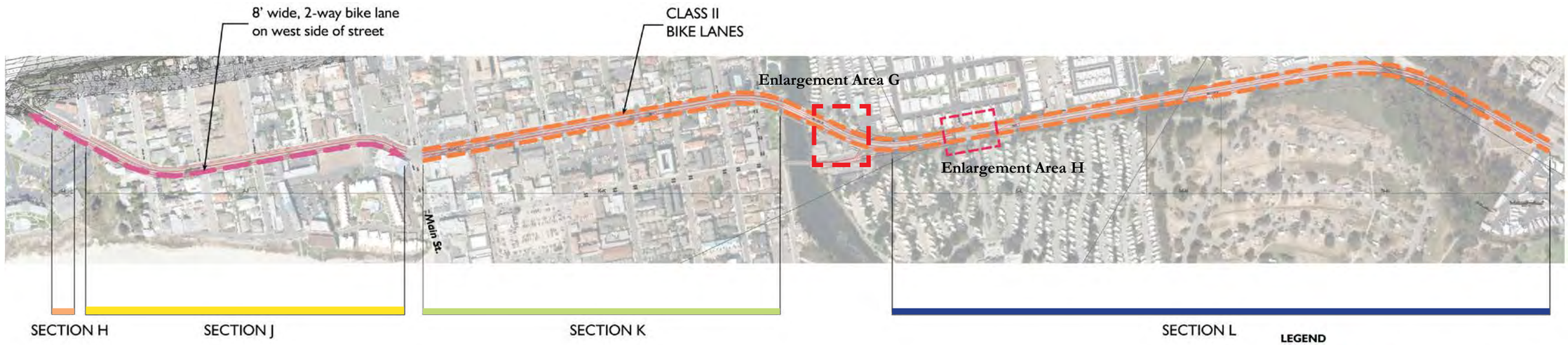
ENLARGEMENT AREA F

Roundabout Approach	Turning Movement		
	Through	Left	Right
NB Dolliver St	-	WB-50	City Bu
NB Price St	WB-50	WB-50	-
SB 101 Off-Ramp	WB-50	WB-50	City Bu
SB Price St	WB-50	-	WB-5

Peak Hour Traffic Volume

Roundabout Approach	Turning Movement					
	Through		Left		Right	
	AM	PM	AM	PM	AM	P
NB Dolliver St	-	-	104	265	15	2
NB Price St	109	126	15	20	-	
SB 101 Off-Ramp	38	244	67	83	7	
SB Price St	125	167	-	-	109	1

Enlargement: Roundabout at Price / Dolliver / Hwy. 101 off-ramp

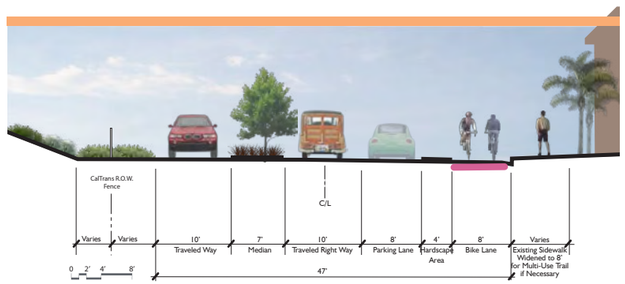


DOLLIVER STREET: PRICE STREET TO GROVER BEACH

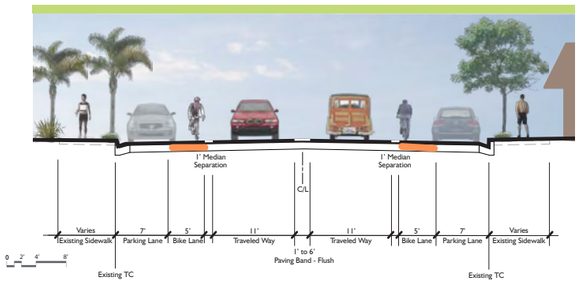
From Price Street to Main, a two-way 8' bike lane, separated from vehicle traffic, is recommended on the west side of the street. This configuration allows the casual rider to be physically separated from vehicle traffic, and provides room for a landscaped median at the northern end of this segment. Pedestrians would continue to use the existing sidewalks. In this area, additional street trees and decorative lighting would give a sense of enclosure and interest to the street.

From Main Street south, Class II bike lanes continue to the southern City limits. Toned asphalt can highlight the bike lanes, making them more visually prominent and more apparent to the vehicles travelling on Dolliver. Because Dolliver - State Route 1 - is the main thoroughfare through the pedestrian core of Pismo Beach and carries high volumes of traffic, it is

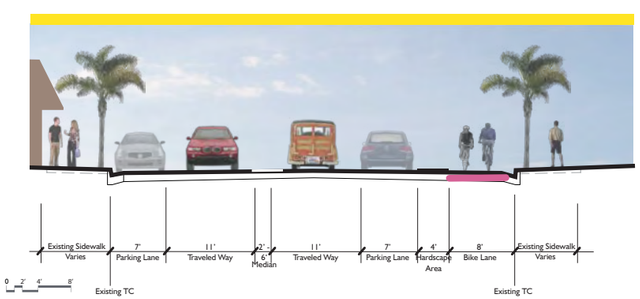
Key Map: Dolliver Street: Price Street to Grover Beach



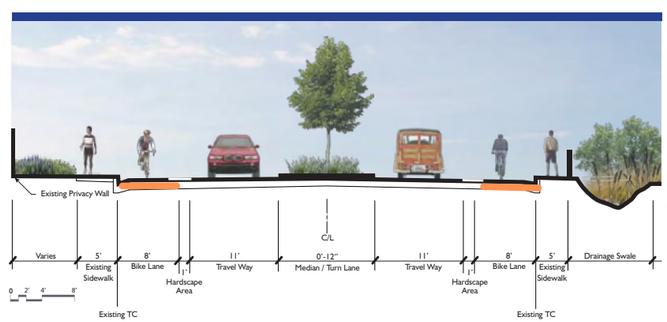
Section H: 8' separated two-way bike lane with median, parking one side



Section K: 5' Class II bike lanes



Section J: 8' separated two-way bike lane with hardscape median, parking both sides



Section L: 8' Class II bike lanes and landscaped medians

Photosimulation of downtown Class II bike lanes with bulb outs

recommended that casual cyclists have options on more bicycle-friendly streets. For this reason, it is proposed that Main Street, Pomeroy Avenue, Hinds Avenue and Addie Avenue be clearly designated with signage and pavement markings as Class III bike routes, connecting with signed and marked Class III bike routes along Cypress Street and the Promenade. Cypress Street connects back to Dolliver, south of Pismo Creek. The Cypress Street Bridge across Pismo Creek gives cyclists a comfortable alternative to the bridge at Dolliver Street, with much less vehicular traffic. The network of Class III bike routes near Pismo Creek also allow for future connections to the Pismo Creek Trail, currently in planning stages. In the downtown area, advanced cyclists would continue to use the Class II bike lanes on Dolliver Street.

Pismo Beach's downtown is its pedestrian core. To enhance the Corridor's walkability in this area, it is suggested that bulb-outs, decorative crosswalks, additional landscaping for interest and shade, and additional pedestrian amenities such as benches be provided. Bulb-outs at corners

Key Map: Dolliver Street: Price Street to Grover Beach

Bike Routes in Downtown Area

calm traffic, decrease the crossing distance, give pedestrians more space while waiting to cross, and provide opportunities for additional landscaping, amenities or public art. Bulb-outs along the Dolliver Street frontage may provide safer pedestrian crossings. Because Caltrans generally requires that bulb-outs be a minimum of 20' in length, there would be a loss of some on-street parking where bulb-outs are installed.

South of Pismo Creek, Dolliver Street has a generous right of way (100 feet), which is sufficient space for wide bike lanes, sidewalks, and landscaped medians. Between the Cypress Street Bridge and the signalized intersection of Dolliver Street and Village Drive, a 12' wide multi-use path would provide a safe route to the downtown for seniors who use NEV's ("neighborhood electric vehicles"), as well as for casual cyclists. Generous 8' wide bike lanes can be accommodated between Pismo Creek and the southern city limits. Landscaped medians of up to 12' in width visually scale the street and calm traffic. On the east side of the street, gaps in the sidewalk should be closed as far south as Pismo Dunes Travel Trailer Park. On the west side of the street, existing sidewalks and the Meadow Creek Trail take pedestrians as far as the City limits.

ENLARGEMENT AREA G

Bicycle and Pedestrian Circulation at Cypress Street Area

ENLARGEMENT AREA H

Signalized Bicycle and Pedestrian Crossing at Club Drive

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5. ELEMENTS

STREETSCAPE COMPONENTS:

The streetscape components are the building blocks of a "complete" street. They can be used to unify the corridor, as well as distinguish key activity nodes. Successful treatment should reflect the unique Pismo character, creating a memorable place which can enhance economic sustainability. The complete street should encourage bicycle and pedestrian walkability activity.

TRAFFIC CALMING:

MEDIANS

An effective traffic calming strategy is to visually narrow the street. This can be accomplished by installing medians where there is sufficient width to do so. Along the Corridor, the roadway widths and conditions vary. In some locations, wide landscaped medians are possible, while in other segments, narrow planted medians or paved medians would enhance the street and narrow the road. The following sections in this chapter also discuss elements that narrow the street and create visual and physical traffic calming components.

Medians visually narrow the street

Medians can create pedestrian refuges

Drought tolerant planting can be used

Narrow medians can be landscape or hardscape

BICYCLE ACTIVITY ENHANCEMENT:

MULTI-USE TRAIL (CLASS I) PROVIDES CORRIDOR EXCLUSIVITY FOR BIKE AND PEDESTRIAN USE SEPARATED FROM THE STREET.

Width :
Paths should be at least 8' in width and include 2' graded shoulders on either side. A wider path may be substituted for the graded shoulders. All obstructions (including poles, benches, and architectural elements) should be at least 2' from the edge of pavement.

Lateral Separation:
There should be at least 4' of lateral separation between the edge of the paved path and the edge of the roadway (typically the face of curb). A path's graded shoulder may be counted as part of this lateral separation. A vertical barrier may be used in lieu of the lateral separation.

Other:
Emphasize landscaping, way-finding signage and seating areas along path to encourage use.

Class I trail at Avila

Class I trails for multiple use levels

Class I trail with directional separation

BIKE LANES (CLASS II) DESIGNATES A SPACE FOR THE EXCLUSIONARY USE OF BICYCLES WITH PAVEMENT MARKINGS AND SIGNAGE.

Width:
The desirable bike lane width adjacent to a curb face is 6 feet. The desirable ridable surface adjacent to a street edge is 4 feet, with a minimum width of 3 feet. With parallel parking, the bicycle lane must be at least 5' wide and the parking lane at least 7' wide. Where feasible, use 8-9' parking lanes adjacent to 6' bicycle lanes to reduce the risk associated with the door zone.

Wherever possible, minimize parking lane width in favor of increased bike lane width. The desirable bike lane width adjacent to a guardrail or other physical barrier is 2 feet wider than otherwise in order to provide a minimum shy distance from the barrier. Bike lanes should be made wider than minimum widths wherever possible.

Class II bike lane separated by striping

Class II bike lane separated by striping & bollards

Class II bike lane separated by raised curb

Markings:
Ideally, bike lane should be a separate color, not just stripped. The use of a blue colored bike lane would not only increase visibility of bike lane, but also visually unify the corridor and reinforce the unique Pismo image.

Bicycle lane word and/or symbol and arrow markings are to be used to define the bike lane and designate that portion of the street for preferential use by bicyclists

The bicycle symbol and arrow stencil shall be placed in the bicycle lane on the far side of each intersection. Uses of the bicycle symbol rather than the "bike lane" stencil because the symbol is more intuitive and does not require familiarity with the English words. When possible, encourage cyclists to ride outside of the door zone by locating the bicycle symbol to the left side of the bicycle lane (leaving 4" from the symbol edge to bicycle lane stripe). To minimize maintenance, locate the bicycle symbol and arrow stencil approximately 15' beyond the curb return of the intersection and thereby outside the path of turning vehicles. Bicycle lanes should be continuous from one intersection to the next.

When placed adjacent to parking, a solid white line marking of 4 inch width should be used between the parking lane and the bike lane to minimize encroachment of parked cars into the bike lane. If sufficient space exists, separation should be provided between bike lane striping and parking boundary markings to reduce door zone conflicts. Lane striping should be dashed through high traffic merging areas.

Other:
Gutter seams, drainage inlets, and utility covers should be flush with the ground and oriented to prevent conflicts with bicycle tires.

Class II bike lane distinguished by colored paving

Blue colored paving has "beach town" feeling

SEPARATED TWO-WAY BIKE LANES:

Two-way bike lanes allow bicycle movement in both directions on one side of the road. They are protected from motor vehicular traffic with a vertical barrier.

Width:
The desirable two-way lane width is 12 feet. Minimum width in constrained locations is 8 feet.

Separation:
The bike lane should be separated from the auto travel lane with a raised median or a curb. In the absence of a raised median or curb, the desired width of the painted buffer is 3 ft. The buffer space should be used to locate bollards, planters, signs or other forms of physical protection. Tubular markers may be used to protect the bike lane from the adjacent travel lane. The color of the tubular markers shall be the same color as the pavement marking they supplement. A dashed yellow line should be used to separate two-way bicycle traffic and to help distinguish the bike lane from any adjacent pedestrian area. To avoid confusion, provide a sight triangle of 20 feet to the bike lane from minor street crossings, and 10 feet from driveway crossing. Use color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the bike lane has priority over entering and exiting traffic.
Intersection traffic controls along the street (e.g., stop signs and traffic signals) shall also be installed and oriented toward bicyclists traveling in the contra-flow direction.

2-way bike lanes separated by raised curbs & hardscape

2-way bike lanes separated by raised curbs & bollards

2-way bike lanes separated by raised curbbollards

Markings:
Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a bike lane and at periodic intervals along the facility to define the bike lane direction and designate that portion of the street for preferential use by bicyclists. A "DO NOT ENTER" sign with "EXCEPT BIKES" plaque shall be posted along the facility to only permit use by bicycles.

Other Considerations:
Driveways and minor street crossings are a unique challenge to 2-way bike lane.

BICYCLE BOULEVARDS (CLASS III):

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to prioritize bicycle use.

Wayfinding signage and sharrow pavement markings should be provided on bicycle boulevards. Pavement markings and identification/wayfinding signs provide a strong visual identity for the street and designate the corridor as a bicycle route. Where feasible, modify stop signs to prioritize bicycle travel and improve bicycle safety along the bicycle boulevard. In particular, minimize the number of intersections where cross traffic does not stop.

Class III bike routes marked with "sharrows"

OTHER CONSIDERATIONS TO CREATE BIKE-FRIENDLY STREETS:

Parking:
Diagonal Parking: The common form of diagonal parking (head-in/back-out) is incompatible with bicycle lanes and a general source of conflict with bicyclists. When backing out, drivers have limited views of oncoming traffic and bicyclists riding on the right side of the travel lane have little time to react. Avoid head-in/back-out diagonal parking adjacent to bicycle lanes and minimize its use on designated bikeways. Back-in/head-out diagonal parking eliminates bike conflicts. Drivers pulling out of such parking spaces can readily see oncoming traffic and make eye contact with approaching bicyclists.

Parallel Parking: Parking space markings (often called parking T's) are typically used to delineate curbside parallel parking spaces. Parking T's that extend two or more feet into the bicycle lane help mark the door zone. The bicycle symbol and arrow should be placed along the left side of the bicycle lane to encourage good bicyclist positioning. By placing the bicycle symbol away from the curb return, the symbol will require less maintenance because it is out of the path of turning vehicles.

Intersection Treatments:
Designs for bicyclist intersections should reduce conflict between bicyclists and vehicles by heightening the level of visibility, denoting a clear right-of-way, and facilitating eye contact and awareness with competing modes. Intersection treatments can resolve both queuing and merging maneuvers for bicyclists, and are often coordinated with timed or specialized signals.

The configuration of a safe intersection may include elements such as color, signage, medians, signal detection, and pavement markings. Some tools to improve intersections:

Intersection Crossing Markings:
Bicycle pavement markings through intersections indicate the intended path of bicyclists through an intersection or across a driveway or ramp. They guide bicyclists on a safe and direct path through the intersection, and provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane Chevrons or images of helmeted bicyclists, colored paving, bold dashes or combination, may be used for increased visibility across intersections. Placement shall be in the middle of the moving lanes, and close to crosswalks.


Pedestrians and bicycles separated

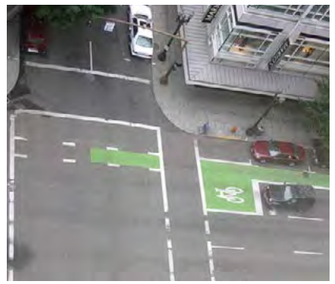

Crossing clearly marked for bicycles

Traffic Signals:
Where feasible, traffic signals should accommodate bicyclists by providing (a) bicycle actuation (with loop detectors or video detection); and (b) an adequate clearance interval for cyclists to clear intersections.

Bike Boxes (Advance Stop Lines) :
This treatment may be used to improve the visibility and positioning of bicyclists at signalized intersections with heavy turning movements. It uses an advance stop line to create a "box" between the crosswalk and where motor vehicles stop at a red traffic signal. During the red phase, bicyclists are allowed to proceed to the head of the queue and position themselves in the bike box for their desired movement through the intersection. During the green phase, bicyclists use the standard lanes that correspond to their respective movements. Bike boxes may be marked with bicycle stencils, color pavement, and/or regulatory signage indicating that drivers must stop behind the advance stop line while bicyclists may stop in the bike box.

Combined Bicycle Lane/Right-Turn Lanes:
This design applies to intersection approaches where a dedicated right turn lane is deemed necessary and there is not adequate right-of-way to continue the bicycle lane along the left side of the right turn lane. In such cases, the bicycle lane often ends before the intersection to accommodate the turn lane. This approach creates difficult situations for cyclists who must either merge left into the adjoining travel lane or proceed straight through the turn lane and thus violate the law. In contrast, the combined bicycle lane/right-turn lane allows bicyclists to legally proceed straight by delineating these overlapping movements with specific striping and signage.


Bike box and designated bike crossings


Bike box and designated bike crossings


Bike box keeps cars back


Bike lane at turn zones

Bike Racks:
The bicycle is a viable means of transportation when physical accommodations ensure that people's trips are safe and convenient and that their property is secure. Every bicycle trip includes the route of travel and the facilities at the destination. Bicycle parking is critical because many people's decision to bicycle is affected by security concerns for their property.

Long-term Bicycle Parking serves people who frequently leave their bicycles at the same location for the day or overnight. Examples include commuters parking their bicycles at work, school, or transit and residents parking their bicycles at home. These facilities should provide superior security and protection from the weather. Long-term bicycle parking might include bicycle lockers or cages. Long-term parking would not be provided in the right-of-way. Property owners should be encouraged to provide long-term bike parking for their employees.

Short-term Bicycle Parking serves people who leave their bicycles for relatively short periods of time, typically for shopping, recreation, eating, or errands. The parking must be conveniently located at the destination to effectively serve these short trips. Bicycle racks allow cyclists to securely lock their frames and wheels to a fixed object. The racks are secured to the ground and should be located in visible areas with significant foot traffic.

Bicycle Racks should be located within 50 feet (and no more than 120 feet) of the destination they serve. They should be placed in a visible area with significant foot traffic and, if possible, under an awning to provide protection from the weather.

Rack Type: The current City of Pismo Beach standard family of bike racks are the locally and sustainably manufactured Peak Racks. These racks come in a range of styles and sizes, appropriate for a variety of site conditions.

Rack Clearance: Racks should be located with at least 30" of clearance in all directions from all vertical obstructions, including other racks and landscaping. Clearances should be as follows:

5' from:
- Fire Hydrant

4' from:
- AC Transit Red Zone
- Loading ZoneBlue Zone (disabled parking)
- Curb Ramps
- Crosswalk

3' from:
- Newspaper Racks
- US Mailbox
- Light Pole
- Sign PoleBus Shelter
- Driveway
- Surface Hardware (utilities)
- Street FurnitureStandpipes
- Bus Benches
- Trash Cans
- Other sidewalk obstructions

18" from:
- The Curb

Other: Bike racks may present an opportunity for public art if bike security feature is retained

PEDESTRIAN WALKABILITY ENHANCEMENT:

SIDEWALKS:
Sidewalks consist of both passage zone and the buffer zone. The through passage zone is the paved part of the sidewalk pedestrians use. This zone should be wide enough to accommodate different walking speeds and shared use by people with mobility aids. It should also be proportionate to street size and pedestrian volumes. Sidewalks all require a buffer zone to accommodate above ground public infrastructure including street furniture, lampposts, street trees, and signs. Locating this infrastructure in the buffer zone prevents it from encroaching on the through passage zone. The buffer zone also creates an important transition between pedestrians and motor vehicles by providing a horizontal separation and a vertical buffer. Vertical elements like utility poles, signs, parking meters, and street trees improve pedestrian safety and comfort. The City standard of a 5' wide sidewalk should be considered a minimum width, to be expanded where the right-of-way allows.

Sidewalk Materials:
Paving materials should be consistent, durable, accessible to people using mobility aids, and smooth enough for passage but not slippery. The concrete should be textured for safety. In pedestrian activity areas, painted curbs should be textured to ensure traction. To support pedestrians, cyclists, and joggers, trails may be constructed of asphalt, crushed granite, or bark mulch. However, concrete is the preferred paving material. Special paving may occur in Shell Beach or downtown commercial areas to give them a distinctive identity. Acceptable materials include brick or concrete pavers, stained or scored concrete, stone and granite if they provide a consistently smooth travel surface and good traction. The careful selection of such materials for contrasting colors or textures can assist with placemaking.

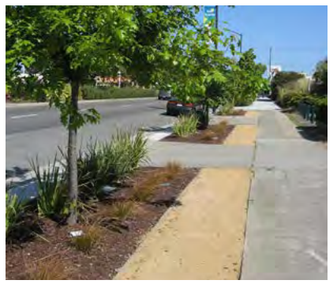

Space efficient, locally manufactured bike racks


Bike "corral" in a parking lane


Bike racks can be public art


Sidewalk paving can show character


Shell theme could be incorporated


Decomposed granite provides a jogging surface

CROSSWALKS:

Safe and frequent pedestrian crossings are a basic building block of the pedestrian infrastructure. A crosswalk is an area of roadway designated for pedestrian crossings and is a continuation of the sidewalk across an intersection. Street crossing can be made more comfortable for pedestrians by:

Bulb-outs:
Bulb-outs reduce the crossing distance for pedestrians, increase visibility for motorists and pedestrians, prevent illegal parking at corners, and provide additional room for people waiting to cross the street. The added space may also be used for street furniture like benches, bike racks, and street trees. Bulb-outs are also important for accessibility because they provide space for curb ramps, crossing buttons, and a safe waiting area. Bus bulb-outs provide space for bus shelters and increase the pickup and drop off efficiency of transit. Tree bulb-outs can be used where sidewalks would otherwise be too narrow for plantings. Bulb-outs can be used at mid-block crossings. All bulb-outs should extend into the street no further than the edge of the travel or bike lane.

Raised Crosswalks:
Raised crosswalks provide a continuous street crossing for pedestrians at sidewalk level and can enhance pedestrian crossing. They additionally work like speed humps to slow motor vehicle traffic at crosswalks. While eliminating the need for curb ramps, raised crosswalks should be marked or textured so that persons with visual impairments are able to identify the street.

Crosswalk Paving:
Crosswalks may be marked with paint, reflective tape, signs, and/or lighting. High contrast crosswalk striping also helps people with visual impairments to cross streets. Striping should correspond to the width and location of sidewalks. For improved wayfinding, crosswalk edge stripes can be slightly raised for people using canes. Be further marked with distinctive paving materials, colors, or textures. Concrete is preferred over brick for its durability. Concrete may be stained or embossed with patterns to give crossings in a particular area a distinctive feel. Textures should be selected to provide a smooth travel surface and good traction.

ADA Upgrades:
To comply with ADA regulations, all streets with sidewalks and curbs or other barriers must have curb ramps at intersections; and if an obstruction in a walkway reduces the clearance to less than 36", the obstruction should be removed.

To enhance pedestrian safety at intersection, consider:

1. Upgrade crosswalk markings to high visibility.
2. Install Stop Lines four feet in advance of the crosswalks, to help position motorists back of the crosswalk when stopped.
3. Add ladder stripes or textured pavement within crosswalk
4. Add Advance Pedestrian Warning signs on approaches to crosswalk
5. Add advance pavement marking
6. Add standard white pedestrian stanchions
7. Add better lighting
8. Add pedestrian actuated flashing beacon OR in-pavement flashing crosswalk
9. Add curb extensions / bulb-outs
10. Install pedestrian signal

Raised crossings could slow traffic in the downtown

Decorative patterns can show local character

Flashing beacons are appropriate at some locations

Change in materials highlights pedestrian zone

Examples of bulb-outs, with seating and planting

Change in materials emphasizes crossing

Colored paving increases visibility

High visibility crossings at unsignalized locations

Entire Corridor should be ADA compliant

SITE FURNISHINGS:

The Shell Beach Road Streetscape Phase 1 Master Plan identifies a vocabulary of street furniture for benches, pedestrian lights and litter receptacles. The Pismo downtown streetscape around Dolliver Street and Pomeroy Avenue also begins to introduce a vocabulary of street furnishings, including palm tree planting, decorative street lights and trash receptacles. As the Shell Beach Improvement plans are developed, the selections will be based on numerous factors, such as durability, costs and consistency with Pismo character. While some furnishings, such as benches or bike racks, may be selected to distinguish Shell Beach from downtown. In fact, the design of these elements can be an opportunity to incorporate public art. Other elements (lighting, color of bike path, way-finding signage system) should be consistent to unify corridor, promote use and facilitate long-term maintenance. In the complete streets workshops, participants emphasized use of materials which celebrate the unique character of Pismo (setting, culture, history) and incorporate sustainability.

Lighting:

Pedestrian-scale lighting improves walkability by illuminating sidewalks, crosswalks, curbs, curb ramps, and signs as well as barriers and potential hazards. From the pedestrian's point of view, frequent lampposts of lower height and illumination are preferred over fewer lampposts that are very tall and bright. Pedestrian-scale lighting should be used in areas of high pedestrian activity.

Pedestrian-scale lighting and motor vehicle-scale lighting each should be provided as a complement to each other to ensure that both sidewalks and travel lanes are effectively illuminated. Pedestrian-scale lighting may be installed between existing lampposts. They must be located at least ten feet from the full growth canopy of adjacent trees. Light fixtures should be designed to direct lighting onto the sidewalks. The installation of new lighting should take into account potential overflows that may adversely affect adjacent residents or hotels.

Way-finding Signage:

The use of signage for pedestrians to aid in wayfinding can enhance walkability of streets. These signs shall include of a distinctive logo and directional guidance to locate destinations. Pedestrian signage should comply with the criteria for character proportion, height, and contrast specified by the Manual on Uniform Traffic Control Devices and the Americans with Disabilities Act Accessibility Guidelines.

Street Furniture:

Street furniture includes benches, trash and recycling receptacles, bike racks, newspaper boxes, drinking fountains, information boards, kiosks, artwork, signs, bus shelters, and other items used by pedestrians. These features humanize the scale of a street and encourage pedestrian activity. Street furniture should be placed in the buffer zone to maintain through passage zones for pedestrians. Bus shelters should be designed and located to encourage transit use with clearly displayed bus schedules and city maps for way-finding.

Planting:

Trees are a dramatic street improvement that create an attractive visual and psychological separation for pedestrians between the sidewalk and the roadway. Trees may also encourage drivers to move through an area more slowly. They can be located in the buffer zone to provide sidewalk shading or placed between on-street parking spaces in tree bulb-outs where sidewalks are narrow. Tree wells can be filled with decomposed granite or tree grates which meet ADA standards.

Plant selections should consider maintenance requirements and appropriateness to the public setting. Avoid plants that produce excessive litter, are disease-prone, or attractive to pests. Avoid allergy inducing and poisonous plants. Water conserving plant materials shall be incorporated into the landscaping to the greatest extent possible. Group plant material with similar water requirements into hydrozones in order to facilitate irrigation and conserve water. Maximum slope of shrub areas shall be 3:1 (30%).

Public Art:

Public art can add interest along the corridor for cyclists and pedestrians. In some locations, such as a potential roundabout, public art would be more appropriately scaled for view from a vehicle. Public art can emphasize the Pismo Beach image and identity, and encourage visitors to get out of their cars to enjoy and interact with the art. It has also been a goal of the City to support and incorporate public art.

Caltrans Interface:

Highway 101, as it passes through Pismo, is a scenic corridor. It is important to retain views from the Highway to the ocean. The City has a current plan to enhance landscape treatment at off-ramps and undercrossings along the corridor. Where bike lanes, sidewalks or a multi-use trail abut Caltrans property, landscaping can be used to enhance the interface if views are retained.

The City will work with Caltrans to determine appropriate treatments within Caltrans rights-of-way, including the alignment along the Price Street segment, and the specific improvements to be implemented along Dolliver Street (Highway 1). Caltrans participation and oversight is further discussed in the Introduction to this Plan.

Wayfinding signage for pedestrians and cars


Site furnishings for comfort and convenience


Street trees in decomposed granite for ADA compliance

Bulb-outs for planting in the parking lane


Rain gardens manage stormwater

6. COSTS AND FUNDING:

The Pismo Beach Complete Street Plan provides a framework for designing and constructing improvements and enhancements that will be implemented incrementally over time as opportunities arise and funding or partnerships become available. The costs presented are preliminary, and will be adjusted as specific projects are more fully developed.

ENGINEERS' ESTIMATE
PRELIMINARY COST ESTIMATE - 20%

ITEM	DESCRIPTION	UNIT	City Limits-Spyglass	Spyglass - Cliff	Price Street		Dolliver Street	UNIT COST	City Limits-Spyglass	Spyglass - Cliff	Price Street		Dolliver Street
					2-Way Path	Class II Lanes					2-Way Path	Class II Lanes	
1	**STRUCTURAL SECTION**												
	Hot Mix Asphalt Concrete Pavement (12" deep lift)	TON	900	600	-	-	200	$ 130.00	$117,000	$78,000	$0	$0	$26,000
	Miscelaneous Curbs	LF	1,100	3,700	-	-	1,200	$ 55.00	$60,500	$203,500	$0	$0	$66,000
	PCC Sidewalk	SF	13,500	200	-	-	9,800	$ 8.50	$114,750	$1,700	$0	$0	$83,300
	AC Path	SF	15,000	30,000	-	-	4,800	$ 27.00	$405,000	$810,000	$0	$0	$129,600
	Utility relocation / adjustment allowance	LS	1					$ 60,000.00	$60,000				
	SUBTOTAL								**$757,250**	**$1,093,200**	**$0**	**$0**	**$304,900**
2	**SPECIALTY ITEMS**												
	Median Treatment (Color Surfacing)	SF	7,100	-	-	31,300	11,300	$ 10.00	$71,000	$0	$0	$313,000	$113,000
	Paving Band/Flush median (Pavers)	SF	-	5,800	37,200	1,700	4,500	$ 15.00	$0	$87,000	$558,000	$25,500	$67,500
	Hardscape Area (Pavers)	SF	-	-	27,600	-	7,400	$ 15.00	$0	$0	$414,000	$0	$111,000
	Parkway Landscaping (between curb and trail)	SF	-	14,800	-	-	24,000	$ 10.00	$0	$148,000	$216,000	$0	$240,000
	Landscaping between bikeway or trail and Caltrans ROW fence	SF	-	-	21,600	21,600		$ 10.00	$0	$0	$216,000	$216,000	$0
	Guardrail	LF	-	-	1,840	1,840	-	$ 40.00	$0	$0	$73,600	$73,600	$0
	Retaining Wall	SF	-	-	11,000	11,000	-	$ 300.00	$0	$0	$3,300,000	$3,300,000	$0
	Roundabout	EA	-	-	1	1	1	$ 500,000.00	$0	$0	$0	$0	$500,000
	Bulbouts	EA	-	-	1	-	12	$ 50,000.00	$0	$0	$50,000	$0	$600,000
	Sidewalk	SF	-	5,600	-	-	-	$ 8.50	$0	$47,600	$0	$0	$0
	Curb & Gutter	LF	-	930	-	-	-	$ 55.00	$0	$51,150	$0	$0	$0
	Enhanced Crosswalks	SF	1,200	750	-	730	6,700	$ 10.00	$12,000	$7,500	$0	$7,300	$67,000
	8' Separated Bike Lane - color surfacing	SF	-	-	85,000	-	15,000	$ 10.00	$0	$0	$850,000	$0	$150,000
	Class II Bike Lane - color surfacing	SF	52,000	-	-	127,000	69,000	$ 10.00	$520,000	$0	$0	$1,270,000	$690,000
	SUBTOTAL								**$603,000**	**$341,250**	**$5,677,600**	**$5,205,400**	**$2,538,500**
3	**DRAINAGE**												
	18" RCP, Class III	LF	5,700	3,700	7,200	7,200	400	$ 150.00	$855,000	$555,000	$1,080,000	$1,080,000	$60,000
	Catch Basin (at 300')	EA	19	12	24	24	2	$ 3,000.00	$57,000	$36,000	$72,000	$72,000	$6,000
	Storm Drain MH (at 1000')	EA	6	4	7	7	1	$ 4,500.00	$27,000	$18,000	$31,500	$31,500	$4,500
	SUBTOTAL								**$939,000**	**$609,000**	**$1,183,500**	**$1,183,500**	**$70,500**
4	**TRAFFIC ITEMS**												
	Roadway Signing and Striping	LF	5,700	3,700	7,200	7,200	8,000	$ 20.00	$114,000	$74,000	$144,000	$144,000	$160,000
	Flashing Beacons	EA	1	1	-	-	-	$ 35,000.00	$35,000	$35,000	$0	$0	$0
	Alternate Bike Route Signing and Striping	LF	-	-	-	-	728	$ 10.00	$0	$0	$0	$0	$7,280
	SUBTOTAL								**$149,000**	**$109,000**	**$144,000**	**$144,000**	**$160,000**
	SUBTOTAL (ITEMS 1-4)								**$2,448,250**	**$2,152,450**	**$7,005,100**	**$6,532,900**	**$3,073,900**
5	Contingencies (20% ITEMS 1-4)							20%	$489,650	$430,490	$1,401,020	$1,306,580	$614,780
	GRAND TOTAL (ITEMS 1-5)								**$2,937,900**	**$2,582,940**	**$8,406,120**	**$7,839,480**	**$3,688,680**

*Median landscaping unit cost does not include irrigation controllers or meters

Grading and Excavation not included

The projects described in this Complete Street Plan may be funded by a variety of federal, state and local sources. The projects may receive funding administered by the San Luis Obispo Council of Governments (SLOCOG) once they are included in the Regional Transportation Plan (RTP). Projects may also be eligible for funding administered through Caltrans Local Assistance. Funding sources and opportunities change as legislation and budgets change. The following is a sampling of current programs and sources, and is not meant to be an exhaustive list.

Federal Sources:

- Moving Ahead for Progress in the 21st Century (MAP-21)

Biking and walking improvements may be included in transportation projects including:

Highway Safety Improvement Program (HSIP), which funds safety infrastructure including bike lanes, crosswalks and signage. Funding is based on roadway safety data.

Surface Transportation Program (STP), which is flexible funding and may be used for bicycle and pedestrian enhancements.

Transportation Alternatives Program (TAP), which incorporates set-asides for the Recreational Trails Program and Safe Routes to Schools.

State Sources:

- Bicycle Transportation Account (BTA)

This account funds design and construction of bike lanes and bikeways, and installation of related facilities.

- State Transportation Improvement Program (STIP) - Transportation Enhancements (TE)

These funds may pay for bicycle, pedestrian, landscaping, public art or historic projects linked to transportation.

- Safe Routes to Schools (SR2S)

This program funds physical improvements near schools to improve safety for pedestrians and bicyclists, primarily for students in grades K-12 who walk or bike to school.

Local funding sources may include Business Improvement Districts, Landscape and Lighting Districts, Development Impact Fees, and the City's General Fund, In addition, private or grant funding may be available, from sources such as the "Bikes Belong Coalition, Ltd.," which provides Community Partnership Grants for bicycle facilities.

PISMO BEACH COMPLETE STREET PLAN
APPENDICES

MARCH 2013

APPENDIX A - WORKSHOPS

GATES+
ASSOCIATES

PISMO BEACH COMPLETE STREET PLAN
AGENDA: Community Workshop, May 21, 2012

Pismo Coast Village Clubhouse

Purpose: To gather input about how to improve Shell Beach Road (north), Price Street and Dolliver Street for pedestrians, bicyclists and motorists.

1. Welcome & Introductions
    - Introductions
    - Project overview
    - Workshop expectations
2. Complete Street Presentation
3. Workshop Stations
    - Gateway / Shell Beach Road
    - Price Street
    - Downtown - Dolliver Street
    - Lower Dolliver Street
    - Bikeways and crossings
4. Sharing the big ideas – station summaries
5. Next Steps

2671 Crow Canyon Rd, San Ramon, California 94583. Phone: (925) 736-8176 Fax: (925) 838-8901


TO BOB JONES TRAIL
POTENTIAL CROSSING TO COURTS
POTENTIAL CROSSING FOR COAST ACCESS
COAST ACCESS
POTENTIAL CROSSING COAST ACCESS, PARKING STOP SIGNS?
TRAFFIC CALMING THIS WHOLE SEGMENT
SECTION A-A
SECTION E-E
CLASS I MULTI-USE TRAIL
CLASS I BIKE LANE
LOCATION MAP
PISMO BEACH COMPLETE STREET ALTERNATIVES
MAY 2012


IMPROVE CONNECTION UNDER FREEWAY
TRAFFIC CALMING NEEDED IN THIS AREA
IMPROVE SIDEWALKS
ADD DECORATIVE CROSSWALKS
CONGESTED AREA/MAJOR CURB
SECTION B-B
SECTION A-A
SECTION C-C
SECTION B-B
SECTION E-E
SECTION D-D
Shell Beach Road Streetscape Master Plan - Phase 1 - Median Island and Multi Use Path
CLASS I MULTI-USE PATH
LOCATION MAP
PISMO BEACH COMPLETE STREET ALTERNATIVES
MAY 2012


PROPOSED BIKE LANE
PROPOSED CLASS I MULTI-USE PATH
SECTION D-D
LOCATION MAP
PISMO BEACH COMPLETE STREET ALTERNATIVES
MAY 2012


OPPORTUNITY SITES
OPPORTUNITY FOR TOWN SQUARE
OPPORTUNITY (INFILL SITE)
OPPORTUNITIES FOR PEDESTRIANIZATION
KNUCKLE: HIGHLY VISIBLE CENTER OF CORE
EXTENDED CORE AREA
BIKE ROUTE NORTH
option A
option B
Location Map
PISMO BEACH COMPLETE STREET ALTERNATIVES
MAY 2012


NO CROSSWALK
EXISTING SIDEWALK
ADD SIDEWALK
ADD CROSSWALK
ADD SIDEWALK
POTENTIAL CROSSWALK
POTENTIAL CROSSWALK
PISMO DUNES
NO SIDEWALK
RAILROAD
CREEK
PISMO STATE BEACH
CLASS I MULTI-USE TRAIL
SIDEWALK
BIKE
SECTION N-N
SECTION M-M
SECTION L-L
Location Map
PHOTOSIMULATION
PISMO BEACH COMPLETE STREET ALTERNATIVES
MAY 2012

GATES + ASSOCIATES

WHAT WE HEARD – MEETING NOTES

Community Workshops, May 21, 2012

Bus Tour: 2:00, Workshops 3:30 p.m. and 6:30 p.m.

1) Gateway / Shell Beach Road

a) Off-site: Roundabout would be great solution at Avila Beach Drive / Shell Beach Road / Hwy. 101 access. It is a dangerous and difficult intersection. There is room for a roundabout.
b) At Cave Landing Road trailhead: need parking. Cars park on east side, blocking the bike lane, for access to the trail.
c) Traffic calming needed for entire segment
d) Need defined crossings – crosswalks – at sports courts, where there is parking on east side.
e) Roadway configuration options:
   (1) There is a 10' easement on the west side of the road. Mostly used by pedestrians.
   (2) Multi-use path on east side – matches up with approved Shell Beach Road plan.
   (3) Keep bike lanes, serious cyclists will not use multi-use path.
   (4) Don't lose bike lanes going south
   (5) Could we fit 5' sidewalks both sides, 5' bike lanes both sides, and 10' multi-use trail?
   (6) Eliminate left turn pockets – 10' travel lanes, 2' barriers, and bike lanes.
   (7) Look at El Portal to parking lot (across from Ebb Tide Way) – widen existing sidewalk on west side, keep bike lanes but make them wider.
   (8) There is room for medians, e.g. between N. Silver Shoals Drive and Ebb Tide Way.
   (9) Use west side easement for multi-use path – electric vehicles and golf carts – this could be our "17 Mile Drive."
   (10) Multiple underground utilities run in west side easement.
   (11) Re-route bike and pedestrian traffic to shoreline trail along bluffs behind The Cliffs Resort. Need easement through the Dolphin Bay parking lot or from Spyglass Drive through Spyglass Inn.
f) Parking and crossing issues at The Cliffs Resort:
   (1) Need for overflow parking for concerts & events.
   (2) Flashing crosswalk from east side parking area
   (3) At east side parking lot, have Cliffs valet parking only. Let public use more of the Cliffs' west side parking lot.
   (4) Need barrier to prevent jaywalking from east side parking lot.
g) Spyglass Drive intersection:
   (1) Lots of traffic from 101 SB off ramp, to Shell Beach Road SB.
   (2) Like proposed Spyglass Drive crossing configuration.
   (3) Need Class II Bike Lane into Mattie, under Hwy 101, at Spyglass Drive.
   (4) Need sidewalk under Hwy 101 at Mattie – hard to walk there. Pedestrian walkway under or over Hwy 101.

2) Shell Beach Village

a) Need traffic calming at north end.
b) Should have guard rail at Hwy 101, along the narrow separation areas (from across from fire station, to the south).
c) Need sidewalk improvements on west side between fire station and Park Place.
d) Could use vacant lot north of school for school parking/bus parking.
e) Terrace Ave. intersection:
   (1) Southwest corner needs widening/bulb-out, as well as ADA compliance.
   (2) Improve crosswalks
f) Like left turn lanes in Village segment
g) Higher visibility crosswalks at Terrace (for school).
h) Cliff Avenue intersection: Roundabout or stop sign, with crosswalks and bicycle crossings on south side of intersection.

3) Price Street

a) Cliff Avenue intersection: Roundabout or stop sign, with crosswalks and bicycle crossings on south side of intersection.
b) How to get motorists entering SB Hwy 101 to yield to bicycles at on ramp? Partial bicycle crossing?
c) Keep bike lanes in this segment as well as Class 1 multi-use path.
d) Paint bike lanes blue.
e) If Class I multi-use path is routed on Cliffside path, need good wayfinding signage.
f) Need to accommodate different non-car uses – e.g. bike surreys, roller blades, skateboards.
g) Hwy 101:
   (1) "Make the freeway go away!" This area dominated by Hwy 101.
   (2) Landscaping? Garden wall/ low wall?
   (3) Need guard rail along west side Hwy 101 – cable preferred.
h) Informal public parking occurs on east side across from Best Western Shore Cliff/Ventana Grill (between Mattie Road and 101 offramp), and intrudes into the bike lane. Parking should be eliminated here. Landscaping is designed and funded for this area. Might want to re-evaluate, for stormwater or other considerations.
i) Illegal truck parking on east side between Harbor View and Dolliver (across from Kon Tiki and Athletic Club):
   (1) Parked vehicles block the bike lane.
   (2) There is a bus stop there – could be location for restroom and bike lockers. These facilities were mentioned in the 2010 Pismo Beach Bicycle & Pedestrian Master Plan, but not specifically located.
   (3) Formalize the parking – make it a Park & Ride lot.
   (4) Work with Caltrans to get parking
j) Roundabout at Price/Dolliver/Hwy 101 off ramp: Strong support.

4) Downtown - Dolliver Street

a) Price/Dolliver/Hwy 101 off ramp intersection:
   (1) Strong support for roundabout
   (2) On-ramp should be added here

(3) Need good pedestrian access around this intersection
(4) Hotel patrons need walking access to Price Street and Dolliver restaurants – ADA, safety, crosswalks and sidewalk improvements
(5) Corner between Price and Dolliver is a key entry/view. Should add landscaping and public art to make a better entry.

b) Dolliver SB from Price:
(1) Need traffic calming - cars speed through this area
(2) Need crosswalks in this area
(3) Possible medians in this segment

c) Dolliver / Harloe intersection is dangerous. Cars speed around the curve. Need traffic calming, crosswalks and ADA improvements.
d) What can be done to make crossings safer in downtown area?
e) Wadsworth/Dolliver intersection connects with Jr. High School on east side of Hwy 101
f) Need more street trees
g) Add public art
h) Use Main Street as the bike connection to Cypress - Class III bike route
i) Hotels should provide electric vehicles, golf carts, bicycles to encourage use
j) Pedestrianize the downtown core, especially Main, Pomeroy, Cypress. Add paseos. Use textured and/or colored concrete for pedestrian areas, paths & walks
k) Remove some of the parking along Dolliver – RV parking in this area is dangerous
l) Cypress Street should be a Class III bike route. Shift Pismo Creek bicycle crossing to Cypress Street – make the bridge bike & pedestrian only.
m) Hinds Avenue connects to Price Canyon Road – out to Edna Valley
n) Coordinate with planning for Pismo Creek trails
(1) Pismo Creek Trail Master Plan is going to be updated – opportunity to coordinate with Caroline on this
(2) Long term – cross under Dolliver Street bridge
(3) Interim – use Addie Street as bicycle boulevard
(4) Is a crosswalk feasible at Addie/Dolliver?
o) Look into Caltrans abandonment of Dolliver – more flexibility
p) Electric vehicles/golf carts need safer/better access to downtown

5) Lower Dolliver Street

a) Planted median is a good idea to slow traffic and create a community entry
b) Need to consider golf cart route for seniors – circulation to downtown.
c) Improve the crossing area at Cypress Street (south of Pismo Creek) – bulb-outs? Crosswalk?
d) Provide additional safe, designated pedestrian crossings
e) Close sidewalk gaps to crossings
f) There is a 100’ Caltrans ROW. Can we narrow the lanes and make a boulevard-style street?
g) What uses are allowed on the Class I trail? Roller blades, skate boards, surrey bikes, golf carts?
h) Vehicle speeds in this area is a big problem.
i) Do not recommend Class I bike path along railroad, not safe.

6) General comments

a) Thematic elements are important
(1) Piers (wooden pilings) are a common icon around town
(2) Use color as part of the theme (blue bikeways rather than green or red)
(3) Crosswalks could have Pismo-themed pattern (e.g. shells, waves?)

b) Traffic calming measures that were supported
(1) Decorative crosswalks
(2) Roundabouts
(3) Bike boxes
(4) Flashing crosswalks
(5) Colored bike lanes (blue color preferred as ocean theme)
(6) Separated bikeways

GATES+
ASSOCIATES

PISMO BEACH COMPLETE STREET PLAN
AGENDA: Community Workshop

Shell Beach Veterans' Hall

August 6, 2012, 6:30 – 8:00 p.m.

Purpose: To review options and recommended circulation improvements for Shell Beach Road (north), Price Street and Dolliver Street for pedestrians, bicyclists and motorists.

1. Welcome & Introductions
    - Introductions
    - Project overview
    - Workshop expectations
2. Complete Street Presentation
3. Workshop Stations
    - Shell Beach Road from El Portal to Spyglass Drive
    - Shell Beach Road from Spyglass Drive to Cliff Avenue
    - Price Street from Cliff Avenue to Dolliver Street
    - Dolliver Street – Downtown to Grover Beach
4. Sharing the big ideas – station summaries
5. Next Steps

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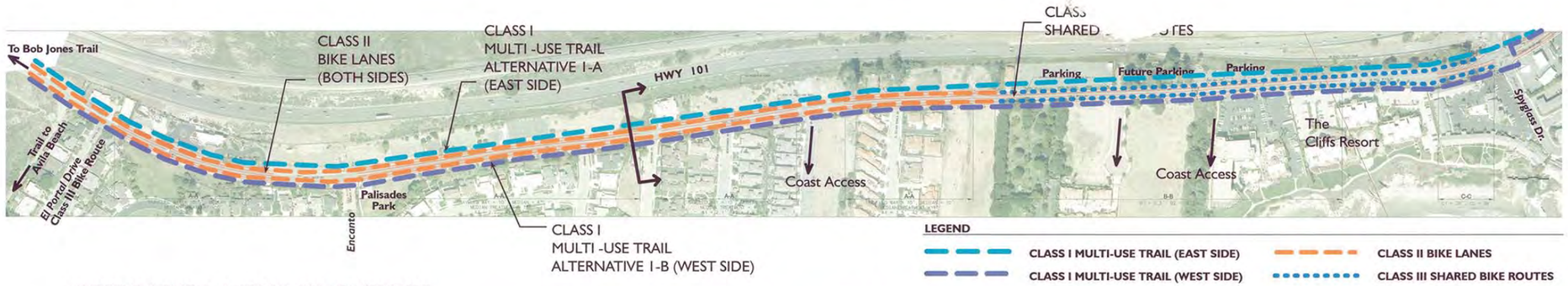
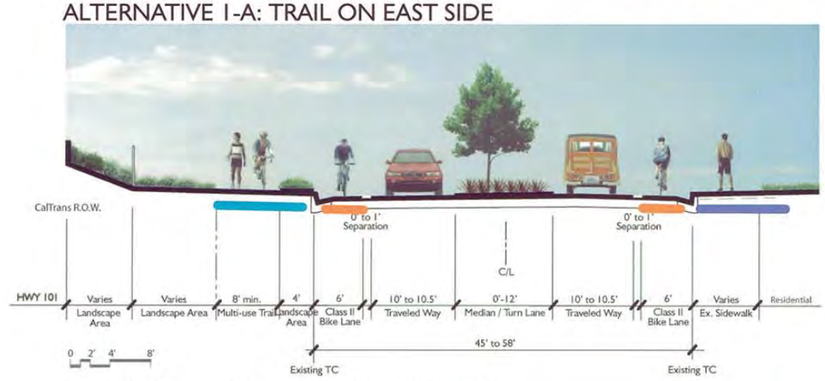


ALTERNATIVE 1-A: TRAIL ON EAST SIDE

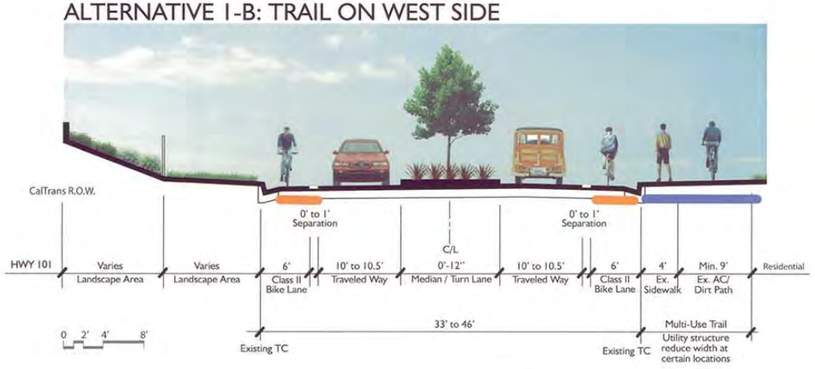


ALTERNATIVE 1-A

- Multi-use trail on east side
- Minimal street crossing conflicts
- Casual riders use path
- Advanced cyclists use road

Votes for Alternative 1-A

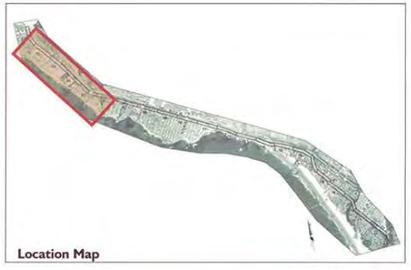
ALTERNATIVE 1-B: TRAIL ON WEST SIDE



ALTERNATIVE 1-B

- Multi-use trail on west side
- Adjacent to park, coast access
- Multiple cross streets, potential conflicts
- Casual riders use path
- Advanced cyclists use road

Votes for Alternative 1-B



Shell Beach Road: El Portal Dr. to Spyglass Dr.

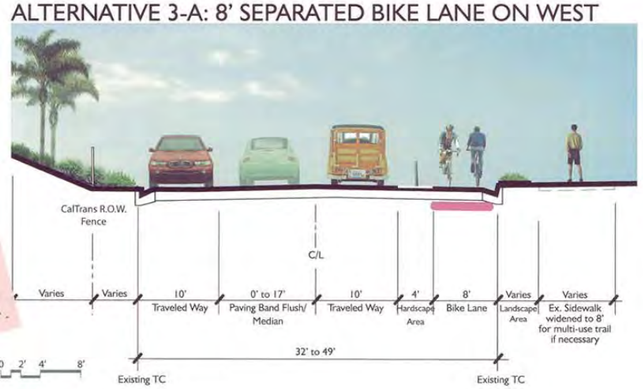
LEGEND

CLASS I MULTI-USE TRAIL (WEST SIDE)

CLASS II BIKE LANES

8' SEPARATED BIKE LANE

ALTERNATIVE 3-A: 8' SEPARATED BIKE LANE ON WEST

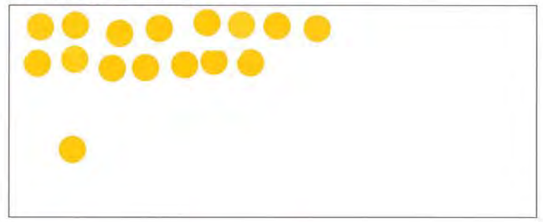


Any plan needs continuity and connectivity. Either all class 1 bike ~~lanes~~ Paths or have the best ~~Bike~~ Class 2 Bike lanes. should not be →

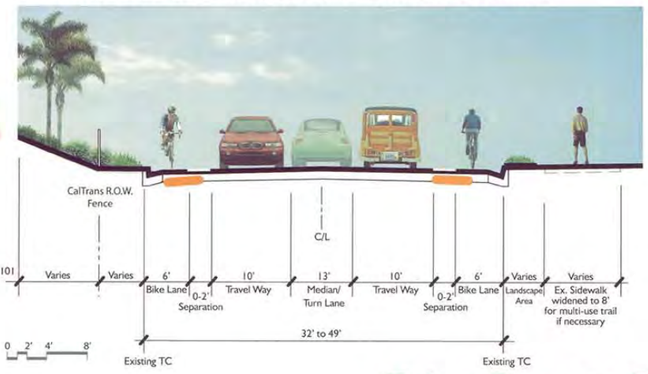
ALTERNATIVE 3-A

- 2-way bicycle path separated from cars
- Connections to Coastal Trail segments
- Some driveway conflicts
- Casual riders use path
- Advanced cyclists use road

Votes for Alternative 3-A



ALTERNATIVE 3-B: CLASS II BIKE LANES ON BOTH

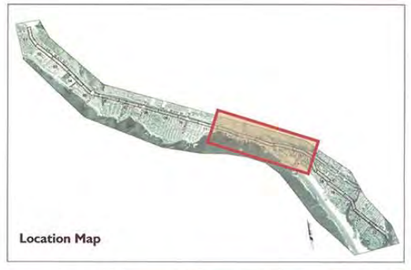


Try to keep most of the Class 1 trail on same side of road.

ALTERNATIVE 3-B

- Class II bike lanes on both sides
- Less separation from vehicles
- Northbound cyclists must cross Price Street to access coast
- Northbound cyclists must cross on and off ramps for Hwy.101
- Driveway conflicts for southbound cyclist

Votes for Alternative 3-B



Price Street: Cliff Ave. to Dolliver Street

GATES +ASSOCIATES RBF A Tetra Tech Company CITY OF PISMO BEACH PISMO BEACH COMPLETE STREETS PISMO, CALIFORNIA AUGUST 4, 2012

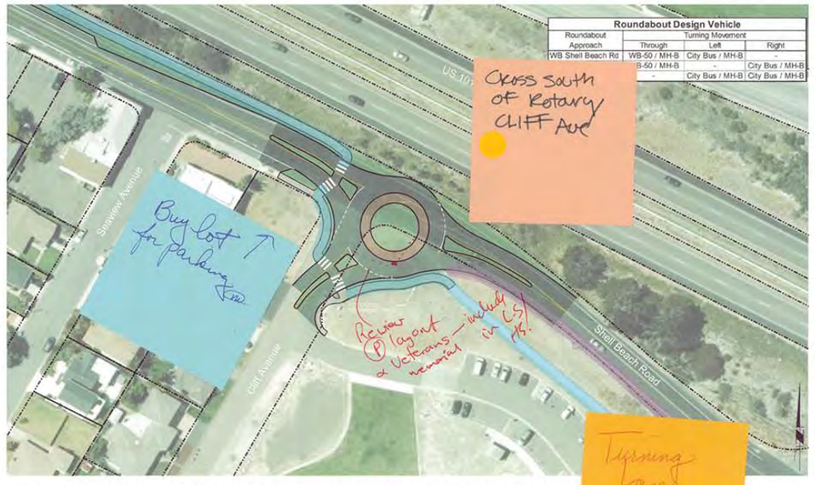
LEGEND

CLASS I MULTI-USE TRAIL (WEST SIDE)

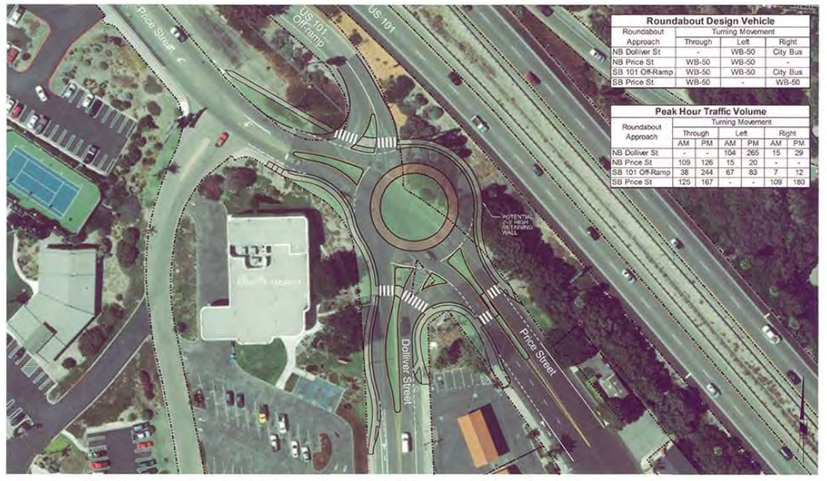
8' SEPARATED BIKE LANE

CLASS II BIKE LANES

ROUNDABOUT LOCATIONS

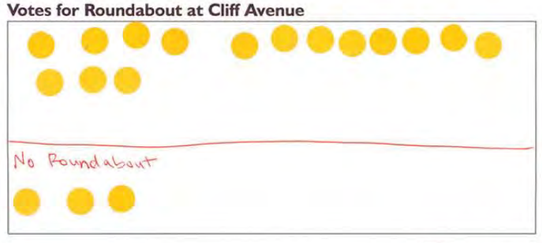


CLIFF AVENUE ROUNDABOUT CONCEPTUAL DESIG



PRICE STREET ROUNDABOUT CONCEPTUAL DESIGN

Votes for Roundabout at Cliff Avenue

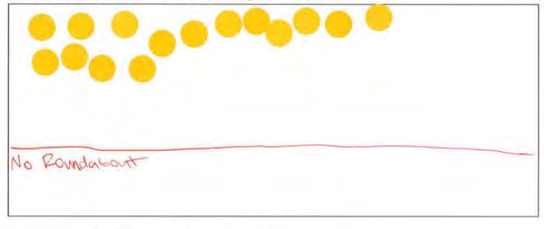


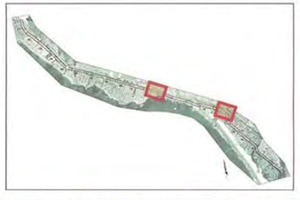
Typing East on to freeway

OUTS

- Calm traffic
- Improve safety
- Improve traffic flow
- Create gateways
- Art opportunities

Votes forRoundabout at Price / Dolliver





Roundabouts at Cliff Avenue and Dolliver Street

GATES +ASSOCIATES | RBF | CITY OF PISMO BEACH

PISMO BEACH COMPLETE STREETS PISMO, CALIFORNIA AUGUST 4, 2012

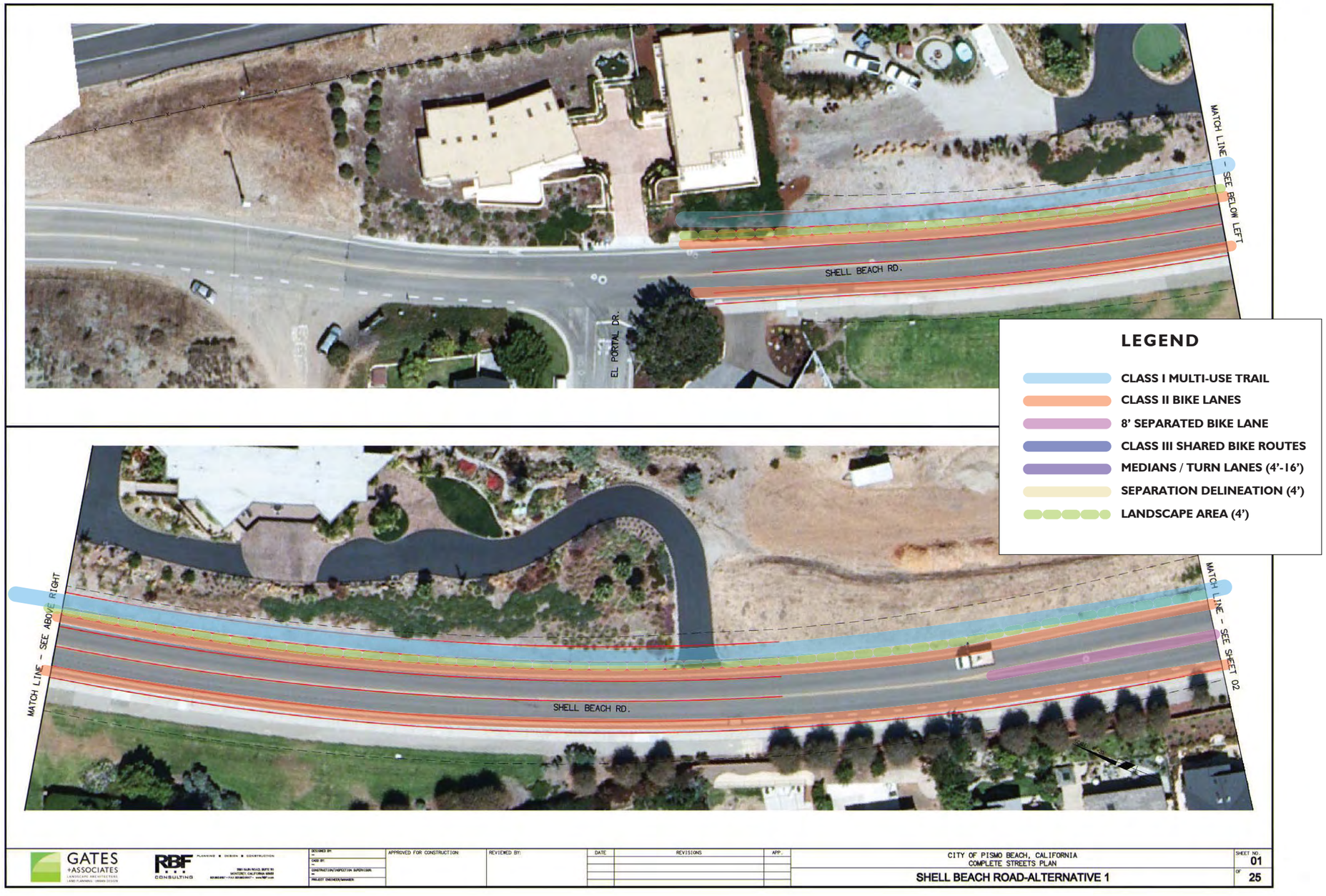
GATES+ ASSOCIATES

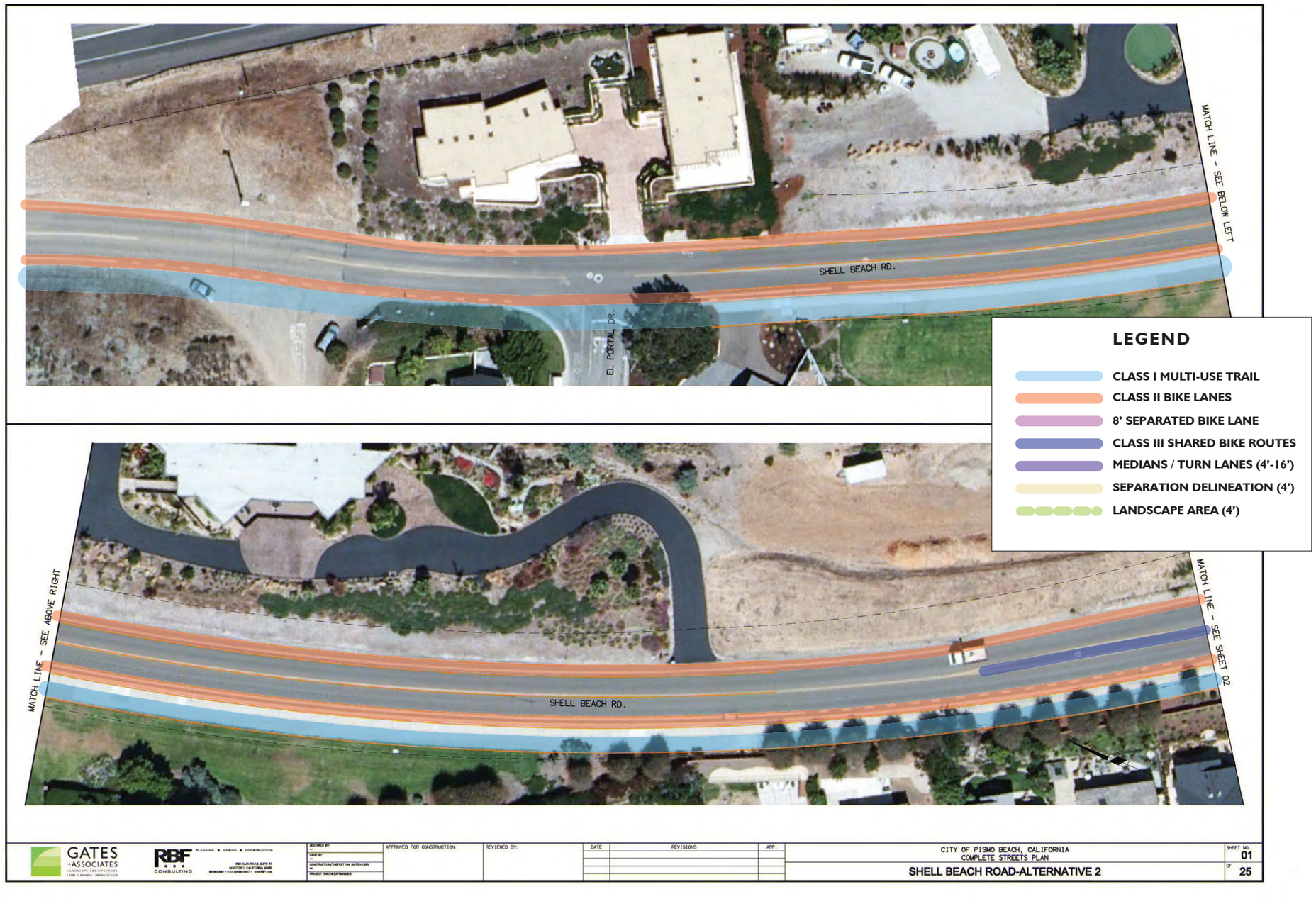
Meeting Notes

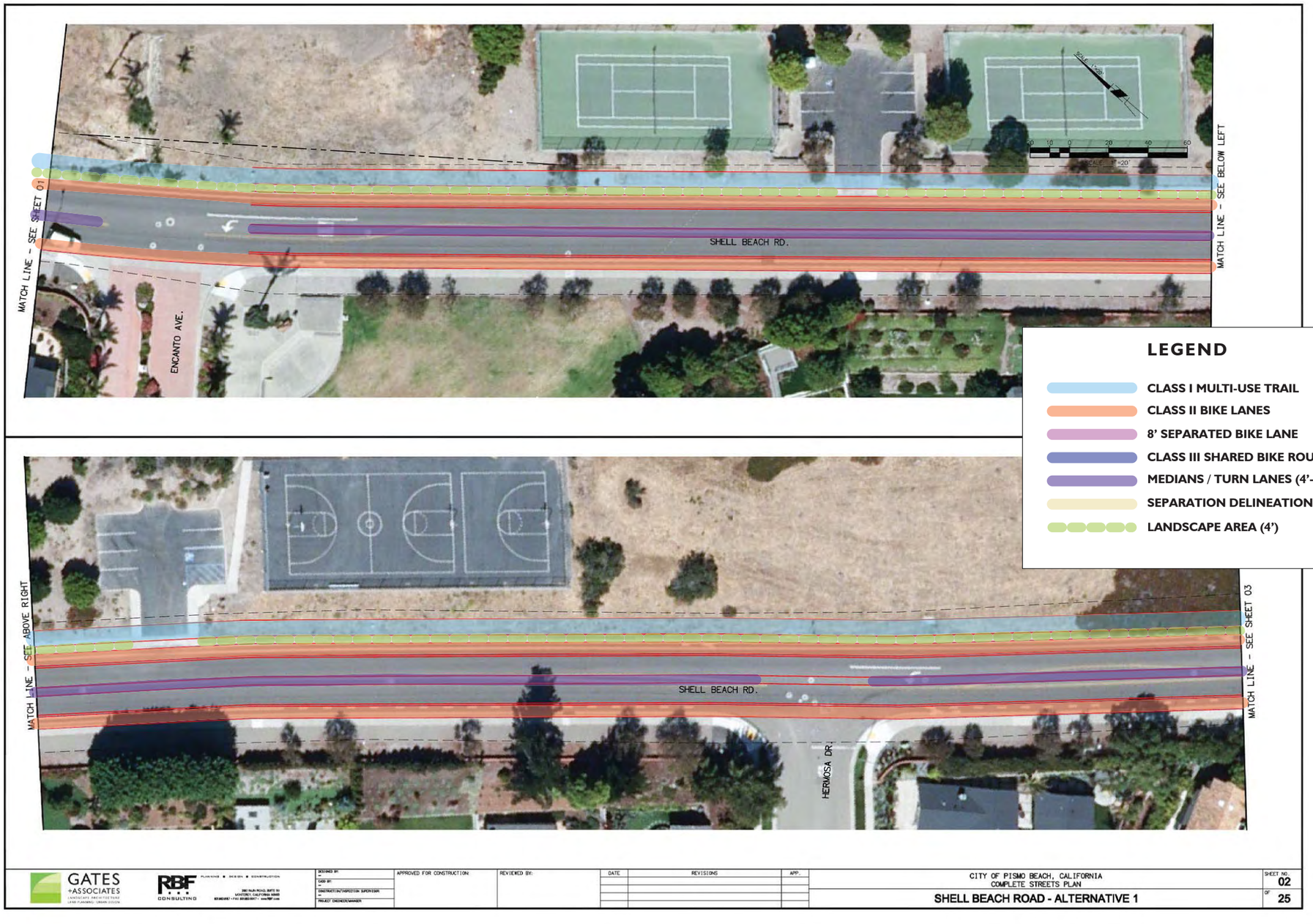
Art In the Park Booth & Community Workshop, August 5 & 6, 2012

1. **Gateway / Shell Beach Road**
    i. Generally, east side multi-use trail is preferred. The grades make it hard to see traffic when coming up from the side streets on the west side.
    ii. El Portal to Spyglass is a beautiful segment.
    iii. If trail is on east side, the crossings at Spyglass are very challenging.
        1. Multiple traffic movements make it complicated. Must be studied and carefully considered. More potential conflicts exist at this one intersection than at all of the neighborhood intersections to the north, due to traffic volumes.
        2. During rush hour, traffic backs up the Spyglass off-ramp, all the way to the freeway lane.
    iv. When considering east side vs. west side, cost are a key factor
    v. Crosswalk with beacon or flashers is desired at The Cliffs Resort.
2. **Shell Beach Village**
    i. Support for Terrace Ave. intersection improvements. Desire for crosswalk with beacon or flashers.
    ii. Support for trail on east side to connect to approved trail.
    iii. Utility undergrounding may be happening soon.
    iv. Shell Beach Road's excess layers of asphalt will be scraped down to lower the grade and address stormwater issues.
3. **Price Street**
    i. Improve the crossing and slow traffic at Cliff Ave.
        1. Roundabout is generally supported, but must consider the Janowitz Memorial and parking needs at Dinosaur Caves Park. Memorial could be placed in the roundabout.
        2. If City were to purchase the lot on northwest corner, roundabout could be shifted north for less impact to park. Need for parking in this area.
        3. Crossing should occur on the south side of Cliff Avenue.
    ii. Need a turn lane for Hwy. 101 on-ramp.
    iii. General preference for separated 2-way bike path on west side of Price Street, but some concern about the path changing street sides. This could be confusing.
    iv. Good to avoid conflicts with Hwy 101 on and off-ramps. Need very good signage to avoid conflicts from hotel driveways.
    v. Work with CalTrans to provide buffer landscaping wherever possible, to minimize presence of Hwy 101.
    vi. There is some demand for golf-cart access from Shell Beach to downtown.
    vii. Support for roundabout at Price/Dolliver/Hwy 101 off-ramp.
4. **Dolliver Street**
    i. Pomeroy is narrow and constrained – may not work well as a Class III bike route
    ii. How to go from two way bike lanes on west side to Class II bike lanes at Main Street? Use bulb-out and clear signage.
    iii. Cypress could be a bicycle boulevard.
5. ***General comments***
    i. What is the County doing?
        1. SLOCOG is looking at connections to the Bob Jones Trail
        2. Grover Beach is looking at connection to Monarch Butterfly Grove
        3. Crosswalks could have Pismo-themed pattern (e.g. shells, waves?)
    ii. Need continuity and connectivity
        1. Try not to switch between Class I and Class II
        2. Try to keep trail on consistent side of the street

APPENDIX B - ENLARGED PLANS




SHELL BEACH RD.
EL PORTAL DR.
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
SHELL BEACH RD.
MATCH LINE - SEE SHEET 02
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
APPROVED FOR CONSTRUCTION
REVIEWED BY:
DATE
REVISIONS
APP.
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD-ALTERNATIVE 2
SHEET NO. 01
OF 25


SHELL BEACH RD.
ENCANTO AVE.
MATCH LINE - SEE SHEET 01
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 03
HERMOSA DR.
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
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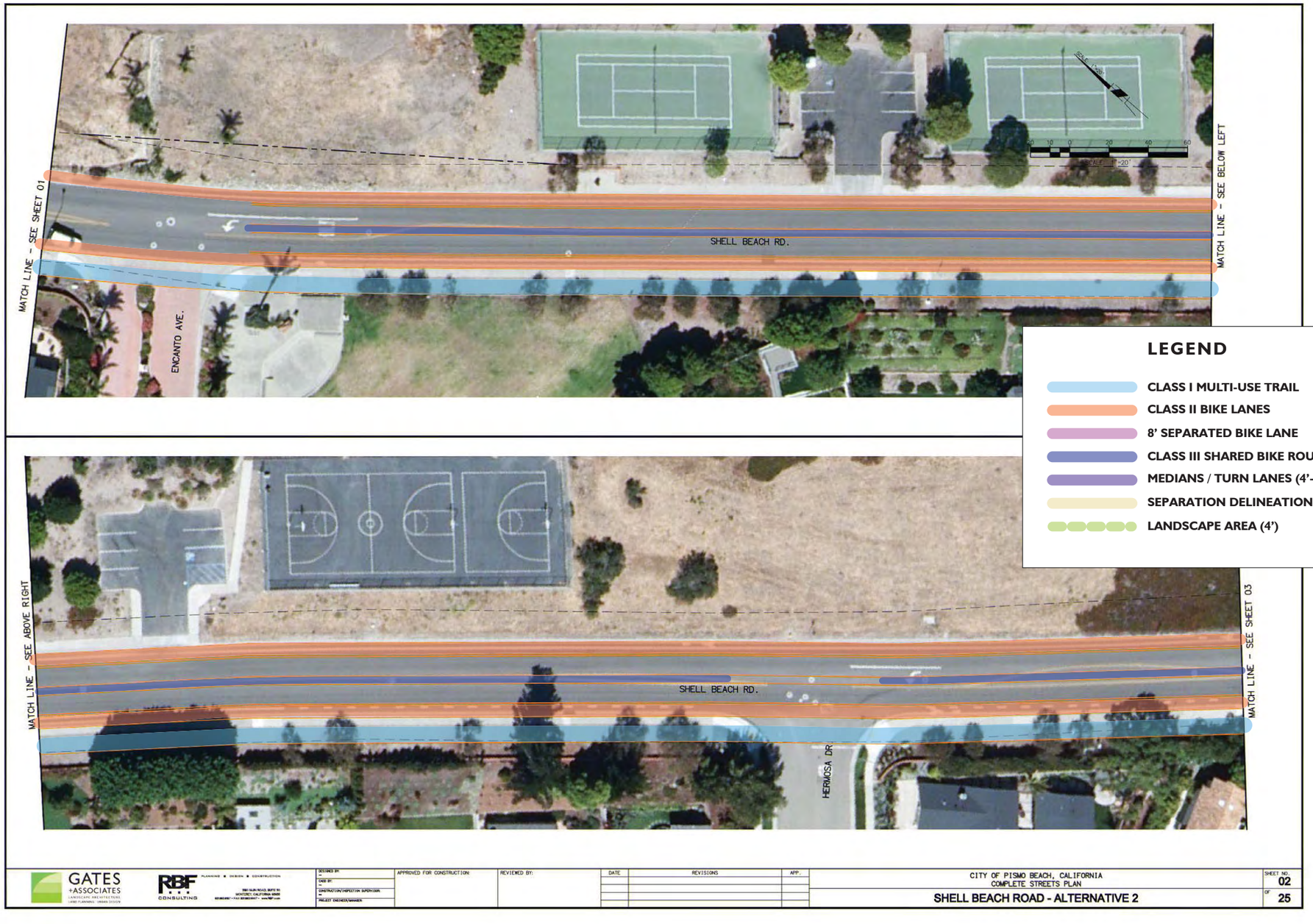
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD - ALTERNATIVE 1
SHEET NO. 02
OF 25


MATCH LINE - SEE SHEET 01
ENCANTO AVE.
SHELL BEACH RD.
MATCH LINE - SEE BELOW LEFT
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
MATCH LINE - SEE ABOVE RIGHT
SHELL BEACH RD.
HERMOSA DR.
MATCH LINE - SEE SHEET 03
GATES +ASSOCIATES
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CITY OF PISMO BEACH, CALIFORNIA
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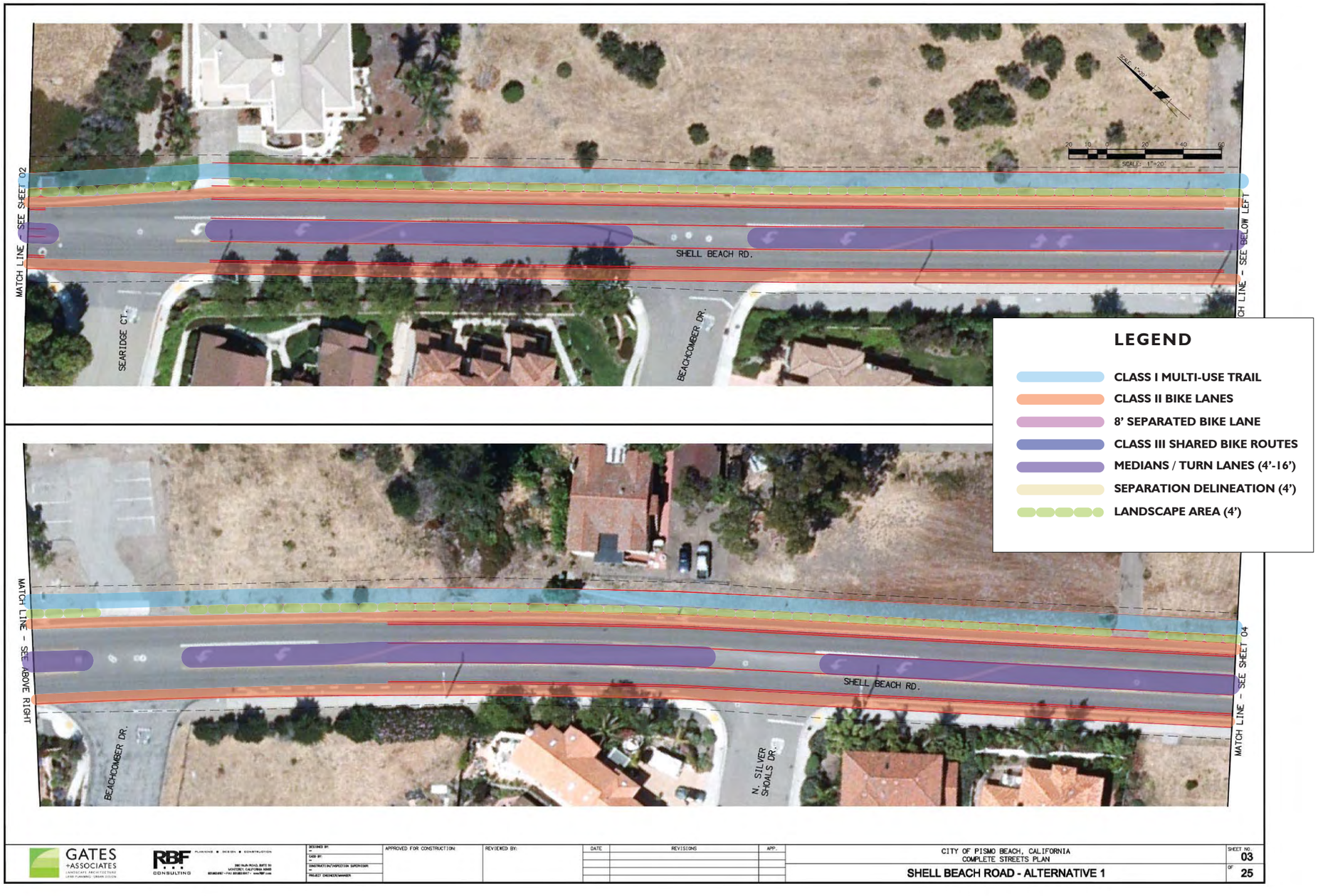
SHELL BEACH ROAD - ALTERNATIVE 2
SHEET NO. 02
OF 25


MATCH LINE - SEE SHEET 02
SHELL BEACH RD.
SEARIDGE CT.
BEACHCOMBER DR.
MATCH LINE - SEE BELOW LEFT
SCALE: 1"=20'
20 10 0 20' 40 60
SCALE: 1"=20'
MATCH LINE - SEE ABOVE RIGHT
BEACHCOMBER DR.
SHELL BEACH RD.
N. SILVER SHOALS DR.
MATCH LINE - SEE SHEET 04
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
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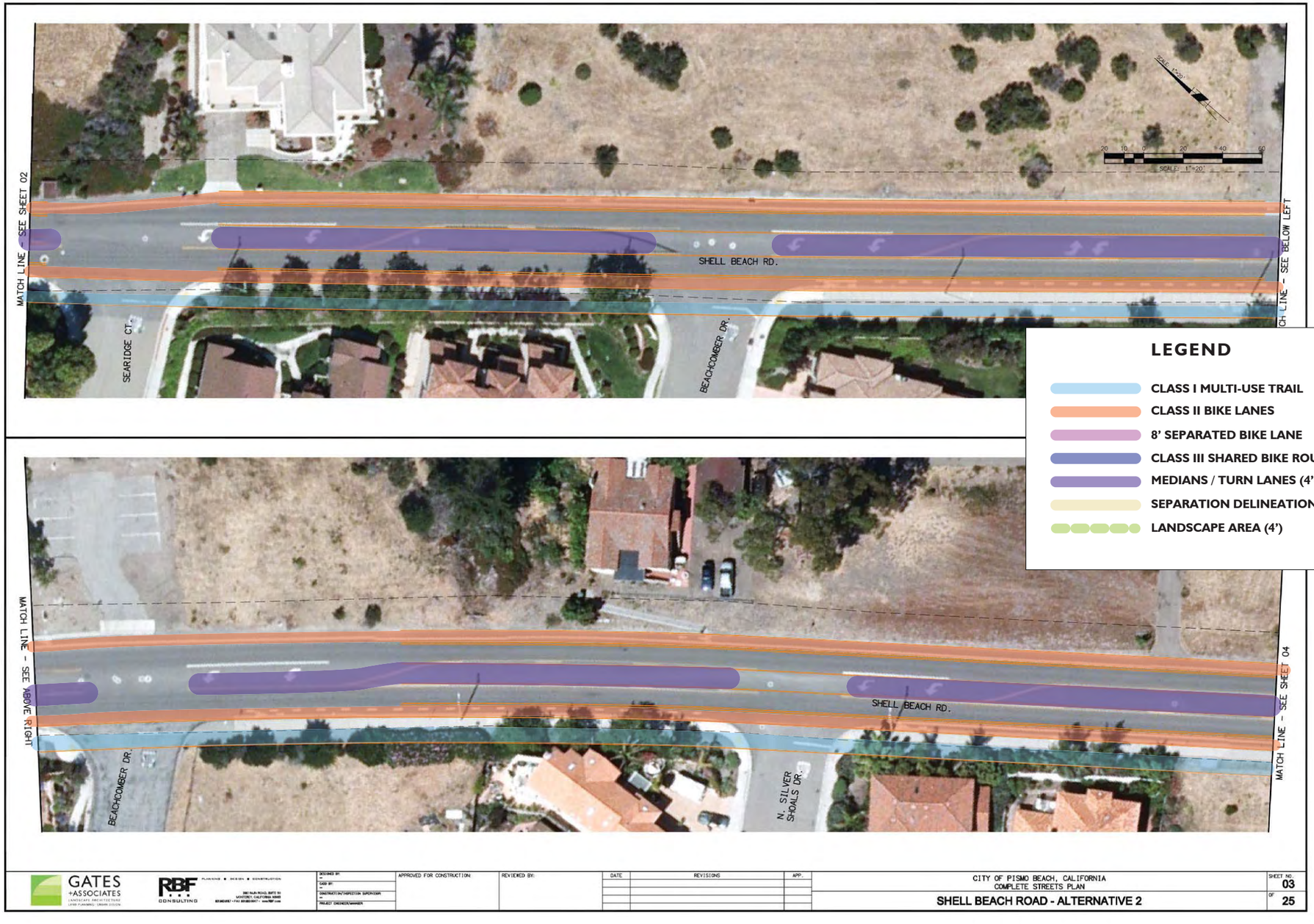
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD - ALTERNATIVE 1
SHEET NO. 03
OF 25


MATCH LINE - SEE SHEET 02
SHELL BEACH RD.
SEARIDGE CT.
BEACHCOMBER DR.
MATCH LINE - SEE BELOW LEFT
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
MATCH LINE - SEE ABOVE RIGHT
BEACHCOMBER DR.
SHELL BEACH RD.
N. SILVER SHOALS DR.
MATCH LINE - SEE SHEET 04
GATES +ASSOCIATES
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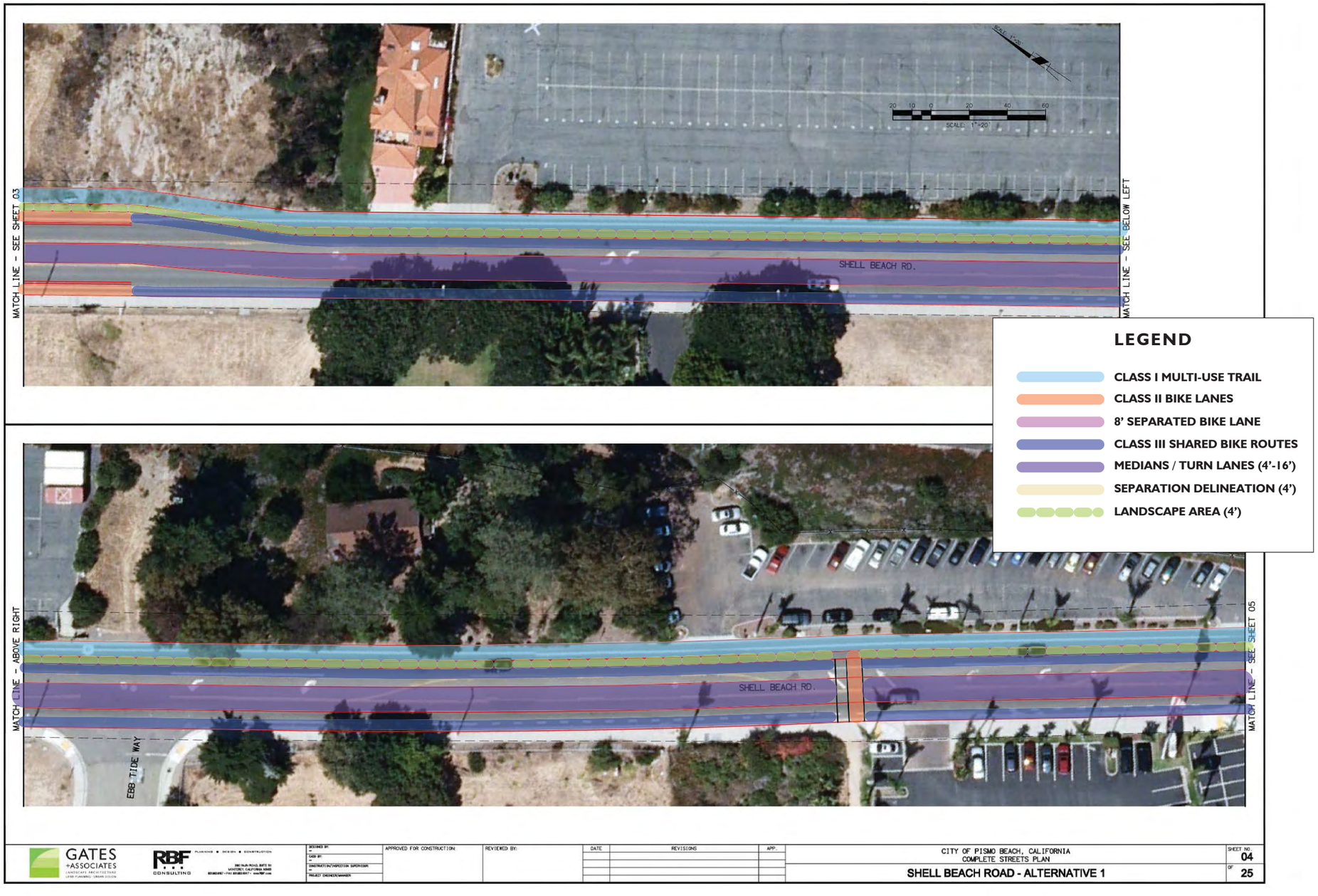
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD - ALTERNATIVE 2
SHEET NO. 03
OF 25


MATCH LINE - SEE SHEET 03
SHELL BEACH RD.
MATCH LINE - SEE BELOW LEFT
MATCH LINE - ABOVE RIGHT
SHELL BEACH RD.
EBB TIDE WAY
MATCH LINE - SEE SHEET 05
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
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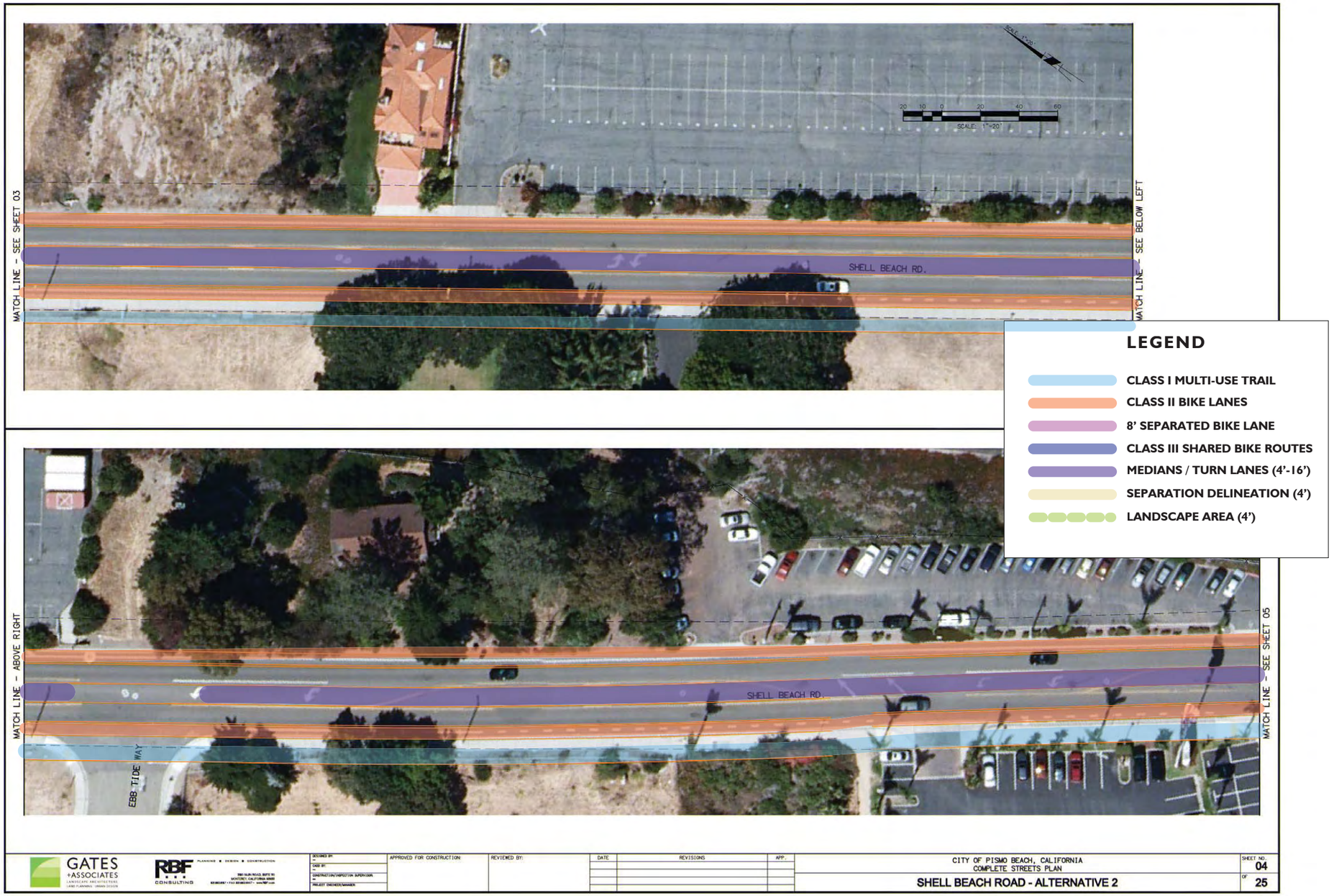
COMPLETE STREETS PLAN
SHELL BEACH ROAD - ALTERNATIVE 1
SHEET NO. 04
OF 25


MATCH LINE - SEE SHEET 03
SHELL BEACH RD.
MATCH LINE - SEE BELOW LEFT
MATCH LINE - ABOVE RIGHT
SHELL BEACH RD.
EBB TIDE WAY
MATCH LINE - SEE SHEET 05
SCALE: 1"=20'
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
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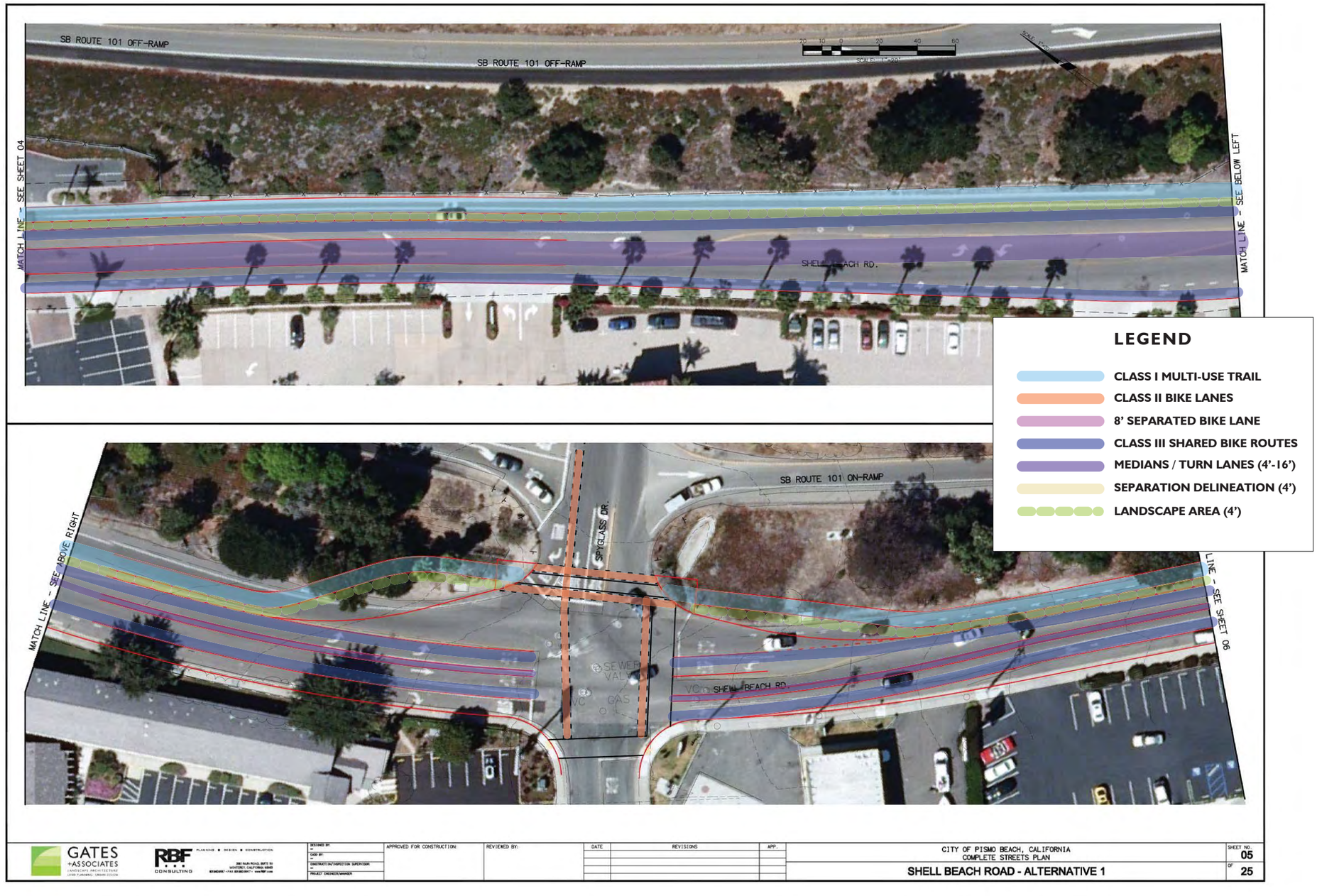
COMPLETE STREETS PLAN
SHELL BEACH ROAD - ALTERNATIVE 2
SHEET NO. 04
OF 25


SB ROUTE 101 OFF-RAMP
SB ROUTE 101 OFF-RAMP
MATCH LINE - SEE SHEET 04
SHELL BEACH RD.
MATCH LINE - SEE BELOW LEFT
SB ROUTE 101 ON-RAMP
SPYGLASS DR.
MATCH LINE - SEE ABOVE RIGHT
SHELL BEACH RD.
MATCH LINE - SEE SHEET 06
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
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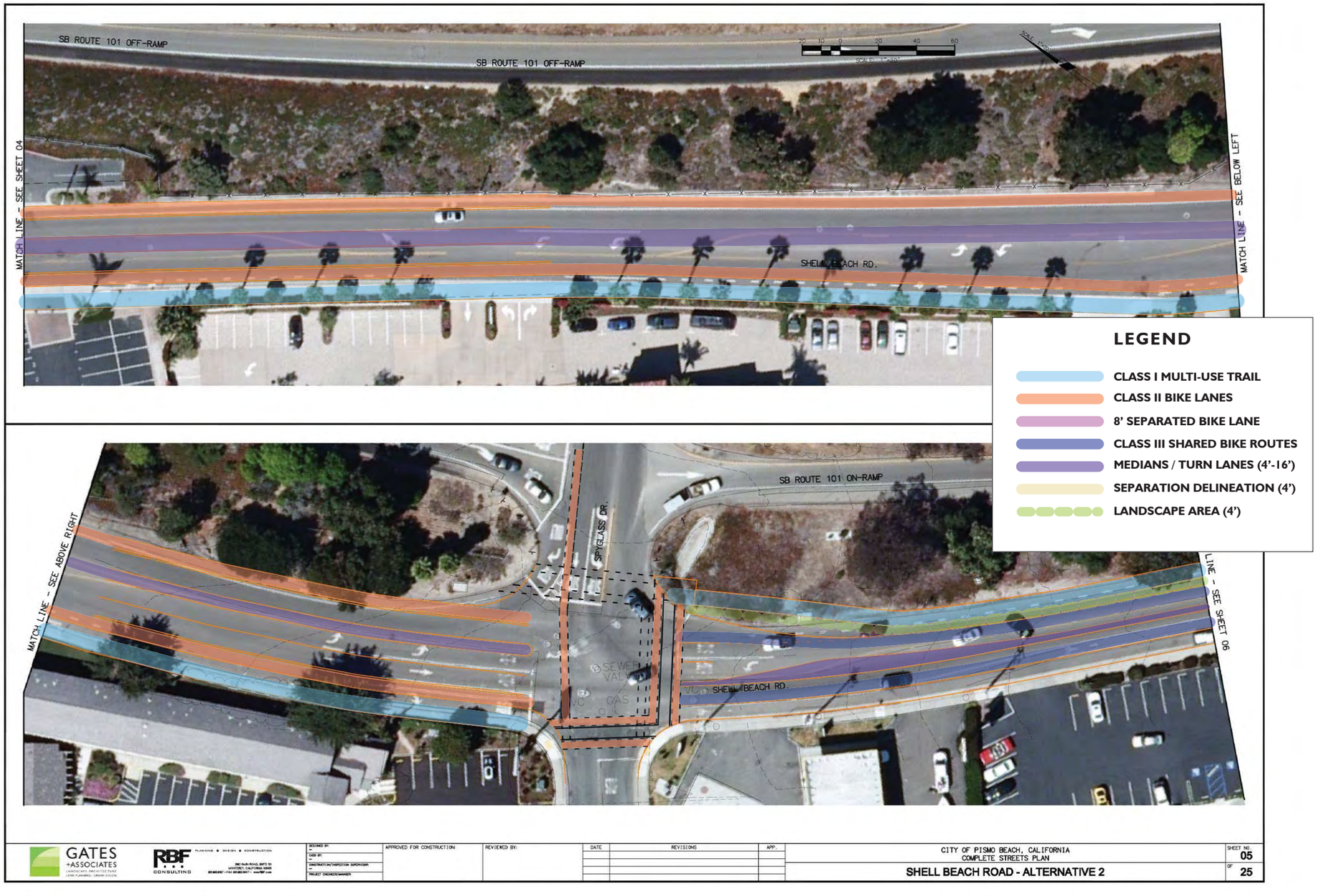
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD - ALTERNATIVE 1
SHEET NO. 05
OF 25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SB ROUTE 101 OFF-RAMP
SHELL BEACH RD.
MATCH LINE - SEE SHEET 04
MATCH LINE - SEE BELOW LEFT
SB ROUTE 101 ON-RAMP
SPYGLASS DR.
SHELL BEACH RD.
MATCH LINE - SEE ABOVE RIGHT
LINE - SEE SHEET 06
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
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COMPLETE STREETS PLAN
SHELL BEACH ROAD - ALTERNATIVE 2
SHEET NO. 05
OF 25


SCALE: 1"=20'
ROUTE 101
SB ROUTE 101 ON-RAMP
SHELL BEACH RD.
SEACLIFF DR.
MATCH LINE - SEE SHEET 05
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 07
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
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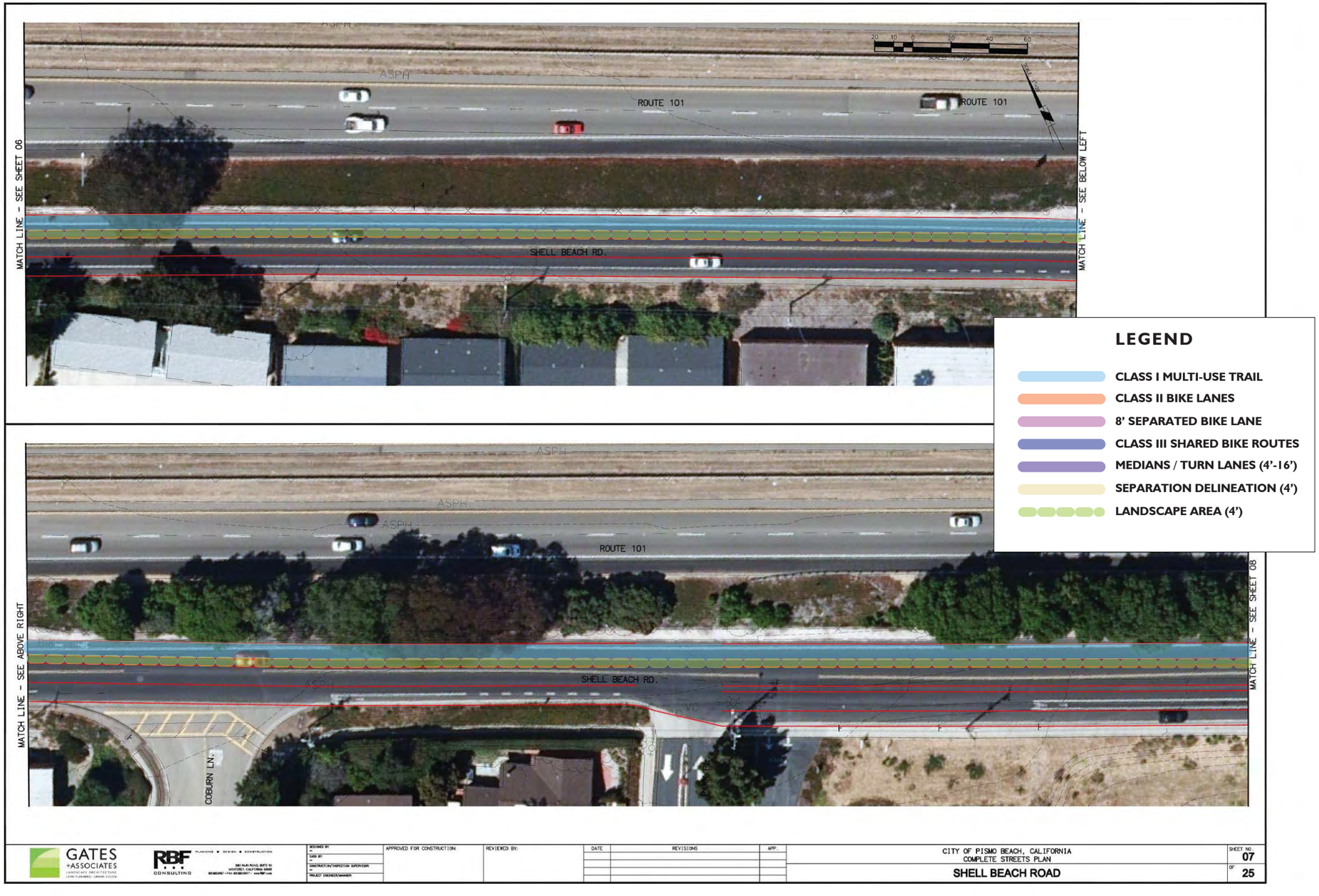
COMPLETE STREETS PLAN
SHELL BEACH ROAD
SHEET NO. 06
OF 25


ROUTE 101
ROUTE 101
SHELL BEACH RD.
MATCH LINE - SEE SHEET 06
MATCH LINE - SEE BELOW LEFT
ROUTE 101
SHELL BEACH RD.
COBURN LN.
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 08
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD
SHEET NO. 07
OF 25


ROUTE 101
SHELL BEACH RD.
MATCH LINE - SEE SHEET 07
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 09
TERRACE AVE.
VISTA DEL MAR
SCALE: 1"=20'
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD
SHEET NO. 08
OF 25


ROUTE 101
SHELL BEACH RD.
MONTECITO AVE.
PALOMAR AVE.
MATCH LINE - SEE SHEET 08
MATCH LINE - SEE BELOW LEFT
ROUTE 101
SHELL BEACH RD.
WAWONA AVE.
ESPARTO AVE.
SANTA BE AVE.
CASTAIC AVE.
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 10
SCALE: 1"=20'
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD
SHEET NO. 09
OF 25


ROUTE 101
SHELL BEACH RD.
WAWONA AVE.
ESPARTO AVE.
SANTA FE AVE.
MATCH LINE - SEE SHEET 09
MATCH LINE - SEE BELOW LEFT
ROUTE 101
SHELL BEACH RD.
LAGENTIA AVE.
BOEKER AVE.
WINDWARD
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 11
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD
SHEET NO. 10
OF 25


ROUTE 101
SHELL BEACH RD.
PIER
PALISADES
LEEWARD
CONC
BIKE LANE
ASPH
VC
MATCH LINE - SEE SHEET 10
MATCH LINE - SEE BELOW LEFT
SCALE: 1"=20'
ROUTE 101
SHELL BEACH RD.
PRICE ST.
SEAVIEW
CLIFF AVE.
DIKE
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 12
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHEET NO. 11
SHELL BEACH ROAD / PRICE STREET - ALTERNATIVE 1
OF 25


ROUTE 101
SHELL BEACH RD.
PRICE ST.
MATCH LINE - SEE SHEET 10
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 12
LEEWARD
PIER
PALISADES
SEAVIEW
CLIFF AVE.
ASPH
CONC
DIKE
SCALE: 1"=20'
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
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GATES +ASSOCIATES
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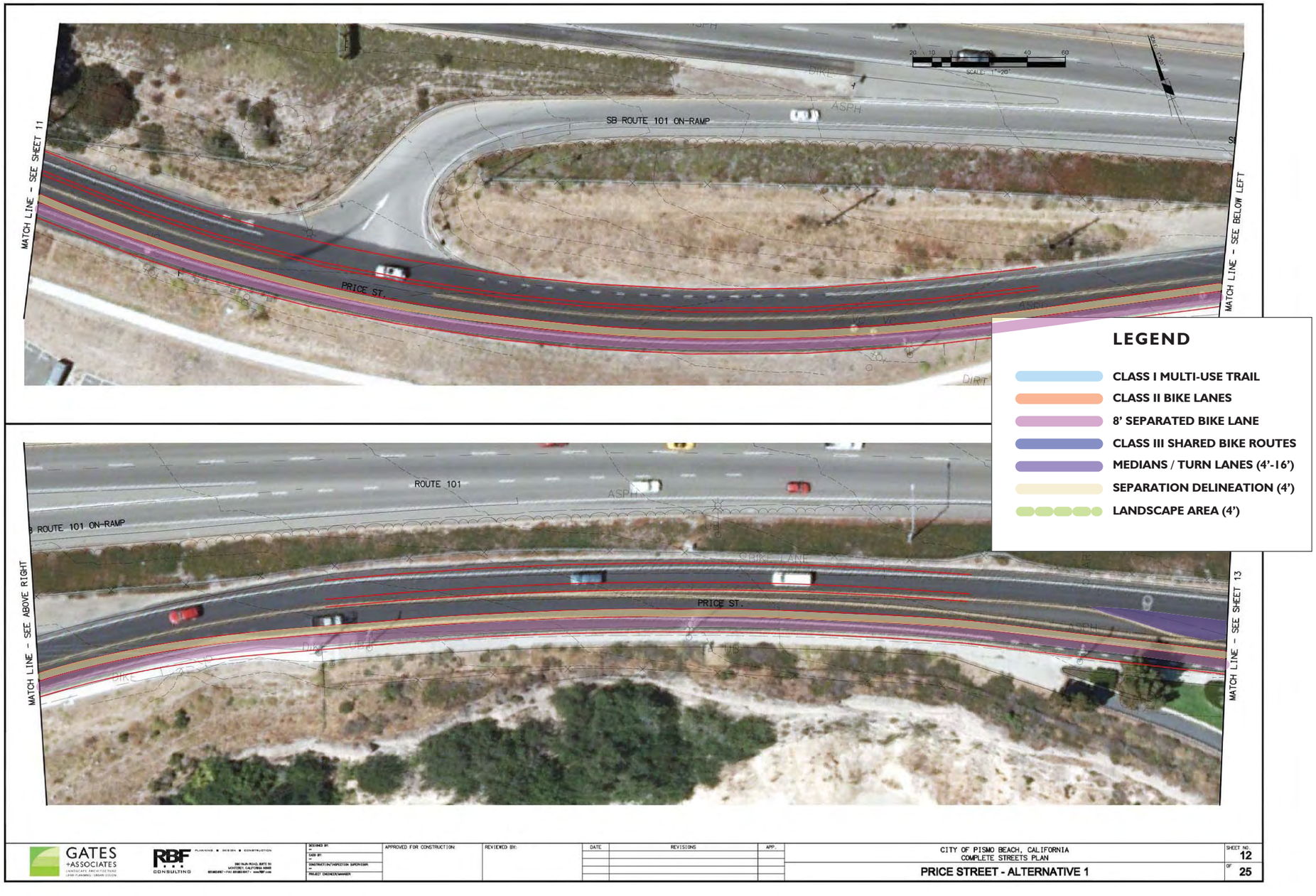
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
SHELL BEACH ROAD / PRICE STREET - ALTERNATIVE 2
SHEET NO. 11
OF 25


SB ROUTE 101 ON-RAMP
PRICE ST.
MATCH LINE - SEE SHEET 11
MATCH LINE - SEE BELOW LEFT
ROUTE 101
ROUTE 101 ON-RAMP
PRICE ST.
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 13
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
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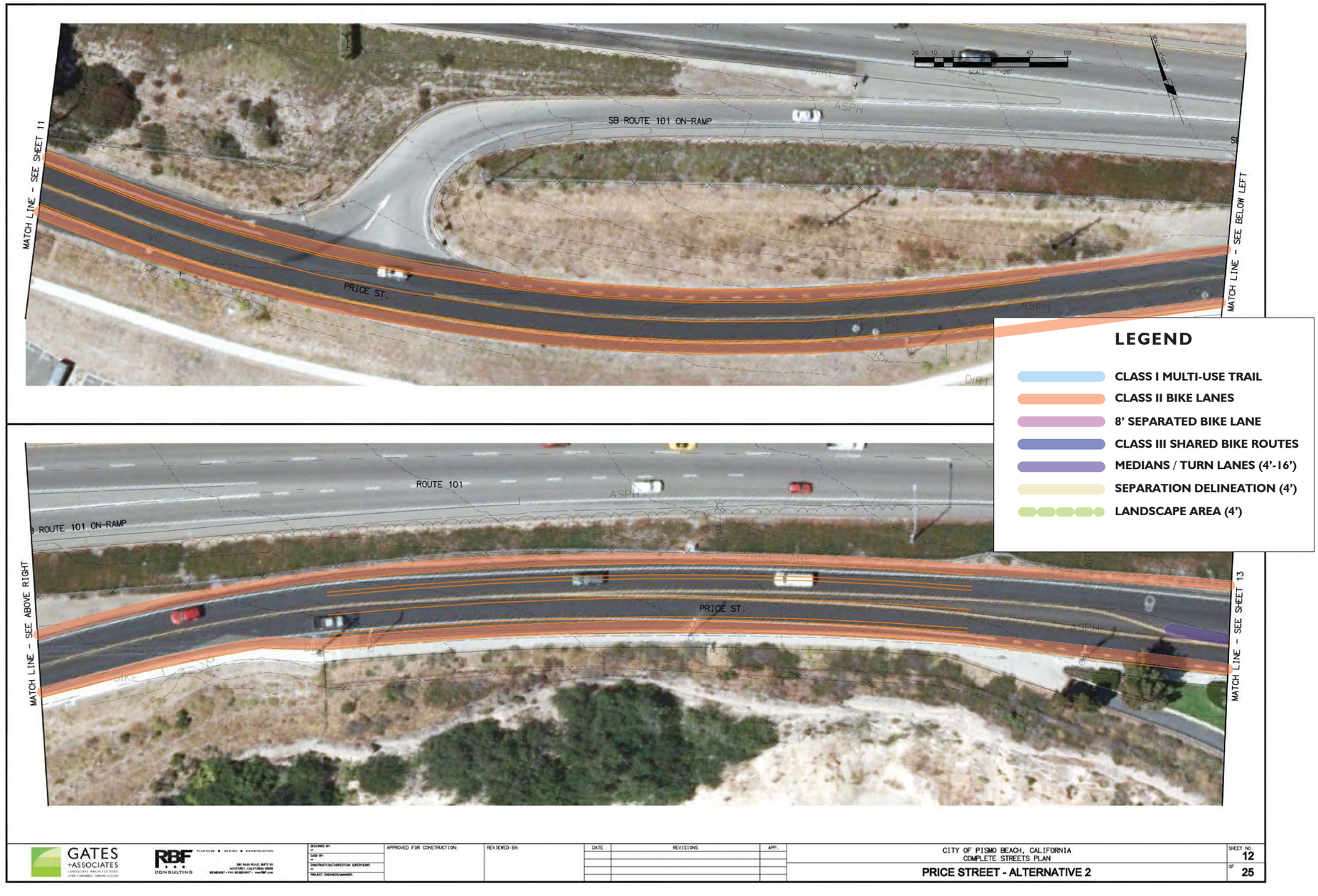
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
PRICE STREET - ALTERNATIVE 1
SHEET NO. 12
OF 25


SB ROUTE 101 ON-RAMP
MATCH LINE - SEE SHEET 11
PRICE ST.
MATCH LINE - SEE BELOW LEFT
ROUTE 101
ROUTE 101 ON-RAMP
PRICE ST.
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 13
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
APPROVED FOR CONSTRUCTION:
REVIEWED BY:
DATE
REVISIONS
APP.
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
PRICE STREET - ALTERNATIVE 2
SHEET NO. 12
OF 25


ROUTE 101
PRICE ST.
ASPH
MATCH LINE - SEE SHEET 12
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 14
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
PRICE STREET - ALTERNATIVE 1
SHEET NO. 13
OF 25


ROUTE 101
PRICE ST.
ASPH
MATCH LINE - SEE SHEET 12
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 14
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
PRICE STREET - ALTERNATIVE 2
SHEET NO. 13
OF 25

LEGEND

- CLASS I MULTI-USE TRAIL
- CLASS II BIKE LANES
- 8' SEPARATED BIKE LANE
- CLASS III SHARED BIKE ROUTES
- MEDIANS / TURN LANES (4'-16')
- SEPARATION DELINEATION (4')
- LANDSCAPE AREA (4')

GATES +ASSOCIATES LANDSCAPE ARCHITECTURE LAND PLANNING URBAN DESIGN

RBF CONSULTING PLANNING ■ DESIGN ■ CONSTRUCTION

DESIGNED BY: —
CADD BY: —
CONSTRUCTION/INSPECTION SUPERVISOR: —
PROJECT ENGINEER/MANAGER

APPROVED FOR CONSTRUCTION:

REVIEWED BY:

DATE	REVISIONS	APP.

CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN

PRICE STREET - ALTERNATIVE 1

SHEET NO. 14 OF 25


ROUTE 101
PRICE ST.
MATCH LINE - SEE SHEET 13
MATCH LINE - SEE BELOW LEFT
ASPH
CONC
BRUSH
BIKE LANE
SCALE: 1" = 20'
ROUTE 101
MATTIE RD.
PRICE ST.
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 15
ASPH
CONC
BRUSH
TS
SS
VC
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
APPROVED FOR CONSTRUCTION:
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
PRICE STREET - ALTERNATIVE 2
SHEET NO. 14
OF 25

LEGEND

- CLASS I MULTI-USE TRAIL
- CLASS II BIKE LANES
- 8' SEPARATED BIKE LANE
- CLASS III SHARED BIKE ROUTES
- MEDIANS / TURN LANES (4'-16')
- SEPARATION DELINEATION (4')
- LANDSCAPE AREA (4')

GATES +ASSOCIATES LANDSCAPE ARCHITECTURE LAND PLANNING | URBAN DESIGN

RBF CONSULTING PLANNING ■ DESIGN ■ CONSTRUCTION

DESIGNED BY:	APPROVED FOR CONSTRUCTION:	REVIEWED BY:	DATE	REVISIONS	APP.	CITY OF PISMO BEACH, CALIFORNIA COMPLETE STREETS PLAN	SHEET NO. 15
DRAWN BY:						PRICE STREET - ALTERNATIVE 1	OF 25
CHECKED BY:							
CONSTRUCTION/INSPECTION SUPERVISOR:							
PROJECT ENGINEER/MANAGER:							

LEGEND

- CLASS I MULTI-USE TRAIL
- CLASS II BIKE LANES
- 8' SEPARATED BIKE LANE
- CLASS III SHARED BIKE ROUTES
- MEDIANS / TURN LANES (4'-16')
- SEPARATION DELINEATION (4')
- LANDSCAPE AREA (4')

GATES +ASSOCIATES

RBF CONSULTING

DESIGNED BY:	APPROVED FOR CONSTRUCTION:	REVIEWED BY:	DATE	REVISIONS	APP.
DRAWN BY:					
CONSTRUCTION INSPECTION SUPERVISOR:					
PROJECT ENGINEER/MANAGER:					

CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN

PRICE STREET - ALTERNATIVE 2

SHEET NO. 15 OF 25

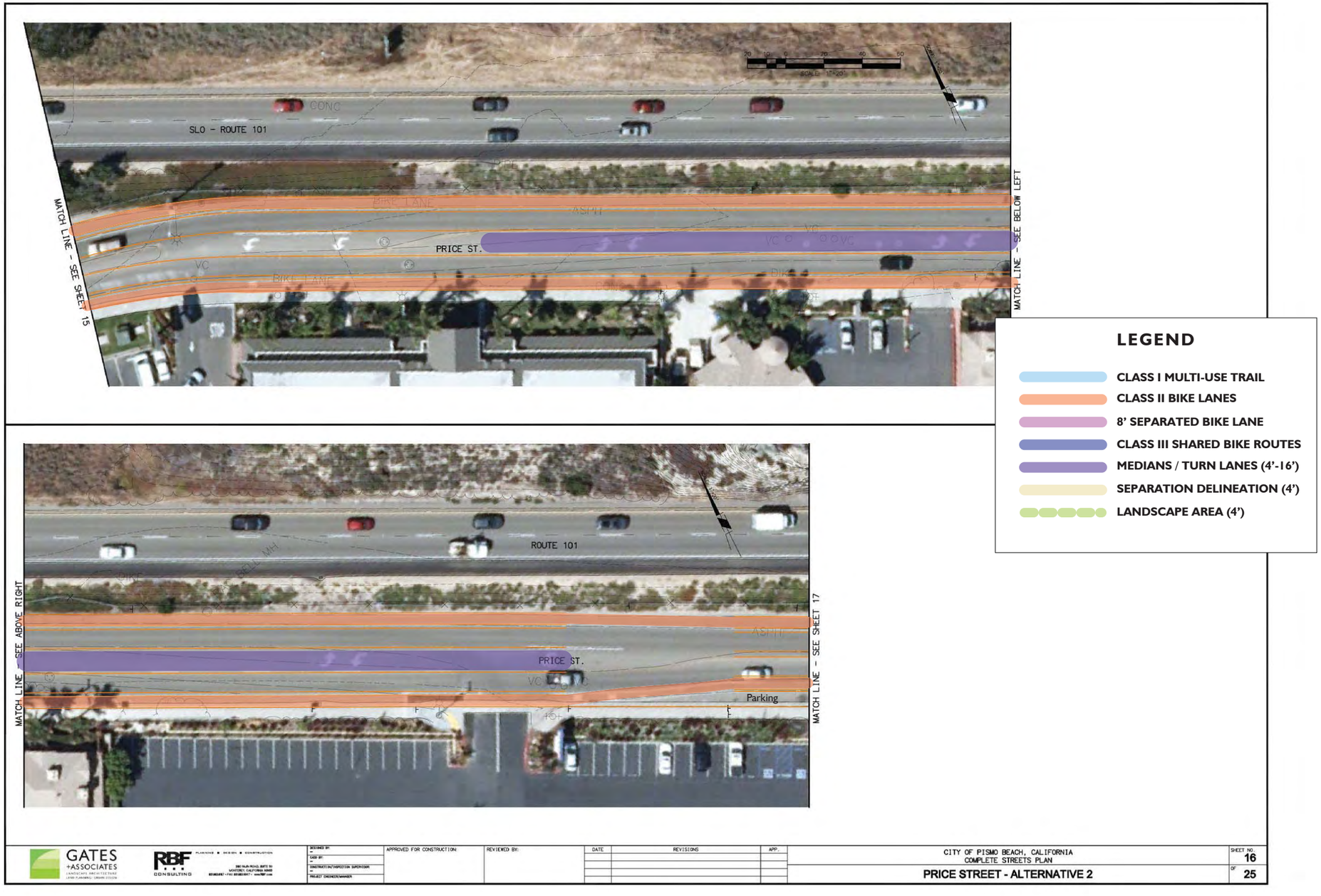
LEGEND

- CLASS I MULTI-USE TRAIL
- CLASS II BIKE LANES
- 8' SEPARATED BIKE LANE
- CLASS III SHARED BIKE ROUTES
- MEDIANS / TURN LANES (4'-16')
- SEPARATION DELINEATION (4')
- LANDSCAPE AREA (4')

GATES +ASSOCIATES LANDSCAPE ARCHITECTURE LAND PLANNING URBAN DESIGN

RBF CONSULTING PLANNING ■ DESIGN ■ CONSTRUCTION

DESIGNED BY:	APPROVED FOR CONSTRUCTION:	REVIEWED BY:	DATE	REVISIONS	APP.	CITY OF PISMO BEACH, CALIFORNIA COMPLETE STREETS PLAN	SHEET NO. 16
DRAWN BY:						PRICE STREET - ALTERNATIVE 1	OF 25
CHECKED BY:							
CONSTRUCTION/INSPECTION SUPERVISOR:							
PROJECT ENGINEER/MANAGER:							


SLO - ROUTE 101
PRICE ST.
BIKE LANE
ASPH
CONC
VC
MATCH LINE - SEE SHEET 15
MATCH LINE - SEE BELOW LEFT
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
ROUTE 101
PRICE ST.
Parking
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 17
GATES +ASSOCIATES
RBF CONSULTING
APPROVED FOR CONSTRUCTION:
REVIEWED BY:
DATE
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
PRICE STREET - ALTERNATIVE 2
SHEET NO. 16
OF 25


ROUTE 101
PRICE ST.
Parking
OCEAN WAY
FRANKLIN
MATCH LINE - SEE SHEET 16
MATCH LINE - SEE BELOW LEFT
SB ROUTE 101 OFF-RAMP
HARBOR VIEW
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET
BIKE LANE
SCALE: 1"=20'
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
APPROVED FOR CONSTRUCTION
REVIEWED BY:
DATE
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
PRICE STREET - ALTERNATIVE 1
SHEET NO. 17
OF 25


ROUTE 101
PRICE ST.
OCEAN WAY
FRANKLIN
MATCH LINE - SEE SHEET 16
MATCH LINE - SEE BELOW LEFT
SCALE: 1"=20'
ROUTE 101
SB ROUTE 101 OFF-RAMP
PRICE ST.
HARBOR VIEW
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
APPROVED FOR CONSTRUCTION:
REVIEWED BY:
DATE
REVISIONS
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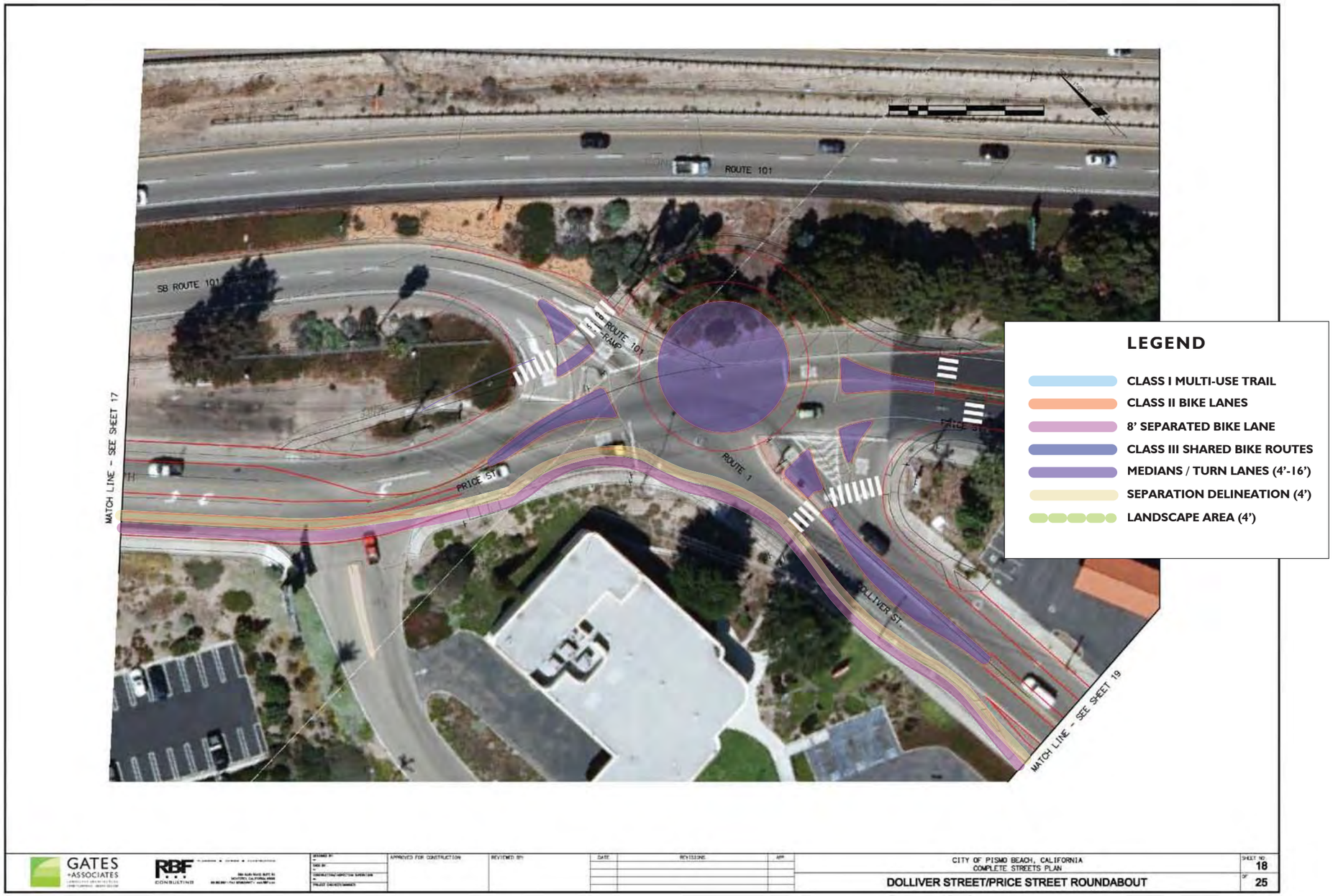
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
PRICE STREET - ALTERNATIVE 2
SHEET NO. 17
OF 25



GATES +ASSOCIATES

RBF CONSULTING

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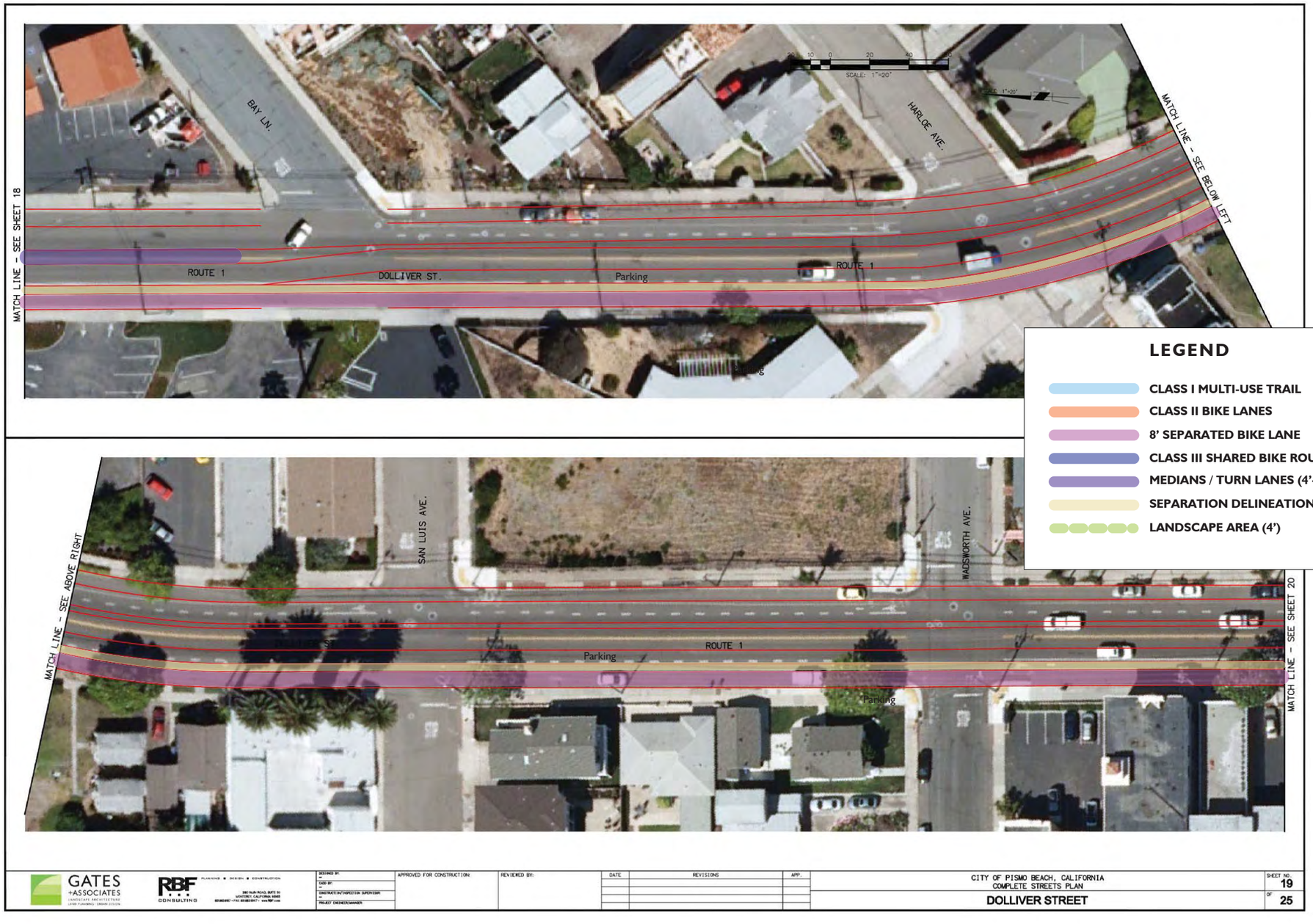
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN

DOLLIVER STREET/PRICE STREET ROUNDABOUT

SHEET NO 18 OF 25


BAY LN.
HARLOE AVE.
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE SHEET 18
ROUTE 1
DOLLIVER ST.
Parking
ROUTE 1
SCALE: 1"=20'
SAN LUIS AVE.
WADSWORTH AVE.
MATCH LINE - SEE ABOVE RIGHT
MATCH LINE - SEE SHEET 20
Parking
ROUTE 1
Parking
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
DOLLIVER STREET
SHEET NO. 19
OF 25


HOLLISTER AVE.
PISMO AVE.
DOLLIVER ST.
Parking
ROUTE 1
MATCH LINE - SEE SHEET 19
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
MAIN ST.
POWEROY AVE.
MATCH LINE - SEE SHEET 21
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
DOLLIVER STREET
SHEET NO. 20
OF 25


MATCH LINE - SEE SHEET 20
HINDS AVE.
ROUTE 1
DOLLIVER ST.
STINSON AVE.
MATCH LINE - SEE BELOW LEFT
SCALE: 1"=20'
MATCH LINE - SEE ABOVE RIGHT
OCEAN VIEW AVE.
ROUTE 1
DOLLIVER ST.
PARK AVE.
MATCH LINE - SEE SHEET 22
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
APPROVED FOR CONSTRUCTION
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
DOLLIVER STREET
SHEET NO. 21
OF 25

LEGEND

- CLASS I MULTI-USE TRAIL
- CLASS II BIKE LANES
- 8' SEPARATED BIKE LANE
- CLASS III SHARED BIKE ROUTES
- MEDIANS / TURN LANES (4'-16')
- SEPARATION DELINEATION (4')
- LANDSCAPE AREA (4')

GATES +ASSOCIATES LANDSCAPE ARCHITECTURE LAND PLANNING URBAN DESIGN

RBF CONSULTING PLANNING ■ DESIGN ■ CONSTRUCTION

DESIGNED BY:	APPROVED FOR CONSTRUCTION:	REVIEWED BY:	DATE	REVISIONS	APP.	CITY OF PISMO BEACH, CALIFORNIA COMPLETE STREETS PLAN	SHEET NO. 22
DRAWN BY:						DOLLIVER STREET	OF 25
CHECKED BY:							
CONSTRUCTION/INSPECTION SUPERVISOR:							
PROJECT ENGINEER/MANAGER:							


MATCH LINE - SEE SHEET 22
DOLLIVER ST.
ROUTE 1
MATCH LINE - SEE BELOW LEFT
BELLO ST.
MATCH LINE - SEE ABOVE RIGHT
DOLLIVER ST.
ROUTE 1
MATCH LINE - SEE SHEET 24
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
RBF CONSULTING
APPROVED FOR CONSTRUCTION:
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DATE
REVISIONS
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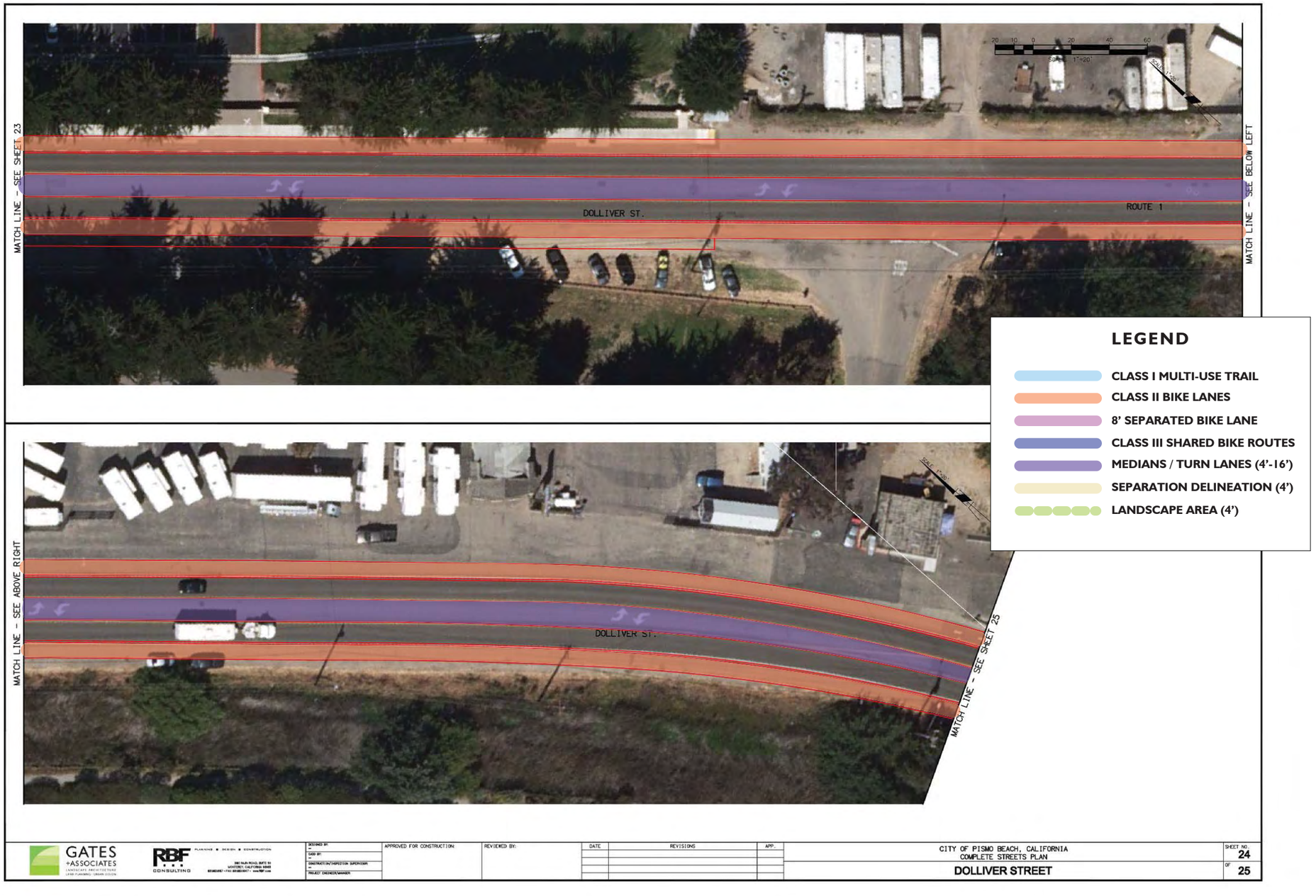
CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
DOLLIVER STREET
SHEET NO. 23
OF 25


MATCH LINE - SEE SHEET 23
DOLLIVER ST.
ROUTE 1
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE RIGHT
DOLLIVER ST.
MATCH LINE - SEE SHEET 25
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
DOLLIVER STREET
SHEET NO. 24
OF 25


MATCH LINE - SEE SHEET 24
MATCH LINE - SEE BELOW LEFT
MATCH LINE - SEE ABOVE LEFT
LEGEND
CLASS I MULTI-USE TRAIL
CLASS II BIKE LANES
8' SEPARATED BIKE LANE
CLASS III SHARED BIKE ROUTES
MEDIANS / TURN LANES (4'-16')
SEPARATION DELINEATION (4')
LANDSCAPE AREA (4')
GATES +ASSOCIATES
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CITY OF PISMO BEACH, CALIFORNIA
COMPLETE STREETS PLAN
DOLLIVER STREET
SHEET NO. 25
OF 25