City of Pismo Beach
General Plan

CIRCULATION ELEMENT

November 2021



Adopted TBD

Pismo Beach Circulation Element
Final Report

Prepared for:
City of Pismo Beach 760 Mattie Road
Pismo Beach, CA 93449

Prepared by:
GHD Inc.
669 Pacific Street, Suite A
San Luis Obispo, CA 93401
805-242-0461

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Acknowledgments

City Council

Ed Waage, Mayor
Mary Ann Reiss, Mayor Pro Tempore
Sheila Blake, Council Member
Marcia Guthrie, Council Member
Scott Newton, Council Member

Planning Commission

Adam Werner
Andrew Jones
Clare Malone Prichard
Stacy Inman
Reed Van Rozeboom

City Staff

James Lewis, City Manager
Matthew Downing, Community Development Director
Benjamin A. Fine, P.E. Director of Public Works/City Engineer
Megan Martin, Planning Manager
Brian Schwartz, Contract Planner
Aileen Nygaard, Associate Planner
Michael Gruver, Associate Planner
Elsa Perez, Administrative Secretary

Prepared For:

City of Pismo Beach
760 Mattie Road
Pismo Beach, CA 93449
805-773-4557

Prepared By:

GHD Inc.
669 Pacific Street, Suite A
San Luis Obispo, CA 93401
(805) 242 – 0461

TABLE OF CONTENTS

Acknowledgments i

1 Introduction 1

Vision 2

Purpose 2

Background 2

Transportation Setting 3

Public Participation 4

Transportation Policy & CEQA Thresholds 4

Vehicle Miles Traveled (CEQA) 4

Automobile Level of Service (Local Policy) 5

Existing Transportation Conditions 6

General Plan Buildout Conditions 7

Automobile Level of Service (Local Policy) 7

Vehicle Miles Traveled (CEQA) 9

Completed Projects 10

2 Circulation Element Goals 11

Supporting Policies 11

3 Multimodal Circulation Plan 12

Multimodal Circulation Plan Improvements 12

Proposed Improvements for Vehicular Operations & Safety: 12

Dolliver Street (Highway 1) Improvements: 14

Bicycle Facility Classifications: 15

Proposed Bicycle Facility Improvements 16

Proposed Pedestrian Facility Improvements 18

General Plan Buildout Conditions with Circulation Plan Improvements 23

Functional Street Classifications 24

Roadway Design Standards 24

4 Multimodal Policies 26

Vehicular Travel 26

Guiding Policies for Vehicular Travel 26

Implementing Policies for Vehicular Travel 28

Walking and Bicycling 36

Guiding Policies for Walking and Bicycling 36

Implementing Policies for Walking and Bicycling 37
Public Transportation 40
Guiding Policies for Public Transportation 40
Implementing Policies 40
Railroads, Airport Facilities, Goods Movement, and Truck Routes 42
Guiding Policies 43
Implementing Policies 43
Reference Documents 45

LIST OF FIGURES

Figure 1 – Circulation Plan (Intersection Improvements, Mattie Road Extension, Frady Lane Extension) 19
Figure 2 – Circulation Plan (Pismo Creek Crossing Alternatives) 20
Figure 3 – Bikeways Plan 21
Figure 4 – Pedestrian Facilities Plan 22

LIST OF TABLES

Table 1.1 Existing Conditions Intersection Operations 6
Table 1.2 Buildout (2040) Conditions Intersection Operations 8
Table 1.3 Net Total Regional VMT Results Summary 9
Table 1.4 Regional Residential VMT Results Summary 9
Table 1.5 Non-Residential / Work Regional VMT Results Summary 9
Table 3.1 Buildout Operations with Circulation Plan Improvements 23
Table 3.2 Roadway Standard Cross-Sections 25

APPENDIX

Appendix A: Public Meeting #1 Summary
Appendix B: Peak Hour Turning Movement Volumes
Appendix C: Pismo Creek Crossing Alternatives

1 Introduction

The City of Pismo Beach (City) has retained GHD to complete the update of the City's General Plan Circulation Element with the associated environmental (California Environmental Quality Act, CEQA) documentation, and assist the City with updating their Capital Improvements Plan and corresponding Transportation Impact Fee. The appropriate CEQA process will be determined by the completion on an Initial Study. This Circulation Element provides the goals, policies, and programs pertaining to the City, and identifies a comprehensive plan for multimodal transportation improvements that will maintain consistency with the concurrent update of the City's Land Use Element. The goals, objectives, and policies establish a citywide strategy to achieve long-term mobility and accessibility for all travel modes within the City. This Circulation Element contains the following sections:

- Introduction: Purpose, Background, Public Participation, Existing Transportation Conditions, and Buildout Transportation Conditions
- Circulation Goals
- Multimodal Circulation Plan
- Multimodal Policies: Guiding Policies & Implementing Policies
  - Vehicular
  - Walking & Bicycling
  - Public Transportation
  - Goods Movement & Truck Routes



In addition to this report, an Existing Conditions & Background Report prepared by Hatch Mott MacDonald (currently available at Circulation Element | Pismo Beach, CA - Official Site) was also prepared in 2016 which documents the existing multimodal transportation conditions, current policies, related planning documents, and new legislation. As part of this Circulation Element Update, GHD has updated the Existing Conditions time period to 2019 to best represent current conditions pre-pandemic.

Vision

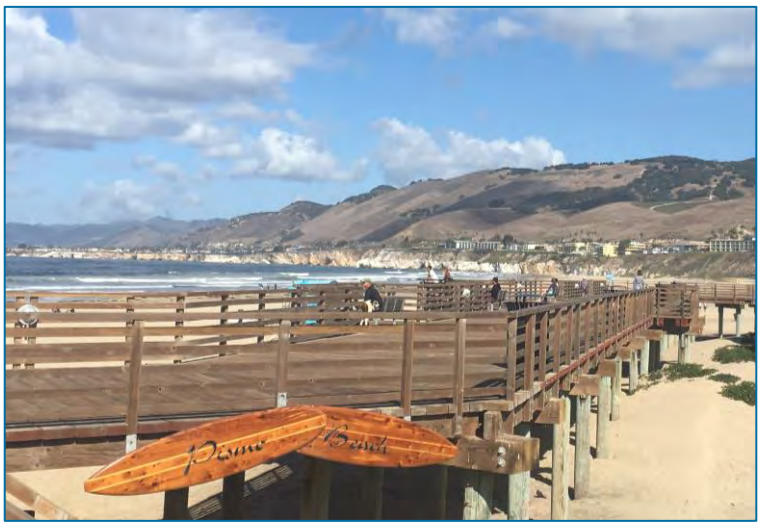
To improve mobility through development of a safe and balanced, multimodal transportation network that will support the local economy while maintaining the historic character of the City.

Purpose

The Pismo Beach Circulation Element was last updated in 2018. Since then, new State legislation relating to transportation (SB 743) has been implemented. Additionally, a new land use element is being proposed concurrently. This element assumes increased development potential within Pismo Beach along with incremental regional growth in adjacent Cities & Throughout the County. This 2021 update will align the City's Land Use & Circulation Elements.

The Circulation Element is one of several elements of the General Plan mandated by State planning law. Periodic updating of the General Plan is a State of California legal requirement. The Circulation Element provides goals, objectives, and policy guidance for long-term planning and implementing the transportation system needed to serve the City's projected development. The goals, objectives, and policies in this element are closely correlated with the Land Use Element and other elements that comprise the General Plan and are intended to enhance travel choices for current and future residents, visitors, and workers. This element also defines a preferred transportation system that reflects the City's financial resources and broader goals, including providing safe and convenient access for all modes of travel while preserving the local character of the community.

Background



Historically, Pismo Beach is known as the "Classic California" beach town, attracting tourists to the beach and pier since the late 1800's. Pismo Beach has promoted itself as a seaside resort and get-away destination, historically referred to as the "Town of El Pizmo" or "El Pismo by the Sea". Today, thousands of tourists travel to Pismo Beach during the summer months, weekends, holidays, or special events to not only enjoy the beachfront amenities, but also the adjacent Downtown environment including various hotels, restaurants, and entertainment options. Additionally, outdoor recreational activities such as bicycling, walking, hiking, and running are enjoyed by tourists and locals alike. Pismo Beach's Mediterranean climate, relatively small size, and coastal access provide ideal conditions for walking and bicycling.

Transportation Setting



The City of Pismo Beach is located along the Pacific coast in southern San Luis Obispo County, within the "Five Cities" region. Pismo Beach is a highway-oriented community due to its location related to U.S. Highway 101 (US 101), and the access constraints presented. US 101 traverses through the center of the City, along its length, providing access for Pismo Beach to the adjacent cities of Arroyo Grande, Grover Beach, and cities such as San Luis Obispo and Santa Maria. US 101 also provides interregional access to Los Angeles and San Francisco. State Route 1 (SR 1 or Highway 1) also provides regional access between US 101 and Grover Beach. SR 1 is also known as Dolliver Street and the Pacific Coast Highway and is the primary route through Downtown. The State of California passed Senate Bill 504 in 2019 that allows relinquishment of Highway 1 through Pismo Beach within the city limits if the department and the City of Pismo Beach enter into an agreement providing for that relinquishment. The City of Pismo Beach Council has authorized the City Manager to negotiate and execute a relinquishment agreement with Caltrans for Highway 1. It is expected that if such an agreement can be reached that relinquishment occurs in the summer of 2023 upon completion of a Caltrans restoration or paving project.

The Downtown area is located in the southern portion of the City, bordered by US 101 on the east, the intersection of Dolliver Street (SR 1) and Price Street on the north, and Pismo Creek on the south. The Pacific Coast Bike Route runs north-south through Pismo Beach, including SR 1/Dolliver Street. The Shell Beach area, which is part of the City of Pismo Beach, is located in the northern part of Pismo Beach and is predominantly a residential area with a commercial corridor along Shell Beach Road. Shell Beach Road runs parallel to US 101, providing frontage access to Shell Beach and continues as Price Street south into Downtown. US 101 provides nine full or partial access interchanges within the City limits, and only eight roadways provide access across US 101. Generally, Pismo Beach's roadway system follows a cardinal grid system within Downtown and the Shell Beach areas, which are parallel and perpendicular to US 101.

While US 101 and the Union Pacific Railroad (UPRR) are manmade barriers across town, the coastal mountains northeast of Pismo Beach and Pismo Creek in the southern part of the City are natural barriers. Access across US 101, UPRR, and Pismo Creek are limited. Pismo Creek runs along Price Canyon just south of the mountains and is parallel to Price Canyon Road. Pismo Creek and UPRR are barriers between downtown, the residential areas in the southern part of the City, and the Pismo Beach Premium Outlets. Access across Pismo Creek is only provided via US 101, Dolliver Street (SR 1), and limited access via Cypress Street. Access across UPRR is limited to US 101 within the City, and via SR 1/West Grand Avenue further south in Grover Beach.

Public Participation

Public workshops and stakeholder meetings have provided valuable input and helped to shape the policies within this document. The previously approved planning documents are referenced at the end of this document. To initiate the public involvement process in the City's update process of the Circulation Element, a public workshop was held on September 20, 2017, to inform the public of the upcoming update and seek their input on general and specific concerns on the current operations and future transportation planning of the City's circulation system. This first public workshop presented various related planning documents, new legislation, existing and forecasted traffic conditions, and proposed multimodal transportation improvements. Additionally, the workshop incorporated an interactive question-and-answer session with the project team. After opinions were collected, the polling results were immediately presented back to the group. The primary purpose was to listen to the community and gain an understanding of their current concerns and desires for the future of circulation throughout the City moving forward. Through this first workshop, the citizens identified key circulation issues and suggested their solutions and strategies to help address the issues identified. A summary of the first workshop is contained in **Appendix A**. In addition, to this initial public workshop, City staff informed and sought public comments at other established community meetings including, but not limited to, the Shell Beach Improvement Group, and other local committee and council meetings. A list of all the public meetings is below.

- Public Workshop – City Council Chambers, September 20, 2017
- Stakeholder Meeting – Shell Beach Improvement Group, January 8, 2018
- Stakeholder Meeting – Downtown Business Association, January 8, 2018
- Planning Commission Study Session – City Council Chambers, April 10, 2018

SB 18 (2003) requires that, "prior to the adoption or amendment of a city or county's general plan, the city or county conduct consultations with California Native American tribes for the purpose of preserving specified places, features, and objects that are located within the city or county's jurisdiction." AB 52 (2014) requires, "a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project."

Transportation Policy & CEQA Thresholds

Senate Bill (SB) 743 was signed into law in 2013, with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and greenhouse gas reductions. The provisions of SB 743 became effective Statewide on July 1st, 2020. Under SB 743, automobile delay, traditionally measured as level of service (LOS) is no longer considered an environmental impact under the California Environmental Quality Act (CEQA). Instead, environmental transportation impacts are now determined by changes to Vehicle Miles Traveled (VMT). VMT measures the number and length of vehicle trips made on a daily basis. However, SB 743 does not preclude the City of Pismo Beach from retaining its local level of service thresholds as City Policy outside of CEQA and continue to plan its transportation systems and condition development proposals around those level of service thresholds.

Vehicle Miles Traveled (CEQA)

- **Regional Vehicle Miles of Travel (VMT)** Maintain and reduce average regional vehicle miles traveled in accordance with SB 743
    - Residential Projects Achieve & maintain a level of 15% below existing regional VMT per Capita.
    - Work based Projects Achieve & maintain a level of 15% below existing regional VMT per employee
    - Non-Residential or Non-Work based Projects Do not increase net total regional VMT.

Automobile Level of Service (Local Policy)

- **Citywide Level of Service (LOS).** Achieve and maintain a multimodal **LOS "C"** or better for all City roadways and intersections during weekday PM peak hours. The City recognizes that achieving this goal in every case would require a circulation system with oversized features to accommodate summer beach traffic or regional through traffic. The City has chosen to provide a circulation system that is sized to meet the needs of residents and local businesses while preserving the character of Pismo Beach. Therefore, Service levels during weekends, summer months, holidays, and special events are projected and accepted to operate beyond this threshold.

- **Downtown Level of Service (LOS).** Within Downtown, a multimodal **LOS "D"** or better shall be achieved during non-summer weekday peak hours. Intersections within the Downtown area will continue to function at or better than this threshold during non-summer weekday peak hours, with implementation of the improvements included in this Circulation Element and the Circulation Plan. Service levels during weekends, holidays, or special events are projected and accepted to operate beyond this threshold, specifically in the Downtown area, recognizing the choice to size the circulation system to meet the needs of residents and local businesses, and preserve the character of Pismo Beach.

Existing Transportation Conditions

The Existing Conditions establishes the baseline multimodal transportation conditions that currently exist in Pismo Beach. The existing conditions are based on a consolidation of the local planning documents, including existing vehicular, bicycle, pedestrian, and transit facilities, and the vehicular operational analysis estimated for 2019 conditions. The existing vehicular operational analysis evaluated the weekday PM peak hour operations at 25 key intersections throughout the City. Due to the impacts of COVID-19 on traffic patterns, new traffic counts were not collected. Rather, the traffic data from the *Circulation Study* (Hatch Mott MacDonald, 2016) were utilized to estimate 2019 traffic conditions utilizing an annual growth rate. An annual growth rate of 1.00% was determined to be an appropriate rate based on Caltrans historical traffic trends along US 101 within the City. The existing peak hour intersection volumes are included in **Appendix B**.

Table 1.1 below presents the existing conditions operations at the study intersections with deficient intersections identified in bold. There are five intersections currently operating beyond the LOS thresholds, three of which are located in the Downtown area.

TABLE 1.1 EXISTING CONDITIONS INTERSECTION OPERATIONS

#	Intersection	Control Type[1,2]	Target LOS	PM Peak Hour	
				Delay	LOS
1	Shell Beach Rd & Spyglass Dr	AWSC	C	14.4	B
2	Spyglass Dr & US 101 SB Ramps	TWSC	D	12.4	B
3	Spyglass Dr & US 101 NB Ramps	TWSC	D	6.4	A
4	Spyglass Dr & Mattie Rd	TWSC	C	3.4	A
5	Price St & US 101/Mattie Rd	Signal	C	6.7	A
6	Mattie Rd & US 101 NB Ramps	TWSC	C	6.8	A
7	Price St & US 101 SB Off Ramp	TWSC	D	13.1	B
8	Price St & US 101 SB Off Ramp/Dolliver St	AWSC	D	13.7	B
9	Dolliver St & Wadsworth Ave	TWSC	D	15.9	C
10	Price St & Wadsworth Ave	AWSC	D	9.6	A
11	Bello St & Wadsworth Ave	AWSC	D	8.8	A
12	Dolliver St & Pomeroy Ave	Signal	D	18.9	B
13	Price St & Pomeroy Ave	TWSC	D	9.5	A
14	Dolliver St & Hinds Ave	Signal	D	5.7	A
15	Hinds Ave & Price St	Signal	D	14.6	B
16	Hinds Ave & US 101 SB Ramp	TWSC	D	26.3	D
17	**Bello St & Price Canyon Rd**	**TWSC**	**C**	**33.4**	**D**
18	Dolliver St & Stimson Ave	TWSC	D	30.6	D
19	**Price St & Stimson Ave**	**TWSC**	**D**	**76.4**	**F**
20	**Dolliver St & Ocean View Ave**	**TWSC**	**D**	**71.0**	**F**
21	**Price St/US 101 Ramps & Ocean View Ave**	**TWSC**	**D**	**87.7**	**F**
22	5 Cities Dr & US 101 SB Ramps\Outlets Dwy	Signal	D	27.5	C
23	**5 Cities Dr & 4th St**	**Signal**	**C**	**54.4**	**D**
24	4th St & US 101 NB Ramps	Signal	D	12.4	B
25	4th St & James Way	AWSC	C	10.3	B

Notes:

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. City is anticipated to take responsibility for Dolliver (SR 1) and City LOS threshold is assumed.

As shown in **Table 1.1**, on page 5 most Downtown intersections in the Downtown area operate at LOS D/F during the weekday PM peak. The intersections of Bello Street/Price Canyon Road (two-way stop-controlled) which is scheduled for signalization in 2022, Dolliver Street/Stimson Avenue (two-way stop-controlled), Dolliver Street/Ocean View Avenue (two-way stop-controlled), Price Street/Ocean View Avenue (two-way stop-controlled), and 5 Cities Drive/4th Street (signal), and El Camino Real/US 101 Southbound Ramps (all-way stop control) operate deficiently during weekday PM peak hour under Existing conditions.

General Plan Buildout Conditions

The General Plan Buildout Conditions represents the growth within the City for the forecast Year 2040, consistent with the Land Use Element. The *Circulation Study* utilized the San Luis Obispo Council of Governments (SLOCOG) Regional Travel Demand Model (TDM) to refine and update the traffic analysis zone structure and street network within the Pismo Beach area in order to create a "Pismo Beach Model". The Pismo Beach Model forecast year land uses (General Plan Buildout) were updated to represent the updated Land Use Element and develop traffic forecasts at the study intersections. The Year 2040 (Buildout) land use projections are anticipated to add 1,111 dwelling units and 545 jobs within the City of Pismo Beach, consistent with the Land Use Element. Traffic forecasts were developed utilizing the growth increment from the base year and future year models, applied to the existing conditions volumes to estimate Year 2040 traffic volumes. The traffic forecasts were then utilized for future year traffic operations analysis and to evaluate the effectiveness of the proposed roadway improvement alternatives.

Automobile Level of Service (Local Policy)

Forecasted peak hour intersection turning movement volumes are included in **Appendix B**. Similar to the Existing Conditions analysis, 24 study intersections were analyzed for the 2040 weekday PM peak hour conditions. **Table 1.2,** on page 7 presents the projected traffic operations at the study intersections, under Buildout conditions without circulation improvements, and the deficient intersections are identified in bold.

TABLE 1.2 BUILDOUT (2040) CONDITIONS INTERSECTION OPERATIONS

#	Intersection	Control Type[1,2]	Target LOS	PM Peak Hour	
				Delay	LOS
1	Shell Beach Rd & Spyglass Dr	AWSC	C	20.9	C
2	Spyglass Dr & US 101 SB Ramps	TWSC	D	14.1	B
3	Spyglass Dr & US 101 NB Ramps	TWSC	D	7.8	A
4	Spyglass Dr & Mattie Rd	TWSC	C	2.4	A
5	Price St & US 101/Mattie Rd	Signal	C	7.1	A
6	Mattie Rd & US 101 NB Ramps	TWSC	C	7.8	A
7	Price St & US 101 SB Off Ramp	TWSC	D	15.8	C
8	**Price St & US 101 SB Off Ramp/Dolliver St**	**AWSC**	**D**	**61.4**	**F**
9	Dolliver St & Wadsworth Ave	TWSC	D	27.3	D
10	Price St & Wadsworth Ave	AWSC	D	11.2	B
11	Bello St & Wadsworth Ave	AWSC	D	10.4	B
12	Dolliver St & Pomeroy Ave	Signal	D	19.4	B
13	Price St & Pomeroy Ave	TWSC	D	11.1	B
14	Dolliver St & Hinds Ave	Signal	D	6.0	A
15	Hinds Ave & Price St	Signal	D	6.2	A
16	Hinds Ave & US 101 SB Ramp	Ramp Relocated			
17	**Bello St & Price Canyon Rd**	**TWSC**	**C**	**85.9**	**F**
18	**Dolliver St & Stimson Ave**	**TWSC**	**D**	**196.6**	**F**
19	**Price St & Stimson Ave**	**TWSC**	**D**	**OVR**	**F**
20	**Dolliver St & Ocean View Ave**	**TWSC**	**D**	**OVR**	**F**
21	**Price St/US 101 Ramps & Ocean View Ave**	**TWSC**	**D**	**OVR**	**F**
22	**5 Cities Dr & US 101 SB Ramps\Outlets Dwy**	**Signal**	**D**	**OVR**	**F**
23	**5 Cities Dr & 4th St**	**Signal**	**C**	**118.5**	**F**
24	4th St & US 101 NB Ramps	Signal	D	11.1	B
25	4th St & James Way	AWSC	C	14.3	B

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. OVR = Delay over 300 seconds
6. City is anticipated to take responsibility for Dolliver (SR 1) and City LOS threshold is assumed.

As shown in **Table 1.2**, above, there are eight intersections that are projected to operate deficiently under weekday PM peak hour conditions, three more than under existing conditions. The intersections of Price St & US 101 SB Off Ramp/Dolliver Street, Dolliver Street/Stimson Avenue and 5 Cities Drive & US 101 SB Ramps/Outlets Driveway are projected to become deficient by Year 2040 Buildout conditions, but currently operate acceptably under Existing conditions.

Vehicle Miles Traveled (CEQA)

Under SB 743, automobile delay, traditionally measured as level of service (LOS), is no longer considered the metric for environmental transportation impacts under the California Environmental Quality Act (CEQA), but rather VMT. VMT measures the number and length of vehicle trips made daily. VMT is a valuable indicator of overall land use and transportation efficiency. The most efficient system minimizes VMT by encouraging shorter vehicle trip lengths, more walking, and biking, or increased carpooling and transit.

TABLE 1.3 NET TOTAL REGIONAL VMT RESULTS SUMMARY

Model Scenario	Net VMT
2010 Base Year	11,226,484
Buildout Current GPU	13,311,157
Buildout Proposed GPU	13,422,120
Difference	**110,963**

In December of 2018 The California Office of Planning & Research (OPR) published its Technical Advisory for Evaluating Transportation Impacts within CEQA. Following this advisory, projects should not increase the net total regional VMT. Table 1.3 depicts the current net total regional VMT as calculated by the City's Travel Demand. Model.

TABLE 1.4 REGIONAL RESIDENTIAL VMT RESULTS SUMMARY

Pismo Model	Residential VMT	Residential Trips	Population	Residential VMT per Capita	Average Trip Distance
2035	8,684,684	861,337	269,775	32.19	10.08
2035 GPU	8,786,814	869,146	271,650	32.35	10.11
Difference	**102,130**	**7,809**	**1,875**	**0.50%**	**0.30%**

OPR's technical advisory also established that residential projects should not exceed a threshold 15% below the average Residential VMT per Capita. Table 1.4 above depicts the forecasted average residential VMT per Capita.

TABLE 1.5 NON-RESIDENTIAL / WORK REGIONAL VMT RESULTS SUMMARY

Pismo Model	Work VMT	Work Trips	Employment	Work VMT per Employee	Average Trip Distance
2035	2,260,727	197,741	113,867	19.85	11.43
2035 GPU	2,314,101	200,714	114,405	20.23	11.53
Difference	**53,374**	**2,973**	**538**	**1.91%**	**0.87%**

OPR's technical advisory also established that employment based projects should not exceed a threshold 15% below the average work VMT per employee. Table 1.5 above depicts the forecasted average work VMT per employee.

Completed Projects

In 1992, the Circulation Element recommended various transportation improvement projects. From these original recommendations, the following lists the transportation improvement projects that have been completed since the last Circulation Element update.

1. US 101/4th Street/Five Cities Drive Interchange
    a. Widen Overcrossing and reconfigure ramps
2. US 101/Oak Park Boulevard Interchange
    a. Widen overcrossing and reconfigure ramps.
3. Five Cities Drive/US 101 Southbound Ramp
    a. Intersection Improvements including installation of a traffic signal. – Completed 1/17/2017.
4. Addie Street/Park Avenue Couplet
    a. Convert to a couplet west of Dolliver Street with Addie Street going one-way westbound and Park Avenue going one-way eastbound. – Completed 6-19-2018.
5. Addie Street parking lot improvements
    a. Improve vehicle throughput and the efficiency of the parking layout. – Completed 6/19/2018.
6. Shell Beach Streetscape.
    a. This plan includes highlighted crosswalks, decorative paving treatments, and separate markings for bicycles and pedestrians at the Shell Beach Road/Terrace Avenue intersection and the Shell Beach Road/Price Street/Cliff Avenue intersection. – Completed 6/15/2021.
7. Class I multi-use trail
    a. Trail long the bluffs south of Dinosaur Caves Park, behind the hotel/resort, connecting with Price Street to the north and south. – Completed 10-8-2018.

It should be noted that the previous improvements of the “New Inland Arterial” and connecting roadway extensions have been removed by the City Council in 2014.

Additionally, San Luis Obispo Council of Governments (SLOCOG) recently submitted an SB 1 Congested Corridor application (Cycle 1) for a US 101 multimodal program in the Pismo Beach area. Caltrans District 5, in conjunction with SLOCOG, has a project in development for *US 101 Pismo Congestion Relief*. Caltrans and SLOCOG are planning improvements to operations on southbound US 101 between Spyglass Drive and the Pismo Railroad overhead by providing a part time managed travel lane in the shoulder. The shoulder would be used as a part-time travel lane during peak travel periods on weekdays and for special events. The extension of the truck climbing lane, improvements to southbound Mattie Road ramps, and the potential closure of the Shell Beach Road on-ramp are also potential alternative solutions under consideration.

2 Circulation Element Goals

The City's Circulation Element Goals and Policies will provide the overall direction the City desires in planning and implementing the expansion of their circulation system to meet the changing travel demands of their community. The circulation system should be comprehensible, complete and capable. Comprehensible means the users can understand the intent or function of the various streets in the system and find their way throughout the City. Complete means that the total journey is considered and accommodated for all travel modes, each designed to serve a particular function. Capable means each individual component of the total system is capable of carrying, safely and economically, the traffic expected to use the facility. The City will strive for safety, environmental sensitivity and energy efficiency in all transportation designs and improvements.



Goal 1: Provide a circulation system that supports safe and efficient travel for all modes of transportation.

Goal 2: Plan and provide pedestrian and bicycle facilities to encourage and meet the walking and bicycling needs of the City.

Goal 3: Promote the use of public transit and seasonal shuttle services.

Goal 4: Provide connectivity and guidance for safe rail and truck movement of people and goods.

Supporting Policies

The Guiding and Implementing Policies will establish the link between the City's goals and the implementing programs, and guide how the programs will actually be implemented. The programs, themselves, are the specific action items that will accomplish the improvement or plan that will meet and serve the expanded community need. The guiding and implementing policies presented in this Circulation Element reflect the City's vision for a comprehensive circulation system that is safe and efficient for pedestrians, bicycles, trucks, automobiles, and public transportation.

3 Multimodal Circulation Plan

The framework of every circulation system is the City's public street network to move people and goods. From this basic framework of public streets, other mode specific, like pedestrian and bike paths and private streets, are added to accommodate all modes of travel for daily life's needs. Through transportation analysis and public input, the Circulation Plan shown in **Figure 1**, on page 19 has been created to guide the future circulation planning and improvements to the City of Pismo Beach's circulation system.

Multimodal Circulation Plan Improvements

Various multimodal improvements have been recommended or approved within the General Plan and the various recent planning documents in order to address the multimodal needs of the transportation system. The planning documents that reference the proposed multimodal improvements for Pismo Beach include the *2016 Circulation Study,* the *Complete Streets Plan*, the *Downtown Strategic Plan*, the *Bicycle and Pedestrian Master Plan*, the *SLOCOG 2014 Regional Transportation Plan (RTP)*, and the *US 101 Corridor Mobility Master Plan*. Within these plans and studies, various network alternatives and site-specific improvements were investigated to address the multimodal deficiencies identified. Additionally, extensive public outreach was conducted for the local plans in order to gauge community concerns and desires for multimodal connectivity, and to prioritize the needed infrastructure improvements. This section provides a comprehensive summary of the proposed multimodal improvements identified within the Circulation Plan. The summary is separated into the following modal categories:

- Proposed Improvements for Vehicular Operations
- Proposed Bicycle Facility Improvements
- Proposed Pedestrian Facility Improvements

Proposed Improvements for Vehicular Operations & Safety:

1. **Mattie Road Extension**. This project will connect Mattie Road southward to Bello Street, along the east side of US 101. This will provide continuous frontage road access along the east side of US 101 between the northern and southern areas of the City. The alignment will route through the southern section of the Pismo Preserve, and the Land Conservancy of San Luis Obispo has indicated it will permit this connection. The two-lane roadway extension will require extensive grading and retaining walls. However, to minimize expenses and impacts, this improvement considers the complete removal of the US 101 Northbound On-Ramp at Bello Street and the US 101 Northbound Off-Ramp at Mattie Road. This will affect the ability to access US 101 Northbound from the Downtown area, and the residential and industrial areas east of Downtown, unless replacement ramps are included.

2. **Frady Lane Realignment.** The proposed alignment would straighten out the alignment, providing a two-lane roadway between the Pismo Beach Sports Complex and the Union Pacific Railroad tracks. This improvement will greatly improve the overall safety of the baseball fields, which are currently bisected by Frady Lane. In conjunction with this project, a sidewalk should be considered, if possible, along Frady Lane underneath US 101, and a bicycle/pedestrian ramp should be constructed just west of US 101, connecting to the bicycle path parallel to US 101.

3. **Roundabout or Traffic Signal at Dolliver Street/Price Street/US 101 SB Off-Ramp.** This project should include prominent crosswalks, pedestrian refuges, and a Class I multi-use path on the west side connecting to the bicycle facilities on Price Street and Dolliver Street. The roundabout or signal will serve as a gateway to Downtown, while improving safety for all users and establishing the setting for the Downtown environment.

    a. Caltrans has proposed adding a new US 101 SB On-Ramp to the intersection, without requiring major modifications to the signal's or roundabout's layout. This new ramp would

be constructed concurrently with the Price Street extension across Pismo Creek. Currently budgeted and scheduled to be complete in 2022/2023.

4. **Bello & Price Canyon.** This project will convert the stop-controlled intersection to a signalized intersection with minor geometric realignments and utility modifications. This project is budgeted and is anticipated to be constructed in 2022/2023

5. **Stimson Avenue/Ocean View Avenue Couplet.** This project will convert Stimson Avenue and Ocean View Avenue to a one-way couplet between Price Street and Dolliver Street. Ocean View Avenue will be one-way eastbound and Stimson Avenue will be one-way westbound.

    a. This project eliminates the northbound left turn pocket from Price Street to Ocean View Avenue, and adds a westbound left turn pocket on northbound Price Street at Stimson Avenue, which will better accommodate the longer left turn queue.

    b. Install signal at Price Street and Ocean View Avenue.

    c. Converting Ocean View Avenue into a one-way eastbound street will also safely accommodate larger vehicles turning from Dolliver Street, such as RV's, by eliminating encroachment with oncoming traffic on Ocean View Avenue.

    d. This project also adds a two-way cycle track (Class IV bicycle facility) along Ocean View Avenue between Dolliver Street and Price Street.

    e. With implementation of this couplet, there are also options for improvements along southbound Price Street between Hinds Avenue and Ocean View Avenue. Two options are identified in the Circulation Study. One option would be to maintain two through lanes, add a landscaped area and additional on-street parking near Ocean View Avenue, and provide bike lanes. The second option would be to provide a single through lane with a southbound right turn pocket at Stimson Avenue, a bike lane between Hinds Avenue and Stimson Avenue, and a two-way cycle track (Class IV bicycle facility) between Stimson Avenue and Ocean View Avenue. The second option would require elimination of the option to turn left westbound from the outside lane of Price Canyon Road. Improvement options at this location should be studied further for optimization.

6. **Restrict motorized vehicles on the Cypress Street Bridge.** As recommended in the Downtown Strategic plan, the bridge would be exclusively used by pedestrians and bicyclists, with the exception of small electric vehicles, emergency vehicles and special event traffic. This improvement could be implemented via a trial to better assess the outcomes of this modification.

7. **Pismo Creek Crossing Alternatives.** There are three alternatives proposed for the crossing of Pismo Creek and UPRR, connecting the Downtown and residential areas north of Pismo Creek to the southern areas of the City including the Pismo Beach Outlets. All of the improvement alternatives provide frontage road access across Pismo Creek (and UPRR) and reduce the need to use US 101 for access across Pismo Creek, therefore reducing congestion along US 101 between Price Canyon Road and North 4th Street. Implementation of one, or a combination of the alternatives, is recommended to provide alternative access options parallel to US 101, increasing capacity and access between these areas of the City. The three alternatives are described below:

    a. James Way Extension to Price Canyon Road

        i. Removes US 101 NB Off Ramp to Price Street

        ii. Relocates On/Off Ramp to Highland Drive

        iii. Realigns James Way-5 Cities Drive connection to provide full access.

b. James Way Extension to Price Street

   i. Removes US 101 NB Off Ramp to Price Street

   ii. Relocates On/Off Ramp to Highland Drive

   iii. Realigns James Way-5 Cities Drive connection to provide full access.

c. Price Street Extension to 5 Cities Drive

   i. Removes Price Street On Ramp to US 101 SB

   ii. Removes Hinds Avenue Off Ramp from US 101 SB (Caltrans preferred)

   iii. Adds On-Ramp at Dolliver Roundabout (Caltrans preferred)

   iv. Adds additional left turn to On-Ramp at Pismo Outlets

   v. Prohibit thru trucks on Price Street with Hinds Ramp closure

   These alternatives should also consider the closure or redesign of the US 101 Northbound On-Ramp at James Way (hook ramp) due to the short weaving distance between the James Way on ramp and the Price Street off ramp.

8. **5 Cities Dr.** Modified signal timing at 5 Cities Dr & US 101 SB Ramps\Outlets Dwy and 5 Cities Dr & 4th St to accommodate additional traffic. In addition, dedicated west bound right is also added at 5 Cities Dr & 4th St.

Dolliver Street (Highway 1) Improvements:

Highway 1 travels through the City of Pismo Beach and is also known as Dolliver Street and/or the Pacific Coast Highway. This roadway falls under Caltrans jurisdiction and requires approval from them for any roadway improvements. The State of California passed Senate Bill 504 in 2019 that allows relinquishment of Highway 1 through Pismo Beach within the city limits if the department and the City of Pismo Beach enter into an agreement providing for that relinquishment. The City of Pismo Beach Council has authorized the City Manager to negotiate and execute a relinquishment agreement with Caltrans for Highway 1. The City take over is expected to occur in July or August of 2023. After the relinquishment has occurred, the following improvements will be considered:

1. **Pedestrian Scramble Traffic Signals.** Incorporate Pedestrian Scramble Traffic Signals at the Dolliver Street/Pomeroy Avenue traffic signal. The traffic signals will provide a pedestrian-only phase in which pedestrians will be allowed to cross all of the intersection approaches at once, including diagonal crossings across the intersection, without vehicular conflicts. This will minimize delays and vehicular congestion levels by eliminating pedestrian phases during vehicular phases. This will also improve pedestrian safety by reducing the potential for pedestrian collisions. The pedestrian scramble phase could also optionally be turned off during the off-peak season.

2. **Traffic Signals and Stop Controls.** Install a traffic signal at the intersection of Dolliver Street and Stimson Avenue and Dolliver St & Ocean View Ave. Install all-way stop-control at Cypress Street and Stimson Avenue.

3. **Dolliver Street Reconfiguration.** Reconfigure Dolliver Street parking and lane configurations to improve safety and operations.

a. **Left Turn Pockets.** Implement left turn pockets along Dolliver Street between Main Street to Ocean View Avenue. In addition to improving the sight distance due to the elimination of on-street parking, left turn pockets will reduce congestion due to vehicles blocking the through lane and waiting for a gap in the opposing traffic. This improvement is also prioritized as part of the City's adopted Local Roadway Safety Plan (LRSP). Blocked through vehicles often attempt to bypass these left-turning vehicles via the bicycle lane, endangering passing bicyclists. However, due to the narrow width of Dolliver Street, some on-street parking will be lost. Alternatively, the existing bike lane would need to be terminated in the proximity of the left turn lane. However, the beneficial improvement in traffic congestion justifies this improvement. Also, maintaining continuous northbound and southbound Class II bike lanes needs to be considered, as recommended in the *Pismo Beach Complete Street Plan*. Add left-turn lanes on Dolliver Street only if on-street parking replacement is identified.

b. **Right Turn Pockets.**

In lieu or in combination with left turn pockets, implement right turn pockets along Dolliver Street between Main Street to Ocean View Avenue at the location identified below.

i. Dolliver Street/Wadsworth Avenue – Stripe Right Turn Lane on Eastbound Wadsworth Avenue.

ii. Dolliver Street/Main Street – Stripe Right Turn Lane on Westbound Main Street.

iii. Dolliver Street/Pomeroy Avenue – Stripe Right Turn Lane on Southbound Dolliver Street.

iv. Dolliver Street/Hinds Avenue – Stripe Right Turn Lane on Northbound Dolliver Street.

Bicycle Facility Classifications:

The goal of this local and regional planning effort is to interconnect the surrounding communities with a seamless bicycle and pedestrian network for recreational and commuter use, as well as improving air quality by reducing vehicular trips. The City's General Plan encourages the use of walking and bicycling, and recognizes the following functional classifications of bicycle facilities:

Class I – Multi-Use/Bike Path: Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class I bikeways must be compliant with provisions of the Americans with Disabilities Act (ADA). These bikeways are intended to provide superior safety, connectivity, and recreational opportunities as compared to facilities that share right-of-way with motor vehicles.

Class II – Bike Lane: Class II facilities provide a striped and signed lane for one-way bicycle travel on either side of a street or highway within the paved area of a roadway that shares the roadway with motor vehicles. The minimum width for bike lanes ranges between four and six feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III – Bike Route: Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measure

of separation from motor vehicles, they have an important function in providing continuity to the bikeway network. By law, bicycles are allowed on all roadways in California except on freeways when a suitable alternate route exists. However, Class III bikeways serve to identify roads that are more suitable for bicycles.

Class IV – Cycle Tracks or Separated Bikeways: Class IV Bikeways provide a separate travel way that is designated exclusively for bicycle travel adjacent to the roadway and are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

Bicycle Boulevard: Bicycle Boulevards are streets where the following conditions are created in order to enhance bicycle safety and optimize travel for bicycles rather than automobiles:

- Reduced traffic speed and volume.
- Use of diverters and roundabouts to discourage through and non-local motor vehicle traffic.
- Improved travel for bikes by assigning the right-of-way priority to the bicycle boulevard at intersections with other roads wherever possible.
- Traffic controls that help bicycles cross major arterial roads.
- Signage and street design that encourages use by bicyclists and informs motorists that the roadway is a priority route for bicyclists.

Bicycle boulevards use a variety of traffic calming elements to achieve a safe environment. For instance, diverters with bicycle cut-outs allow cyclists to continue to the next block, but discourage through traffic by motor vehicles. Typically, these modifications will also calm traffic and improve pedestrian safety as well as encourage bicycling.

Proposed Bicycle Facility Improvements

The Pismo Beach Bicycle and Pedestrian Master Plan includes proposed bicycle and pedestrian trails, as well as on-street bicycle facilities to complete the multimodal network throughout the City.

1. **Proposed Class I Bike Paths**:
    - A separate multi-use trail along the east side of Shell Beach Road from the northern City limits to Spyglass Drive
    - The multi-use trail should continue along the east side of Shell Beach Road from Spyglass Drive to Cliff Avenue (replacing Class II Bike Lanes)
    - Pismo Creek/Price Canyon Trail; continue north and provide connection to Dolliver Street
    - Continue to provide Citywide connectivity for the Cave Landing Trail and the California Coastal Trail
    - James Way to Frady Lane connection
    - Mattie Road to Bello Street Connector
2. **Proposed Class II Bicycle Lanes**:
    - Extend bike lanes along both sides of Shell Beach Road from the northern City limits to Spyglass Drive
    - At Shell Beach Road/Spyglass Drive, Class II bicycle lane striping should be incorporated east of the intersection and marked bicycle crossings separated from pedestrian crosswalks on the south and west approaches, with appropriate signage directing cyclists to the Class II bicycle lane on Mattie Road.

- At Dolliver Street/Village Drive, marked bicycle crossings separated from pedestrian crosswalks on the north side of the intersection with appropriate signage directing cyclists to the multiuse path on the west side of Dolliver Street.
- Extend along both sides of Price Canyon Road and connections to Downtown.
- Oak Park Boulevard at US 101 (City Limits to El Camino Real)

3. ***Proposed*** **Class III Facilities**:

- Due to high automobile traffic volumes along Dolliver Street south of Main Street, Class III bicycle lanes should be incorporated along Main Street, Pomeroy Avenue, Hinds Avenue, and Addie Street to connect with the Class III bicycle routes along Cypress Street and the Promenade.
- Provide signage for Class III on el Portal Drive, Indio Drive, Windward Avenue, Placentia Avenue, Vista Del Mar Avenue, Coburn Lane, and Spyglass Drive

4. **Class IV Separated Bikeways**:

- The City should work with Caltrans to evaluate the configuration and determine the most appropriate alternative for the incorporation of either a two-way separated bicycle lane on the west side of Price Street or Class II bicycle lanes on Price Street, from Cliff Avenue to Dolliver Street/US 101. The City should coordinate with Caltrans to determine the appropriate pavement markings to improve cyclist visibility along Price Street from Cliff Avenue to the Price Street/Dolliver Street/US 101 intersection.
- A two-way, separate bicycle lane should be incorporated along the west side of Dolliver Street from Price Street to Main Street.
- Consider adding bike-protected intersections at key intersections such as Dolliver Street at Hinds Avenue.
- Provide a buffered bike lane on each side of Mattie Road were possible, otherwise provide Class II Bike Lanes.

5. **Proposed Cypress Street Bike Boulevard**:

- As suggested in the Downtown Strategic Plan, convert Cypress Street into a bicycle boulevard (i.e., a street where bicycles have the right-of-way over vehicles). The conversion would have pavement striping indicating that Cypress Street is a bicycle boulevard; however, no forced vehicle traffic diversions will be implemented on Cypress Street. Reducing the speed limit to 20 miles per hour should also be considered by the City, which will reduce the speed differential between motorized vehicles and bicycles, thus providing a safer environment for bicycles.

6. **Other Proposed Bicycle Facilities:**

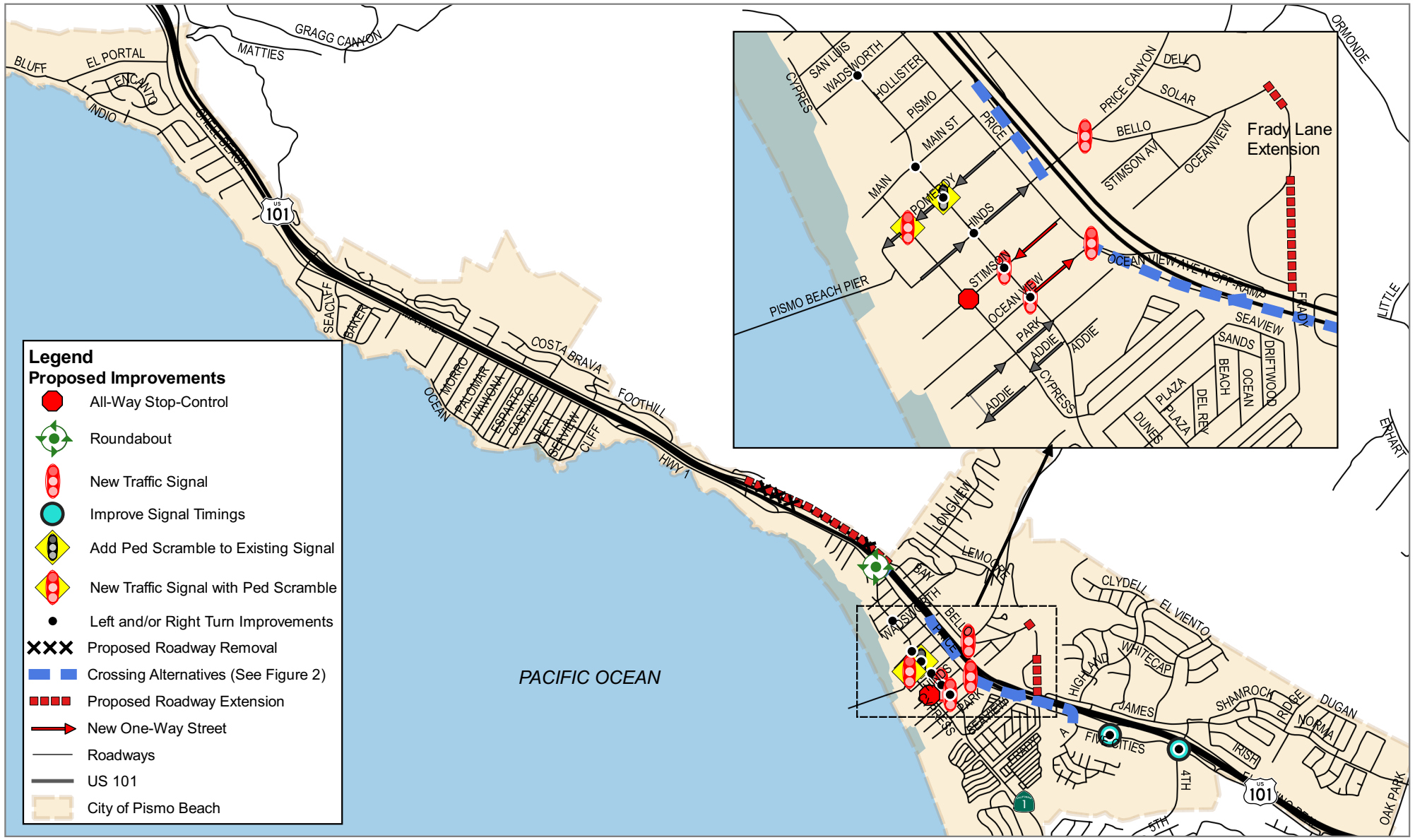
- Incorporate bicycle parking and seating amenities near view corridors along Shell Beach Road south of El Portal Drive, at Palisades Park, and at coastal access trail connections.
- The City should consider including locations for parking and/or pedestrian/bicycle amenities on the east side of Price Street, especially where the available space widens at ramp locations.
- Integrate long-term bicycle parking locations to serve people who leave their bicycles at the same location for the day or overnight near transit locations, schools, and places of work.

- Integrate short-term bicycle parking to serve people who leave their bicycles for short periods of time while shopping, recreating, eating, and/or running errands.
- Incorporate bicycle-parking facilities for City parking lots, park & ride lots, transit centers, parking for commercial and residential uses, especially Downtown where on-street parking is inadequate, and long-term parking including lockers and showers.
- Consistent with the 2014 San Luis Obispo County Regional Transportation Plan (Vision 2040), the City should encourage the development of boardwalks, recreation and multi-use trails, which travel through or connect scenic areas or other destinations to promote walking and equestrian travel where appropriate.
- The City shall work with SLO Regional Rideshare to provide Transportation Choices Programs to City employees.

Proposed Pedestrian Facility Improvements

1. **Promenade V**
    - Extend Boardwalk/Promenade from Main Street to Harloe Avenue
2. **Spindrift Park Blufftop Trail**
    - As part of California Coastal Trail, Implement with future development.
3. **Freeway Foothills Trail**
    - Implement Freeway Foothills Trail, Wadsworth Street to Mattie Road
4. **Ebb Tide Beach Access**
    - Improve Ebb Tide Beach Access from Shell Beach Road. The incorporation of decorative paving treatments and provide separate markings for bicycles and pedestrians should be considered at Major Roadway crossings.
5. **Downtown Crosswalks**
    - Within the downtown area, enhancements of existing crosswalks should include decorative pavers and/or markings to enhance the walkability and beautification of the street scene.
6. **Pedestrian Enhancements**
    - Where appropriate, raised sidewalks, decorative pavers, and ADA crosswalk upgrades should be incorporated to improve and enhance the existing or proposed pedestrian infrastructure and safety throughout the City.
    - Within the downtown pedestrian core, continue to incorporate pedestrian amenities such as benches to enhance walkability, as needed.
    - Complete the sidewalk on Price Street between the Pismo Lighthouse Suites and the Shore Cliff Hotel (Caltrans).

Figure 1, on page 19, presents the Circulation Plan for intersection improvements, the Mattie Road Extension, and Frady Lane Extension. **Figure 2,** on page 20, presents the Pismo Creek Crossing Alternatives associated with the Circulation Plan (Figures for each alternative are provided in **Appendix C**). Proposed Pedestrian and Bicycle improvements are depicted in subsequent sections of this report. **Figure 3,** on page 21, presents the existing and proposed bikeways of the Bikeways Plan. **Figure 4**, on page 22, presents the Pedestrians Facilities Plan depicting the existing and proposed pedestrian facilities including sidewalks, shared use paths, and crosswalks.



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City of Pismo Beach
Circulation
Element Update

Circulation Plan
Intersection Improvements, Mattie Road Extension, and Frady Lane Extension

Project No. **11229880**
Revision No. **-**
Date. **9/13/2021**

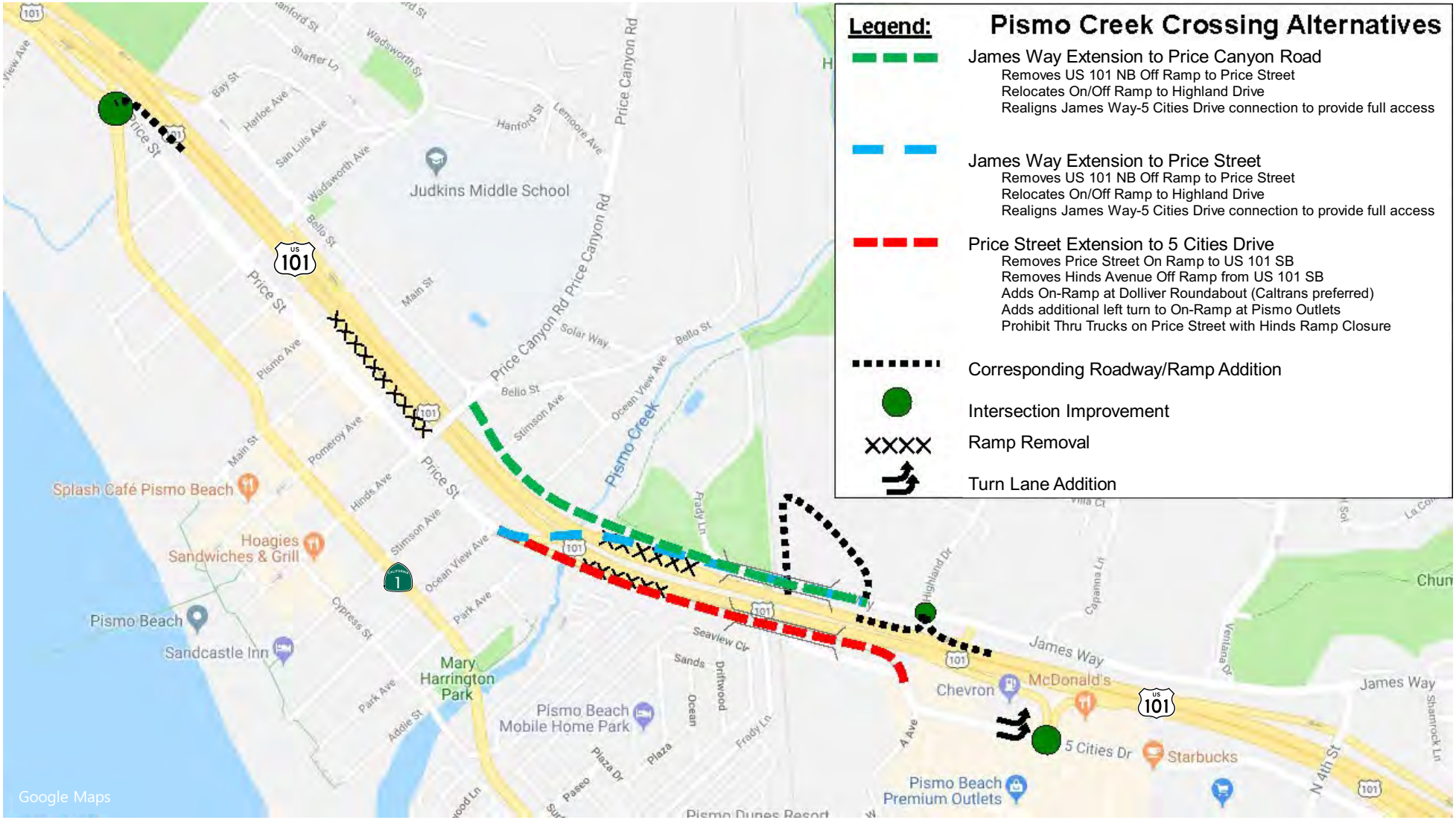
FIGURE 1

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City of Pismo Circulation Element Update

Circulation Plan
Pismo Creek Crossing Alternatives

Project No. **11229880**
Revision No. **-**
Date. **9/13/2021**

FIGURE 2

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CITY OF PISMO BEACH
CIRCULATION ELEMENT
UPDATE

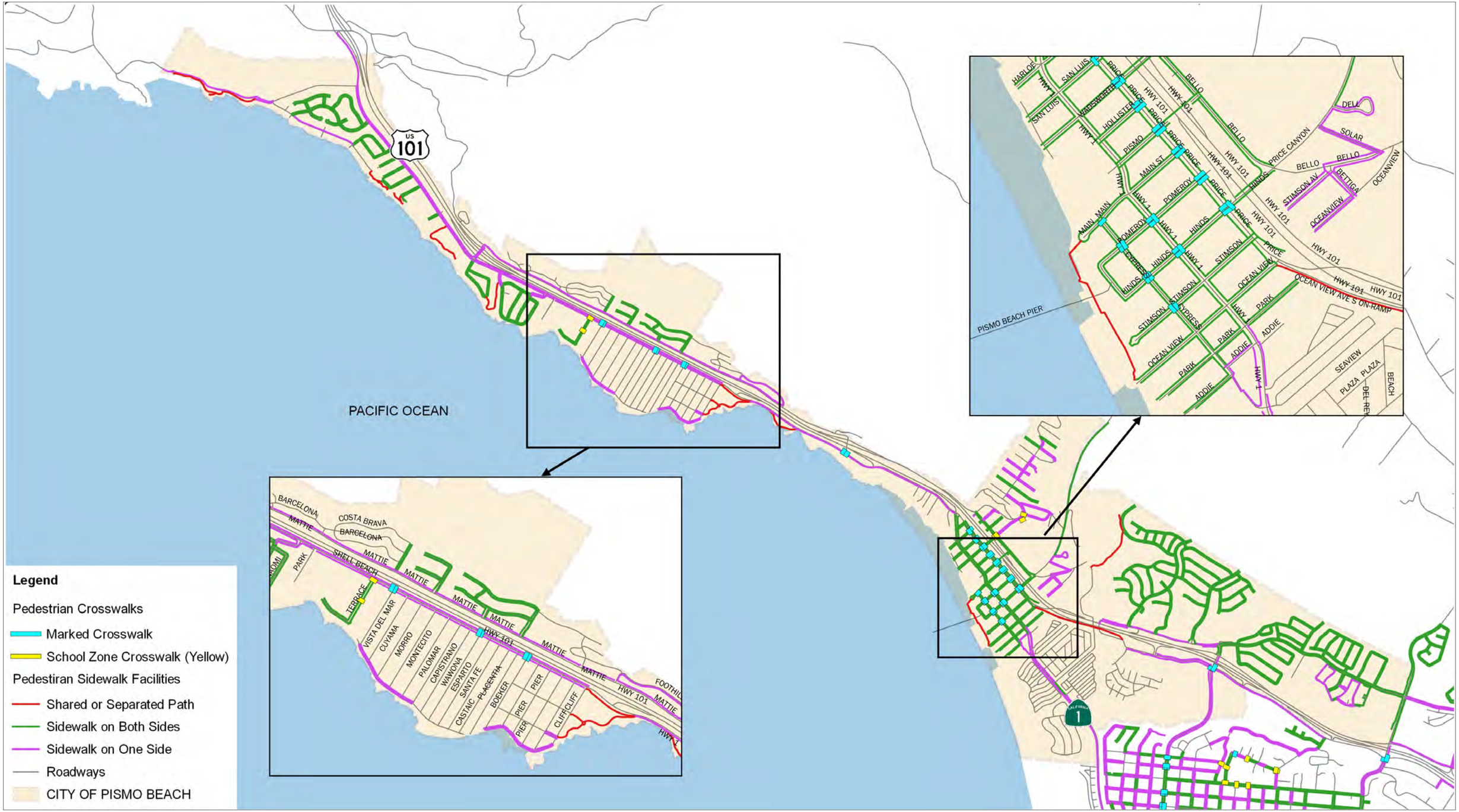
BICYCLE FACILITIES

Project No. 11229880
Revision No. -
Date SEPT 2021

FIGURE 3

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CITY OF PISMO BEACH
CIRCULATION ELEMENT
UPDATE

PEDESTRIAN
FACILITIES

Project No. 11229880
Revision No. -
Date SEPT 2021

FIGURE 4

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General Plan Buildout Conditions with Circulation Plan Improvements

The Pismo Beach model was utilized to develop forecast volumes for future year traffic operations analysis and model the effectiveness of the proposed roadway improvement alternatives. **Table 3.1** below**,** presents the projected traffic operations at the study intersections, under Buildout conditions with the Circulation Plan improvements.

As shown in **Table 3.1** below, implementation of the improvements identified in the Circulation Plan and policies identified in this Circulation Element are projected to provide acceptable traffic operations during the weekday PM peak hour. Three intersections within the Downtown area are projected to operate deficiently under Summer Sundays, and four intersections under Memorial Day Sunday peak hour conditions for Year 2040.

TABLE 3.1 BUILDOUT OPERATIONS WITH CIRCULATION PLAN IMPROVEMENTS

#	Intersection	Control Type[1,2]	Target LOS	PM Peak Hour	
				Delay	LOS
1	Shell Beach Rd & Spyglass Dr	AWSC	C	20.9	C
2	Spyglass Dr & US 101 SB Ramps	TWSC	D	14.1	B
3	Spyglass Dr & US 101 NB Ramps	TWSC	D	7.8	A
4	Spyglass Dr & Mattie Rd	TWSC	C	2.4	A
5	Price St & US 101/Mattie Rd	Signal	C	7.1	A
6	Mattie Rd & US 101 NB Ramps	TWSC	C	7.8	A
7	Price St & US 101 SB Off Ramp	TWSC	D	15.8	C
8	**Price St & US 101 SB Off Ramp/Dolliver St**	**AWSC**	**D**	**61.4**	**F**
9	Dolliver St & Wadsworth Ave	TWSC	D	27.3	D
10	Price St & Wadsworth Ave	AWSC	D	11.2	B
11	Bello St & Wadsworth Ave	AWSC	D	10.4	B
12	Dolliver St & Pomeroy Ave	Signal	D	19.4	B
13	Price St & Pomeroy Ave	TWSC	D	11.1	B
14	Dolliver St & Hinds Ave	Signal	D	6.0	A
15	Hinds Ave & Price St	Signal	D	6.2	A
16	Hinds Ave & US 101 SB Ramp	Ramp Relocated			
17	**Bello St & Price Canyon Rd**	**TWSC**	**C**	**85.9**	**F**
18	**Dolliver St & Stimson Ave**	**TWSC**	**D**	**196.6**	**F**
19	**Price St & Stimson Ave**	**TWSC**	**D**	**OVR**	**F**
20	**Dolliver St & Ocean View Ave**	**TWSC**	**D**	**OVR**	**F**
21	**Price St/US 101 Ramps & Ocean View Ave**	**TWSC**	**D**	**OVR**	**F**
22	**5 Cities Dr & US 101 SB Ramps\Outlets Dwy**	**Signal**	**D**	**OVR**	**F**
23	**5 Cities Dr & 4th St**	**Signal**	**C**	**118.5**	**F**
24	4th St & US 101 NB Ramps	Signal	D	11.1	B
25	4th St & James Way	AWSC	C	14.3	B

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. OVR = Delay over 300 seconds
6. City is anticipated to take responsibility for Dolliver (SR 1) and City LOS threshold is assumed.

In addition to the Circulation Plan, the following provides technical guidance regarding the functional street classification hierarchy incorporated into the Circulation Plan and the roadway standards for which improvements to the street system need to be built under guidance and approval of the City Engineer. Following the technical guidance, Guiding Policies and Implementing Policies are provided to guide the City in its planning and implementation of the circulation system to meet the growing and ever changing mobility needs of the community.

Functional Street Classifications

The City of Pismo Beach's roadway system is based on a hierarchy of street types, based on the service they provide, known as functional classifications. These classifications are designed to provide access to current and future development throughout the City and beyond. A route's design, including lane width and the number of lanes needed, is determined by both its classification as well as its projected traffic levels, in order to achieve safe and convenient movement at the development intensity planned consistent with the Land Use Element. The classifications and their required development and access standards are described below.

1. Freeways – Provide high-speed intra- and inter-regional mobility. Access is typically restricted to arterials via interchanges, with grade-separated crossings and wide, continuous medians separate lanes traveling in opposite directions. Typically, the maximum speed limit on freeways range from 50 to 65 mph with usually one mile or greater spacing between interchanges. US 101 is the only freeway in the City with multiple full or partial interchanges; ramps are closely spaced near Downtown and the Pismo Outlets.

2. Arterials – Serve to connect areas of major activity within the urban or suburban area and function to distribute traffic between freeways or expressways and collector streets. Arterials have limited access directly to adjacent land uses. Typical arterials within the City are two to four lanes with speed limits ranging from 30 to 50 mph.

3. Collectors – Function as connector routes between local and arterial streets, and provide access to residential, commercial, industrial (etc.) areas. Collector streets also provide direct access to adjacent properties; driveway access is not restricted but access should be managed so that driveway spacing does not inhibit the flow of traffic. Collectors within the City are typically two lanes with speed limits ranging from 30 to 45 mph.

4. Local Streets – Provide direct access to adjacent properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes and speed limits of 25 to 30 mph. Although bike lanes are generally not required on local streets, it is assumed that local streets are bike-friendly and may be informally considered a Class III Bike Route.

Roadway Design Standards

The proposed roadway alignments and improvements identified in the Circulation Plan are conceptual, subject to further engineering and environmental review. Street designs for the proposed roads shall conform to the typical street widths and design elements defined in the cross-sections presented in **Table 3.2,** on page 24. The roadway design standards for the City of Pismo Beach are based on engineering standards and on evolving policies and practices regarding the City's transportation infrastructure. The roadway design standards meet both state and nationally acceptable design criteria. While these roadway design standards provide a template for construction, it is not a substitute for professional engineering judgment and close coordination with the City Engineer during project development and plan preparations. All street improvements within the City will be subject to the approval of the City Engineer.

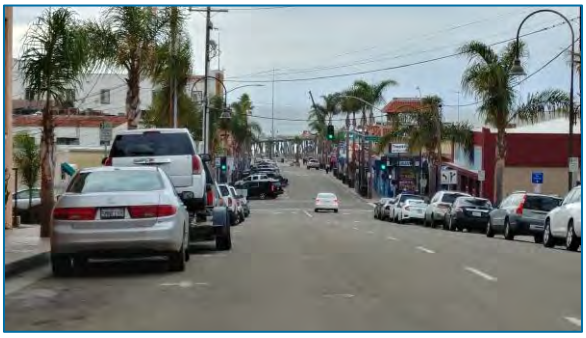
TABLE 3.2 ROADWAY STANDARD CROSS-SECTIONS

Roadway Classification	Right of Way Width	Curb to Curb Width	Median Width	# Thru Lanes	Streets in Classification
Freeway	200'+	Varies	Varies	4 to 6	Oak Park, Price Canyon
Major Arterial	102	Varies	12'	4	Five Cityies Drive (Freeway Ramps S. of Railroad to 4th Street), State Route 1 (South of Pismo Crk), Price St. (Dolliver St. to Oceanview Ave.)
Secondary Arterial	66' - 84'	56' – 64'	-	4	Bello St. (Portions), Dolliver St, Five Cities Drive (Oceanview Ave. to Freeway Ramp S. of Railroad), Hinds ave., James Way, Price St. (N. of Dolliver St.), Shell Beach Rd.
Minor Arterial	60' – 72'	40' – 52'	-	2	Cypress St. (Pomeroy Ave. to Hinds Ave.), El Camino Real, Highland Dr., Longview Ave, Main St. (Dollver St. to Price St.), Mattie Rd., Ventanan Dr., Wadsworth Ave. (E. of Dolliver St.), Whitecap St. (Highland Dr. to Ventana Dr.)
Collector	60'	40'	-	2	
Industrial / Commercial Collector	64'	44'	-	2	
Local Street	56'	36'	-	2	

Standards may be modified with City Engineer or Council Approval when specified in approved Specific Plans, existing conditions warrant.

4 Multimodal Policies

Vehicular Travel



Providing a safe and efficient transportation system for all users is one of the keys to maintaining the livelihood and quality of life of Pismo Beach. Multimodal connections are essential between the local residential communities, the tourist resorts and hotels, the commercial areas of Downtown, and the beach to sustain a sense of community and vitality. Currently, the existing transportation system experiences deficiencies, not only in multimodal connectivity, but also with traffic congestion, especially during the peak summer months and holidays. The City is actively engaged with the community to address the multimodal transportation issues, receiving ample public comments and concerns, and developing responsive transportation planning documents.

Guiding Policies for Vehicular Travel

4.1.1 Safe and efficient roadway system.

Promote a safe and efficient roadway system for the movement of people and goods. This is achieved through a well-designed local roadway system that serves the City's primary need for mobility and includes a hierarchy of roadways to meet that need.

4.1.2 Implement planned roadway improvements.

Use **Figure 1,** on page 19, "Circulation Plan" to identify, prioritize, schedule, and implement circulation improvements, as development occurs to support General Plan buildout conditions. Planned improvements may be phased as development occurs and the need for increased capacity is identified. The functional classifications indicated on the Circulation Plan shall be the standard to which roads needing improvements are built. The Circulation Plan depicts the facility types that are necessary to support the traffic generated by buildout of the Land Use Element, and therefore represent the buildout standards to which a street segment or intersection shall be improved.

4.1.3 Citywide Level of Service (LOS).

Achieve and maintain a multimodal **LOS "C"** or better for roadways and intersections outside of Downtown during weekday pm peak hours. Intersections are expected to operate beyond the Citywide LOS thresholds during seasonal peak periods. Recognizing the choice to size the circulation system to meet the needs of residents and local businesses, and to preserve the character of Pismo Beach service levels lower than established LOS thresholds in **Section 11.1.3** are acceptable during weekends, holidays, and summer peak periods.

a) New development that is projected to degrade conditions to a LOS D or below or further exacerbate conditions already below LOS D shall be required to make transportation improvements that offset the level of degradation to the maximum extent feasible. Improvements to non-automobile modes of transportation at the same segment or intersection may also be considered as an offset to degradation of automobiles LOS.

4.1.4 Downtown Level of Service (LOS).

Achieve and maintain a multimodal **LOS "C"** or better for roadways and intersections within the Downtown area during weekday pm peak hours. Intersections are expected to operate beyond the Citywide LOS thresholds during seasonal peak periods. Recognizing the choice to size the circulation system to meet the

needs of residents and local businesses, and to preserve the character of Pismo Beach service levels lower than established LOS thresholds in **Section 4** are acceptable during weekends, holidays, and summer peak periods.

a) New development within the downtown core that is projected to degrade conditions to a LOS E or below or further exacerbate conditions already below LOS E shall be required to make transportation improvements that offset the level of degradation to the maximum extent feasible. Improvements to non-automobile modes of transportation at the same segment or intersection may also be considered as an offset to degradation of automobiles LOS.

4.1.5 Vehicle Miles of Travel.

Maintain and Reduce average regional vehicle miles of travel in accordance with State Senate Bill 743 and California Office of Planning & Research Technical Guidance.

a) New development that is projected to exceed average regional vehicle miles of travel shall be required to implement mitigations or modify the proposed project to the maximum extent feasible.

    a. Assess OPR Technical Guidance Thresholds of Significance and develop local City thresholds of significance if unacceptable.

b) Develop screening thresholds to streamline VMT Analysis including metrics such as:

    a. Screening Threshold for Small Projects

    b. Map-Based Screening for Residential & Office Projects

    c. Screening Thresholds for Projects near High Quality Transit

    d. Screening Thresholds for Affordable Housing

4.1.6 Complete Streets.

Support the development and maintenance of a circulation system that balances the needs of all transportation modes, and provides a full spectrum of travel alternatives for the community's residents, employees, and visitors. In compliance with Assembly Bill 1358 (AB), "The Complete Streets Act", maintain and update street standards that provide for the design, construction, and maintenance of "Complete Streets". The City's Complete Streets shall enable safe, comfortable, and attractive access for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas. Although the intent of all City streets is to accommodate all travel modes, the City has focused efforts to assume certain corridors are enhanced to facilitate connected intercity multimodal capabilities. Specifically, the Shell Beach Road/Dolliver Street corridor has been identified for Complete Streets improvements. Although the *Pismo Beach Complete Streets Plan* has recommended a Class I Multi-use path on the west side of Shell Beach Road north of Spyglass Drive, the City has made a decision to construct the Class I Multi-use path entirely on the east side of Shell Beach Road for continuity throughout the corridor.

4.1.7 Neighborhood Context.

Support safe, complete and well-connected neighborhoods for street, bicycle, and pedestrian access. Connections should balance circulation needs within the neighborhood context.

4.1.8 Complement and Enhance Land Use Element.

Provide and maintain a circulation system that is correlated with planned land uses in the City and surrounding areas in the region in compliance with Government Code §65302(b).

4.1.9 Existing Facilities.

Make efficient use of existing transportation facilities; and improve these facilities as necessary in accordance with the Circulation Plan. Not all existing facilities may be able to be improved to current City standards due to right-of-way and other physical and financial constraints. Any improvements to existing facilities will be subject to the discretion and approval of the City Engineer.

4.1.10 Regional Travel.

US 101 is important for both Citywide and north-south regional travel. As both City and regional travel grow, design the City circulation system to discourage regional traffic from bypassing US 101 and impacting City streets and frontage roads such as Shell Beach Road and Price Street. Also, cooperatively work with regional partners, including Caltrans and SLOCOG for improvements along US 101.

4.1.11 Coordination of Location and Regional Actions.

Coordinate local transportation and land use planning activities with State, regional, County, and neighboring agencies to ensure consistency between local and regional action. Support regional actions that reduce vehicle miles of travel.

4.1.12 Circulation System Enhancements.

Improve the circulation system, in accordance with the Circulation Map, at minimum, to support multimodal travel of all users and goods. Where feasible, apply creative circulation system enhancements that increase system capacity and that are acceptable to the City and its residents, and where applicable, Caltrans. Design and implement the circulation system to protect the natural environment and conserve energy.

4.1.13 Emerging Transportation Technology.

Promote efforts for emerging technological transportation advancements, including connected and autonomous vehicles, emergency vehicle pre-emption, sharing technology, electric vehicle technology, electric bikes and scooters, downtown parking occupancy monitoring and innovative transit options.

Implementing Policies for Vehicular Travel

In general, the following policies, in this section and others, pertain to the street network promote the maintenance and development of a well-connected circulation system that is integrated with adjacent land uses and facilitates reduction in vehicle miles traveled.

4.1.14 Implement Circulation Plan.

Based on the design direction from Guiding Policies section 4, schedule and implement the circulation system identified in the Circulation Plan, shown in **Figure 1**, on page 19 as development occurs. Variation from the depicted alignments for these facilities based on detailed engineering studies will not require a General Plan amendment. As a part of implementation of the Circulation Plan, the City shall pursue for Caltrans relinquishment of SR 1 to the City, within the City Limits.

4.1.15 Complete Streets.

When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land use.

a) Evaluate projects to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators.

b) Consider ways to increase and improve travel choices when reviewing development or transportation infrastructure projects.

c) Consider roundabouts or other innovative designs as alternatives to stop signs and traffic signals when studying intersection configuration options.

d) Require sidewalks on all streets where possible. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.

e) Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses to reduce vehicle trips.

4.1.16 Neighborhood Context.

Plan for safe, complete, well-connected neighborhood streets.

a) Modify the existing street network, where possible, to enable direct physical connections within and between neighborhoods, neighborhood-commercial areas, and commercial-commercial areas, including connections accessible only by pedestrians and bicycles on existing cul-de-sac streets.

b) Provide direct connection from residential areas to neighborhood parks and open space.

c) Where feasible, provide pedestrian crosswalks on all intersection approaches.

d) Implement projects identified in the City's ADA Transition Plan.

e) Maintain and update the Bicycle and Pedestrian Master Plan and work to fund and complete the planned bikeway and pedestrian system. The Plan indicates which streets in addition to arterials and collectors will install sidewalks and what other pedestrian facilities and amenities (such as 'resting spots') are needed to complete the pedestrian network. Sidewalk widths and shade coverage should also be addressed in the context of the adjacent land use, vehicle volumes, and vehicle speeds. The Plan also indicates proposed on- and off-street bikeways, pedestrian trails, and bike parking facilities within the City.

f) Maintain and complete implementation of the Safe Routes to School Plan. This effort should complement the ADA Transition Plan, and the Bicycle and Pedestrian Master Plan.

4.1.17 Following Adopted City Standards.

Build arterials, collectors and local streets in accordance with adopted City standards. Improve existing facilities to conform to classification standards where possible. The cross-sections designated under this section will normally be required. Specific plan or special (alternative) section streets may also be adopted deviating from these standards. Wherever such alternative cross-section configurations are used, each will be so designed as to create an orderly transition from one to the next. Each alternative cross-section must further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form. Where streets are to be constructed by developers, the City shall not permit installation of less than a full street section. Exceptions to the standards may be allowed by the City Engineer where mitigation is infeasible or would conflict with other community values such as those listed below:

a) Impacts on general safety, particularly pedestrian, bicycle, and transit safety;

b) The right-of-way needs and the physical impacts on surrounding private or public properties;

c) The visual aesthetics of the required improvement and its impact on community identity and character;

d) Environmental impacts including air quality and noise impacts; and,

e) Impacts on quality of life as perceived by residents.

4.1.18 Coordinated Traffic Control.

Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.

4.1.19 Access Restriction.

Minimize, where possible, the number of access points along arterial roadways, including but not limited to consolidating or relocating driveways to provide for more efficient traffic movement.

Downtown Traffic and Parking

4.1.20 Downtown Traffic and Parking.

To discourage traffic in the Downtown area, improve Downtown parking and drop-off opportunities, and provide remote parking, the following strategies should be utilized:



a) The City shall work with the loging industry to 1) provide free (or very low rent) bicycles for guests, and 2) to develop and maintain a trolley system for summer months, weekends, and special events.

b) Consider utilization of existing parking district mechanisms to finance Downtown or remote parking and related improvements suggested in the Downtown Strategic Plan (approved November 2014);

c) Utilize the Downtown Strategic Plan to aid in identifying parking opportunities and concepts;

d) Examine vacant or underutilized lots for off-street parking or remote parking facilities;

e) Consider converting public parking spaces to designated rideshare pick-up / drop-off zones.

f) Consider implementing a shuttle program between satellite parking areas and Downtown as a Travel Demand Management strategy, to relieve traffic congestion and to reduce parking demand Downtown. Potential areas for satellite parking include sites east of the US 101 and to the north and south of Downtown;

g) Consider implementing and installing a Dockless Bike program throughout the City as a Travel Demand Management strategy, to relieve traffic congestion and to reduce parking demand Downtown;

h) Install and maintain wayfinding and parking signs throughout the City, consider dynamic wayfinding and parking signs;

i) Add both static and dynamic parking wayfinding systems including a dynamic system at the pier parking lot and a parking inventory control system;

j) Update the City's Downtown parking in-lieu fee program;

k) Consider Public/Private Partnership opportunities; and

l) Rezone and develop parking structures in the Downtown area.

4.1.21 General Transit and Pedestrian Access.



In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by continuous segments of sound walls.

4.1.22 Bus Access on Arterials.

Design considerations for arterial streets in newly developing areas should provide for bus loading and unloading without disruption of through-traffic.

4.1.23 Standards for Transit Stops and Headways.

Coordinate with San Luis Obispo Regional Transit Authority and South County Transit to establish citywide standards for bus stop locations and bus frequencies/headways. In industrial areas, standards may need to be adjusted to provide direct access to employee entrances.

4.1.24 Emerging Transportation Technology.

Promote the use of "green technology", such as electric vehicles and other low-polluting vehicles, by providing amenities such as electric vehicle charging stations, car sharing, solar panels, and pervious pavers. Infrastructure development should be consistent with the future growth in these technologies.

4.1.25 Parking.

Parking for both residents and visitors shall be provided as part of new development. Additional designated parking spaces for beach access may be required as a condition of approval of new hotel or other commercial development adjacent to the oceanfront. In-lieu fees for commercial uses shall be encouraged rather than on-site parking in the central commercial area. In-lieu fees may also be considered for residential uses in order to encourage ground floor, street facing residential dwellings. Parking shall be provided within the vicinity of the coastline for recreational uses. However, within the Downtown area, day use parking for the beach should primarily be located at the north or south end of Downtown rather than at the pier. In order to assure that development projects will not adversely affect the availability of existing parking for shoreline access, an adequate quantity of on-site parking spaces to serve the full needs of the development shall be required, except as noted above for the Downtown area. Exact parking standards shall be established by City ordinance, but minimum parking ratios for new developments shall not be less than:

a) Hotels, motels: 1 space per unit

b) Multi -unit residential: 1.5 spaces per unit

c) Single-family residential: 2 spaces per unit

d) Commercial: 1 space per 300 sq. ft. of gross floor area

e) Restaurants: 1 space per 100 sq. ft. of dining area

New development projects located within one-quarter mile of the beach or bluff edge shall be evaluated to assess their impact on the availability of parking for public access to the coast. If a project would result in a

reduction of shoreline access parking, the project may be required to provide additional parking spaces to accommodate public access.

Traffic Operations and Monitoring

4.1.26 Traffic Calming.

Traffic calming techniques may be employed to mitigate the traffic effects of new development on minor and major collector streets. The City shall adopt and maintain Traffic Calming Handbook adopted 10/19/21 for application and design of traffic calming measures.

4.1.27 Update and Adopt Transportation Impact Analysis (TIA) Guidelines.

Update and adopt Transportation Impact Analysis guidelines consistent with State Assemble Bill 743 and maintain a local LOS assessment methodology for the evaluation of potential transportation impacts and local policy inconsistency resulting from new development.

4.1.28 Impacts of New Development.

Based upon the findings of a transportation impact and policy analysis new development will be responsible for mitigation of transportation related impacts.

4.1.29 Traffic and Accident Monitoring & Reduction.

Implement and update the City's Local Roadway Safety plan/program to help maintain satisfactory roadway performance at intersections and along roadway segments. This may include the following:

a) Collect and analyze traffic volume data on a regular basis, and monitor current intersection and roadway segment LOS on a regular basis. This information may be used to update and refine the City's travel forecasting model to improve estimates of future conditions.

b) Consider ways to shift travel demand away from the peak period using Transportation Demand Management (TDM) strategies, especially in situations where peak traffic problems result from a few major generators (e.g. large retail developments on highway corridor, the Pismo Beach Pier). Strategies to consider include:

    i. Encouraging employer-sponsored incentives for transit, bike, or carpool use;

    ii. Providing shuttle service to major events and destinations;

    iii. Promoting shopping or entertainment events that are at off-peak hours;

    iv. Coordinating centralized TDM programs that serve multiple tenants at large shopping or office centers; and,

    v. Perform periodic evaluations of the City's (and Caltrans) traffic control system, with emphasis on traffic signal timing, phasing, and coordination to optimize flow along collector and arterial corridors.

    vi. Utilize alternative parking strategies as a means of managing transportation demand.

    vii. Manage, and when possible, reduce summertime visitor traffic impacts.

    viii. Support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation such as walking, riding buses and bicycles, bike share, and using car pools.

ix. Support and develop education programs directed at promoting types of transportation other than the single-occupant vehicle.

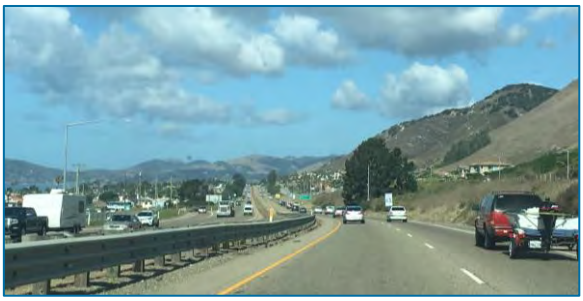
4.1.30 Manage Traffic and Congestion.

a) Support the efforts of the County Air Pollution Control District to implement traffic reduction programs.

b) Support County-wide programs that support modal shift while utilizing the existing road system and reducing air pollution and traffic congestion.

c) Protect the quality of residential areas by achieving quietness and by reducing or controlling traffic routing, volumes, and speeds on neighborhood streets.

d) Some street parking and traffic for regional daily visitors is accepted within the known constraints that the demand for beach parking may often exceed the supply when the weather and beach conditions are attractive. Within this context, however, the volume and regularity of parking and traffic intrusions in the residential areas should be minimized where practical.



e) Accessibility is essential for Pismo Beach being a visitor-oriented community, and it is imperative that safe and efficient access via U.S. 101 be maintained. Local streets should be designed to operate at Level of Service C or better during weekday peak hours. A lower standard may be used for the downtown area.

f) Accept some additional traffic on Arterial Streets and Regional Routes and Highways.

g) Provide for a greater community role in determining the physical nature and urban form of the City to ensure that Pismo Beach maintains its unique “beach town” culture.

Street Design & Character

4.1.31 Landscaping Adjacent to Property Lines.

When applicable, the property owner may be able to credit the landscaping in public right-of-way towards their landscaping requirements on their property. In return, the property owner is responsible for the maintenance and upkeep of the landscape frontage.

4.1.32 Street Trees.

Street trees in landscape strips or parkways must be placed near enough of the sidewalk to provide canopy. All street tree planting and maintenance shall be accomplished in strict accordance with the City’s Municipal Code Section 12.12 on Street Trees and Resolution No. R-2003-07 “Tree Policy”, and conform to the City's "street tree planting standards" and the City's approved "street tree list”. Include street trees as part of a project’s design.

4.1.33 New and Redesigned Street Best Practices.

New and redesigned streets shall consider space for street trees and best practices for sustainable street design. This may include design concepts such as Low Impact Development for water quality standards and stormwater management, shade trees, and energy efficient lighting.

4.1.34 Medians.

Medians shall be installed along arterials, as deemed necessary by the City engineer.

Regional Cooperation

In general, the following policies in this section and others are intended to direct City efforts to promote the consistency between local and regional planning along US 101 and other regional routes.

4.1.35 Work with Caltrans on Highway Improvements.

Continue to work with Caltrans to achieve timely context sensitive design solutions and construction of programmed highway improvements.

4.1.36 Coordinate Standards.

Continue to coordinate the City's design standards for regional roadways with the standards of adjacent and overlapping agencies to provide smooth transitions for roadway users between jurisdictional boundaries.

4.1.37 Use of Congestion Management Process.

Utilize SLOCOG's *US 101 Corridor Master Plan* to determine the timing and degree of regional roadway facility improvements in accordance with regional plans. Actively participate in the *US 101 Southbound Pismo Congestion Relief Project* process to identify a funded travel capacity enhancement for US 101 through the City.

4.1.38 Regional Fair-Share Fee Program.

Work with Caltrans, SLOCOG, San Luis Obispo County, and other jurisdictions to establish a fair-share fee program for improvements to routes of regional significance and State highways. This fee should reflect traffic generated by individual municipalities/unincorporated communities as well as pass-through traffic.

Funding Opportunities

4.1.39 Transportation Impact Fee (TIF).

The City shall update and maintain a Transportation Impact Fee Program to provide additional funding for transportation improvements based on roadway or intersection improvements identified in the General Plan and Capital Improvements Plan. The TIF will provide fees for new development's proportional share to fund construction of the City's CIP improvements. The financing program will include an update to the existing Capital Improvements Plan consistent with AB 1600.

a) Approvals of new development shall be conditioned upon the developer constructing improvements of street frontages adjacent to the project, and possibly other streets/intersections that are significantly impacted, and/or new public streets to be located within the project area.

b) Approvals of new large-scale commercial or residential projects may require the developer to prepare and implement a transportation/parking management plan.

c) New or amended specific plans approved by the City shall include within their circulation elements the measures that will be employed to finance and implement the planned circulation system and off-site traffic improvement projects.

4.1.40 Financing Program: Downtown Parking in Lieu Fee Program.

The City shall update and maintain a Parking In-lieu Fee Program that will fully fund expansion of public parking facilities such as parking garages to accommodate anticipated parking requirement that new

development cannot satisfy on-site. The financing program will include an update to the existing Capital Improvements Plan consistent with AB 1600.

4.1.41 Capital Improvements Plan (CIP).

As part of the twenty-year TIF, bi-annually update a ten-year CIP for projects required to be constructed and/or update circulation facilities. The analysis should identify the type of facility, right-of-way requirements, physical improvements required and preliminary cost estimates.



4.1.42 Utilize Outside Funding Sources.

Link improvement projects to the most current estimates of available funding from regional, State, and federal sources. The City shall continue to participate in the effort to develop and coordinate a regional financing mechanism for major regional transportation improvement projects that provide regional or statewide benefits. Any such regional fees should equitably reflect the proportionate share that development within the City contributes to the total need for the improvement projects.

Right-of-Way Acquisition and Preservation

4.1.43 Establish Roadway Alignments.

Take appropriate action to establish precise alignments based on the Circulation Plan and City Standards, and where appropriate, utilize Caltrans standards, for all existing and proposed highway, arterial and collector streets in order to identify future right-of-way needs. Plan Lines shall be adopted by the City Council.

4.1.44 Plan Line Studies Included in TIF.

Plan Line Studies shall be included in TIF costs. Once Plan Lines are established, new preliminary cost estimates shall be prepared and the TIF updated to reflect the revised and finalized costs.

4.1.45 Right-of-Way Consistency.

New roadways shall follow adopted Plan Lines and shall be designed to maintain a consistent street design and right-of-way width, regardless of adjacent land uses.

4.1.46 Right-of-Way Acquisition.

Following the adopted Plan Lines, acquire public street right-of-way as opportunity for dedication and/or purchase arises. Attempt to obtain ultimate right of way and street improvements at the time of development, except when lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

4.1.47 Right-of-Way Fully within Master Plan Boundaries.

Planning areas shall not use roadway centerlines as boundaries. Roadways shall be built to their full width within the annexed City Limits. Part-width roads shall not be permitted where master plan areas abut

unincorporated properties that are not expected to be annexed to the City within the time frame of this General Plan. Road rights-of-way that demarcate the edge of a planning area shall be fully contained within the development area boundary, and expanded only within that boundary.

Walking and Bicycling



Pismo Beach presents an ideal setting for bicycling and walking in the City due to the Mediterranean climate, relatively small size and dense land use. A comprehensive network of bikeways and pedestrian paths that are safe, convenient, and accessible for both commuter and recreational travel is an essential part of the City's transportation infrastructure and strategy to create an overall sustainable transportation network. A primary goal of the California Complete Streets Act of 2008 is to increase the likelihood of residents to choose bicycling and walking modes over driving. Continuous sidewalks, walkways, trails, and bikeways are necessary to provide safety and convenience to allow people to choose non-motorized transportation modes.

In addition to the bicycle network, pedestrian connectivity is also a priority for the City. The existing pedestrian facilities establish the walkability between residential, commercial, and recreational land uses. Sidewalks, marked crosswalks, curb ramps, ADA compliance, and shared use paths provide safe and convenient access for pedestrians. Sidewalks within Pismo Beach are typically 4-6 feet wide in the residential areas, and typically 9-10 feet wide within Downtown.

Guiding Policies for Walking and Bicycling

4.1.48 Promote Walking and Bicycling.

Promote walking and bicycle riding for transportation, recreation, commuting, and improvement of public and environmental health. Make downtown more functional and enjoyable for bicyclists and pedestrians. Pedestrian walkways and bicycle paths shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile.

4.1.49 Meet the Needs of All Users.

Recognize and meet the mobility needs of persons using wheelchairs and those with other mobility limitations, in compliance with the ADA.

4.1.50 Develop a Safe and Efficient Non-Motorized Circulation System.

Provide safe and direct pedestrian routes and bikeways between places.

4.1.51 Existing Facilities.

Maintain and improve existing multimodal circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction. Complete a network of bicycle lanes and paths,

sidewalks and pedestrian paths within existing developed parts of the City and extend the system to serve new growth areas.

Implementing Policies for Walking and Bicycling

Complete Streets

4.1.52 Integration of Land Use Planning.

Implement land use policies designed to create a pattern of activity that makes it easy to shop, recreate, commute, and conduct personal business without driving.

4.1.53 Provision of Bicycle Facilities.

Facilities for bicycle travel (Class I Multi-Use/Bike Paths, Class II Bike Lanes, and Class III Bike Routes) shall be provided to complete a continuous system of bicycle facilities as shown on **Figure 3**, on page 21.

4.1.54 Bike Lane Width Shall Follow State Standards.

In cases where existing right of way constraints limit development of Class II facilities, Class III signage and demarcation may be permitted at the discretion of the City Engineer. Deviations from these standards and from the routing shown on the diagram shall be permitted with the approval of the City Engineer.

4.1.55 Street Trees for Shade and Comfort.

Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists and traffic calming benefits.

4.1.56 Children's Access to Schools.

Work with the Lucia Mar Unified School District to promote the identification of school attendance areas in order to minimize crossings of major arterial streets.

4.1.57 Universal Design.

Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts.

Increasing Bicycle Use and Safety

4.1.58 Bikeways Encouraged.

Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency, and the County of San Luis Obispo Regional Transportation Plan.

4.1.59 Bikeways Plan.

Bikeways shall be located and classified as shown in **Figure 3**, on page 21 consistent with the City's Bicycle and Pedestrian Master Plan. To the extent possible, bikeways shall tie into state routes and routes of adjoining communities. Permitted land uses adjacent to bicycle routes and population density and settlement patterns adjacent to the bikeways are identified in the Land Use Element.

4.1.60 Medians.

The City shall install bicycle parking facilities in public areas such as the beach, parks, park and ride lots, and at other public facilities to encourage bicycle use. Bicycle parking facilities shall be designed to

accommodate various types of bicycles. Bicycle parking facilities shall be considered as a required condition of approval for new development applications for proposed commercial hotel and major residential projects. Bike lanes shall be located near restrooms, drinking water, public telephones and air for bicycle tires. Showers and locker rooms should be provided where feasible. Funding may be provided for these facilities by incorporation into the TIF and be consistent with the Bicycle and Pedestrian Master Plan.

4.1.61 Bicycle Parking for Special Events.

As a condition of the issuance of a Special Event permit, the applicant may be required to provide bicycle parking. Bicycle parking provision may include “Bike Valet” services provided by SLO County Bicycle Coalition or by event volunteers.

4.1.62 Bicycle Use by City Employees.

Establish a program to encourage bicycle use among City employees.

4.1.63 Bicycling Access to Parks.

Provide safe bicycle access to and from parking facilities at all community parks.

4.1.64 Bicycle Safety.

Assess and address bicycle safety thru implementation of the City’s Local Roadway Safety Plan. Increase the safety of those traveling by bicycle by:

a) Ensuring that bikeways are delineated and signed according to Caltrans or City standards, and that lighting is provided where needed;

b) Providing bicycle paths and lanes on bridges and overpasses;

c) Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement or gravel;

d) Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and

e) Work with the Lucia Mar Unified School District to promote classes on bicycle safety in schools.

4.1.65 Demarcation of Class III Bikeways.

In order to increase awareness of bicyclists sharing the roadway with motorized vehicles, demarcate Class III bicycle facilities (Bike Routes), where appropriate, by painting “sharrows” on the roadway. Because of high maintenance costs associated with sharrows, their use should be prioritized on areas with higher frequency of bicycle conflicts or where the bikeway may be obscured by traffic or geometrics. At minimum, Bike Route signage, consistent with California Manual on Uniform Traffic Control Devices (MUTCD) standards, should be provided to identify and guide cyclists in using the City’s bikeway system.

4.1.66 Improved Bikeway Visibility.

Use visual cues, such as brightly colored paint on bike lanes, or in conflict zones with other traffic, and/or a painted buffer strip, along bikeways to provide a visual signal to motorists to watch out for bicyclists and nurture a “share the road” ethic. (The Federal Highway Administration has issued an Interim Approval (IA-14) on April 15, 2011 for the optional use of green colored pavement for marked bicycle lanes.) Prioritize using areas of town where automobile-bicycle collisions have occurred, based on data from the Statewide Integrated Traffic Records System maintained by the California Highway Patrol. Consideration shall be given during the design of intersection improvements to provide bicycle sensitive signals and bicycle protected intersections depending on feasibility and project funding. All of the above shall be at the discretion of the City Engineer.

4.1.67 Bicycle and Pedestrian Access to Recreation Destinations.

Encourage the development of a network of continuous trails and Class I paths along the bluffs where feasible. Continue to provide Citywide connectivity for the Cave Landing Trail and the California Coastal Trail.

Pedestrian Access and Safety

4.1.68 Pedestrian Circulation.

Sidewalks shall be required for all new developments in residential and commercial areas. Generally, the sidewalk shall be located so that a landscape strip or trees are located between the sidewalk and the vehicular travelled way. Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscape, street furniture, and pedestrian scaled lighting. The City encourages the use of flashing beacons or lighted crosswalk systems, especially in highly trafficked areas. All new sidewalk areas shall be designed to accommodate the handicapped, compliant with the ADA. Also, the City shall install (or cause to be installed) sidewalks or footpaths along all collector or arterial streets that connect with commercial centers, public gathering areas and schools.

4.1.69 Pedestrian Access to Shopping Destinations.

Install clearly marked crosswalks at intersections near all commercial uses, as well as clearly marked pedestrian paths within parking areas. Mid-block crossings are discouraged. However, if conditions warrant and are approved by the City Engineer, crosswalks and signage indicating pedestrian activity should be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools where necessary for safety. Bulb-outs should be installed at mid-block crossings. Where possible, route pedestrians to grade separated crossings across US 101.

4.1.70 Pedestrians Connections to Employment Destinations.

Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings across US 101.

4.1.71 Pedestrian Connections to Schools.

Continue developing the existing network of walkways between schools and residential uses, and encourage the development of new continuous walkways between schools and residential uses. Where possible, route pedestrians to grade separated crossings across US 101.

Funding Opportunities

4.1.72 Funding for Bikeways through Street Construction Funds.

Continue to designate a portion of the City's annual street construction and improvement fund for financing bikeway design and construction.

4.1.73 Bicycle and Pedestrian Master Plan.

Ensure that the City Bicycle and Pedestrian Master Plan maintains consistency with the requirements in the Streets and Highways Code in order to be eligible for further funding for improvements from the State, such as the Active Transportation Program funds.

4.1.74 Funding for Bicycle and Pedestrian Master Plan through TIF.

Include funding for the City's Bicycle and Pedestrian Master Plan updates and bikeway improvements consistent with the Bicycle and Pedestrian Master Plan in the City's TIF recognizing the multimodal travel needs of the City.

Public Transportation

The San Luis Obispo Regional Transit Authority (SLORTA or RTA) operates four transit routes through Pismo Beach. RTA Route 10 serves the Pismo Beach area with regional and express routes. South County Transit (SCT) is a branch of SLORTA which provides three daily fixed routes serving the Five Cities and South County areas; two of the fixed routes, Route 21 and Route 24 also serve Pismo Beach. SCT also operates the free Avila Beach Trolley (Route 40) that only operates seasonally, but provides service between Avila Beach and the Pismo Beach Premium Outlets. SCT partners with RTA to offer Runabout service for qualified riders with transportation related disabilities.

The Pismo Beach Premium Outlets is a route transfer point and is a high-use facility with a large number of boardings and alighting. Multiple buses stop simultaneously at the Pismo Beach Premium Outlets, but only one bus bay has the preferred landing pad for boarding and alighting mobility devices, with a fully ADA compliant landing pad.



Source: Google Maps

Guiding Policies for Public Transportation

4.1.75 Promote Safe, Efficient, and Convenient Public Transportation.

Promote the use of public transportation for daily trips, including to schools and workplaces, as well as other purposes.

4.1.76 Work with Multiple Agencies and Jurisdictions.

Continue to cooperate with other agencies and jurisdictions to promote local and regional public transit, including SLORTA and SCT serving Pismo Beach.

Implementing Policies

Local Transit

4.1.77 Improve Local Transit Operations.

Work with RTA and SCT to continue the present course of expanding the SCT fixed route services and improving operations.

4.1.78 Downtown Transit Priority Area

Stive to establish a downtown as a Transit Priority Area by establishing transit service of two or more major bus routes with a frequency of 15 minutes or less during the morning and afternoon peak commute periods.

4.1.79 Comprehensive Transit Services.

The City shall support the availability of transit service as a means to reduce automobile congestion, to provide transportation for those who have no other form of transportation, as a means to reduce air pollution, and as a service to visitors. Such support should include, but not be limited to, SCT, Greyhound bus service, vanpools, shuttle bus systems, dial-a-ride services, and cab services.

4.1.80 Vanpools and Ride Sharing.

The City shall encourage and support vanpools and ride sharing. A special program should be developed in cooperation with the visitor industry to encourage vanpools and ride sharing for hotel and related workers. Appropriate locations shall be designated for ride share parking lots.

4.1.81 Multimodal Transfer Centers.

The City will continue to work with Caltrans, SCT, RTA, SLOCOG, and the commuting public to develop multimodal transfer areas or centers that will incorporate automobile parking areas, bike parking, bus, transit, pedestrian bike paths, and park and ride pick-up or drop-off points for carpooling.

4.1.82 Express Bus or Regional Transit Service.

The City will work with appropriate transportation agencies and major employers to establish or expand express bus or transit service to San Luis Obispo and Northern Santa Barbara County.

4.1.83 Improvements to Demand Responsive Transit.

Work with SLOCOG to improve the City's demand responsive (dial-a-ride) transit system and aggressively pursue transit grant funds in order to continue funding operations.

4.1.84 Consistency with SLOCOG Congestion Management Program.

Monitor the frequency, routing and coordination of local transit services for consistency with the requirements of the SLOCOG Congestion Management Program (CMP) and the Corridor System Management Plan (CSMP). The SLOCOG CMP includes minimum standards regarding these factors in an effort to enhance the coordination within the regional transportation system.

4.1.85 Transit Stop Spacing.

Transit stops should be spaced approximately ¼ mile apart, if spaced for continuous service on City streets, consistent with the South County Transit Plan and SLORTA. Spacing may deviate from the general standard in industrial areas where individual businesses occupy large parcels (greater than 20 acres) and where stops should serve employee entrances directly as approved by the City Engineer.

4.1.86 Funding for Transit Services.

Work with SLORTA and SLOCOG to continue to pursue federal and State funds to subsidize capital and operating costs associated with the City's transit operation. If federal funds are reduced and capital needs are not being met, transit may be added to the TIF through a Nexus Study after a public hearing process is approved by the City Council.

4.1.87 Transit Usability.

Work with SLORTA to situate transit stops at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, ADA compliance, and other amenities.

4.1.88 Transit Services Marketing.

Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.

4.1.89 Transit for Seniors.

Require new community care facilities and senior housing projects with over 25 beds to provide accessible transportation services for the convenience of residents.

4.1.90 Development that Supports Transit.

Ensure that new development is designed to make transit a viable transportation choice for residents. Design options include:

a) Have neighborhood centers or focal points with sheltered bus stops.

b) Locate medium and high-density development on or near streets served by transit wherever feasible; and

c) Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

Regional Transit Coordination

4.1.91 Regional Transit to Support SB 375 Compliance.

Coordinate with other agencies to implement regional transit solutions as part of the SB 375 Sustainable Communities Strategy.

4.1.92 Coordinate Local and Regional Transit.

As the City's local transit system continues to be developed, services should be oriented to link with other potential future commuter bus and/or commuter rail services. Coordination of improvements should be consistent with programs and improvements identified in the SLORTA Short Range Transit Plan.

4.1.93 Support Existing Regional Transit Services.

Continue to support the Avila Beach Trolley and fixed-route services provided by SCT/SLORTA.

4.1.94 Regional Transit Agency.

Support efforts to improve the coordination and efficiency of bus service on a regional level and, if appropriate, the regionalization of transit service delivery.

Railroads, Airport Facilities, Goods Movement, and Truck Routes

Railroads

The nearest rail station to Pismo Beach is at SR 1 and Grand Avenue in Grover Beach. It is serviced four times a day (two northbound and two southbound trains) by the Pacific Surfliner operated by Amtrak. The Surfliner's route goes between San Luis Obispo and San Diego. This station is also served three times a day by buses connecting to other train stations along the Pacific Surfliner route and twice daily by round-trip bus service to the Central Valley and Southern California.



Image Source: Google Maps

Rail transportation within the City is limited to freight service within the industrial area off Price Canyon Road. The main rail line within the City is owned by the Union Pacific Railroad Company. The railroad tracks run through the City along the southeast side of Price Canyon Road and SR 1, and present a barrier

between Downtown, the Pismo Premium Outlets, and the residential areas in the southern portion of the City. US 101 is the only formal and public crossing, which is grade-separated, of the railroad tracks within the City.

Airport Facilities

There are no airports located within the City of Pismo Beach. The closest airports to the City are the Oceano County Airport and the San Luis Obispo County Airport. The City supports the continued availability of the Oceano County Airport for general aviation services, and the San Luis Obispo County Airport for commercial passenger service.

Truck Routes for Goods Movement

Truck routes are intended to carry heavyweight commercial, industrial, and agricultural vehicles through and around the community with minimum disruption to local auto traffic and minimum annoyance to residential areas. Due to the high level of existing and expected future light and/or heavy industrial activity off Price Canyon Road, truck routes should be clearly designated so that intrusion of heavy vehicle traffic into residential areas can be avoided.

The 1982 Surface Transportation Assistance Act set standards for large trucks, known as STAA trucks, and set maximum truck sizes that states allow on the National Network including the Interstate System and other defined routes. Currently, US 101, Price Canyon Road, and SR 1 carry significant truck traffic; US 101 is designated as a STAA National Network Route, SR 1 is designated a 65' California Legal Route, and Price Canyon Road is designated a 65' California Legal KPRA Advisory Route.

Guiding Policies

4.1.95 Promote Safe and Efficient Goods Movement.

Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.

4.1.96 Promote Railroad Safety.

Minimize the safety problems associated with the railroad, including the construction and maintenance of at-grade crossings and the physical barrier effect of the track alignment on the City.

Implementing Policies

Truck Routes

4.1.97 Hazardous Materials.

The truck routes for hazardous materials shall be limited to US 101. The City shall request Caltrans to remove State Route 1 as a designated hazardous materials route.

4.1.98 Truck Route Identification.

Designated truck routes shall be Price Canyon Road, State Route 1, and US 101. The City shall continue to provide clear signage from regional gateways to truck routes in the City.

4.1.99 Truck Route Design.

Ensure that truck routes are designed according to California Legal and where appropriate STAA standards for intersections and turning movements.

4.1.100 Location of Industrial Development.

Continue industrial expansion in the southeast industrial area, per the Land Use Element, to minimize the neighborhood impacts of truck movements.

4.1.101 Secure Truck Parking.

Encourage high-security off-street parking for tractor-trailer rigs in industrial designated areas. Locate parking in areas with demonstrated need and where police patrol can be provided. High visibility, including good lighting, should be provided.

4.1.102 Financing for Truck Facilities.

Explore possible funding sources, including user fees, to help finance truck routes and truck parking areas, at least in part.

Railroads

4.1.103 Railroad Crossing Safety.

Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings. Special consideration must be given to improving east-west cross-town emergency access, potentially with a grade-separated crossing.

4.1.104 New Railroad Crossings.

Provide new crossings across the railroad (UPRR) in conjunction with the planned roadway improvements shown on **Figure 1,** on page 19. The provision of new crossings will ensure at least one cross-town route is maintained in case rail activity interrupts local and regional traffic flow and/or emergency access. New crossings will be at:

a) James Way Extension (grade-separated); and/or,

b) Price Street Extension (grade-separated).

Reference Documents

2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), 2015. San Luis Obispo Council of Governments

Bicycle and Pedestrian Master Plan, 2010. Prepared by: City of Pismo Beach

Bikeshare Feasibility Study, 2014. Prepared by: JBG Research & Consulting

Citywide Transportation Model and Circulation Study, 2016. Prepared by: Hatch-Mott MacDonald

Climate Action Plan, 2014. Prepared by: Rincon Consultants, Inc.

Complete Streets Implementation Action Plan 2.0, June 2014-June 2017. Caltrans

Complete Streets Plan, 2013. Prepared by: Gates & Associates

Downtown Parking Enhancements and Opportunities Study, 2016. Prepared by: Walker Parking Consultants

Downtown Strategic Plan, 2014. Prepared by: RRM Design Group

Highway 101 Regional Bus Rapid Transit Applications Study, 2013. San Luis Obispo Council of Governments

Shell Beach Road Streetscape Plan, 2009. Prepared by: Firma Landscape Architects and The Office of Katie O-Reilly Rogers, Inc.

US 101 Corridor Mobility Master Plan, 2014. San Luis Obispo Council of Governments

Appendix A

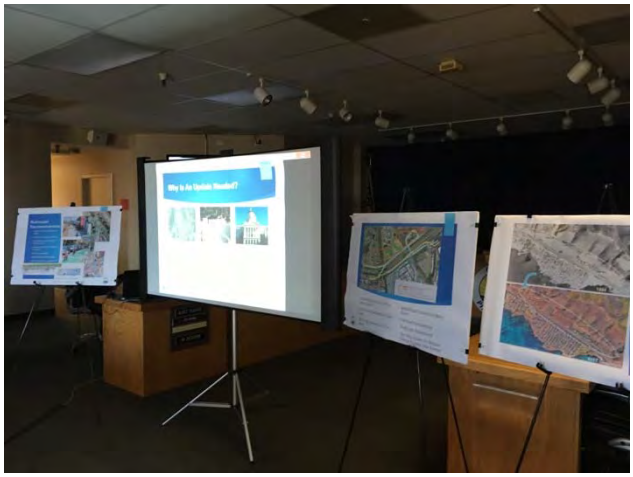
Pismo Beach Circulation Element Update
Workshop Summary
September 20, 2017

Report on Activities and Results

A public workshop was held on September 20, 2017 as part of the ongoing public participation effort for the Pismo Beach Circulation Element update. The focus of the public meeting was to inform the public of the Circulation Element update process and identify issues of concern to be evaluated as part of that process.

The workshop was held at the Pismo Beach City Council chambers and commenced at 6 PM and adjourned at approximately 8 PM. This report presents an overview of the public workshop, interactive polling results and a summary of the discussion.

The meeting announcement for the workshop is presented as attachment #1 and the agenda as attachment #2. Prior to the formal presentation, the participants had the opportunity to review circulation maps and project related materials and discuss issues of concern with City of Pismo Beach representatives and the Omni-Means technical team.





Workshop attendees were asked to check in by providing contact information on a sign-in sheet, which is presented as attachment # 3. Despite efforts to publicize and notice the community workshop, only four people attended.
The PowerPoint presentation use in the formal presentation along with the interactive polling results are presented in attachment #4 and the participant comments are presented in attachment #5.

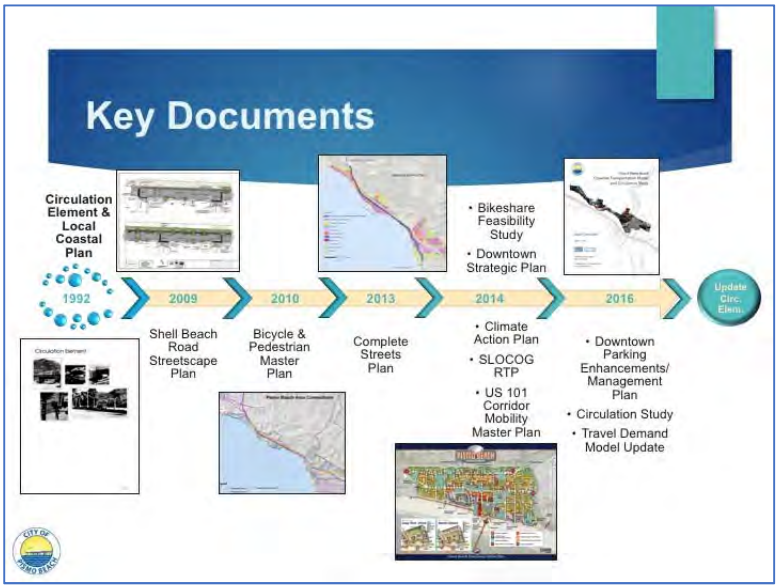
Welcome

Jeff Winklepleck, Community Development Director for the City of Pismo Beach, welcomed the workshop participants and explained the purpose for the Circulation Element update, which had not been revised since 1992. He noted that significant growth has occurred and circulation needs have changed since the last update. He also emphasized the need to update multimodal policies. In addition, the current update will take into consideration numerous technical studies and new legislative and policy changes.



Overview of Update Process

Matt informed the participants that the City has contracted with Omni-Means to prepare the draft update and introduced Martin Inouye, Project Manager for Omni-Means. Martin discussed the timeline for the Circulation Element Update and indicated that the project schedule calls for the completion of the update by the end of the year. He anticipates a second public workshop to discuss proposed alternatives and recommendations later this year.

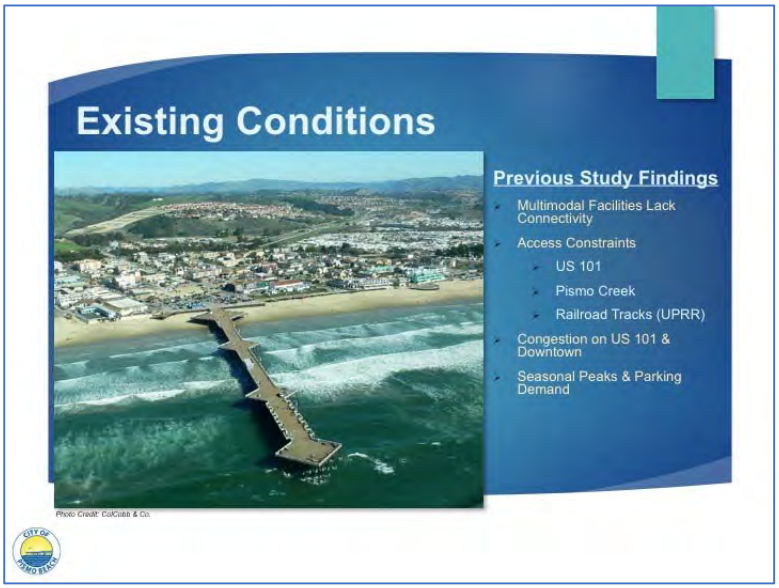


Martin presented the chronology of prior studies that will be the basis for putting together the draft circulation element update. These documents include:

- Circulation Element & Local Coastal Plan (1992)
- Shell Beach Road Streetscape Plan (2009)
- Bicycle & Pedestrian Master Plan (2010)
- Complete Streets Plan (2013)
- Bikeshare Feasibility Study (2014)
- Downtown Strategic Plan (2014)
- Climate Action Plan (2014)
- SLOCOG RTP (2014)
- US 101 Corridor Mobility Master Plan (2014)
- Downtown Parking Enhancements / Management Plan (2016)
- Circulation Study (2016)
- Travel Demand Model Update (2016)

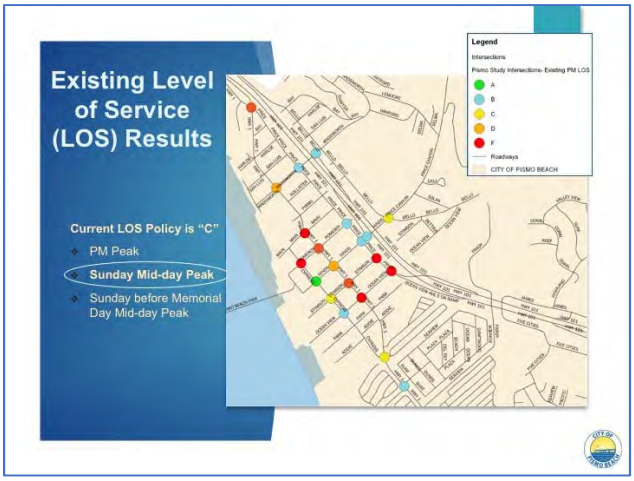
Existing Conditions

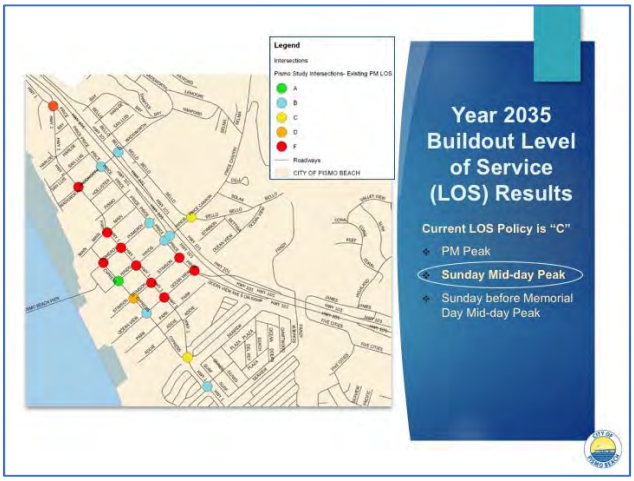
Martin introduced Rosanna Southern with Omni-Means who discussed the findings of the previous studies and presented an overview of current conditions of the city street/highway system, bicycle routes, transit system and pedestrian facilities. She noted that multimodal facilities lack connectivity, access constraints exist due to highway 101, Pismo Creek and the railroad tracks and seasonal peaks and parking demand cause high levels congestion, particularly during tourist season.



Level of Service (LOS)

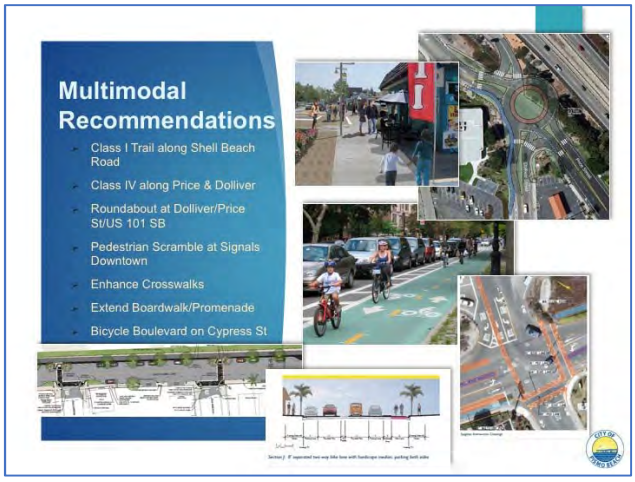
It was noted that many of the key intersections in the downtown area were currently operating at a very low level of service, especially during peak tourist season and that situation would worsen in the future. No strategies were identified in the prior studies that would significantly reduce the level of congestion in this area. The current Circulation Element LOS policy calls for a level on service "C" and it was suggested that this be modified to LOS "E/F" for seasonal weekend traffic. Workshop participants suggested consideration of satellite parking facilities and moving forward with the proposed parking structure at Main Street and Dolliver Street.

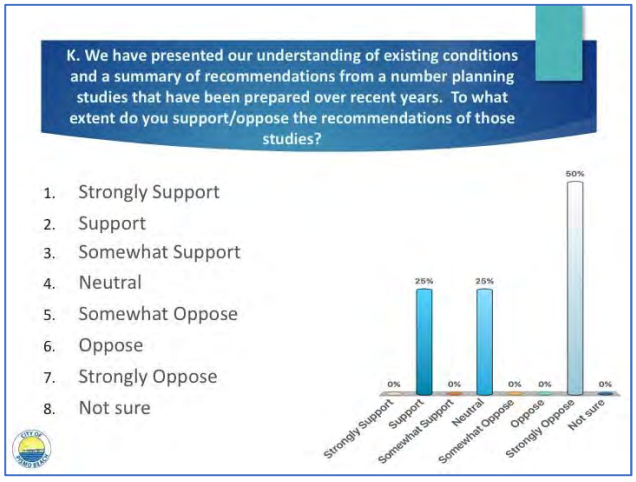




Multimodal Recommendations

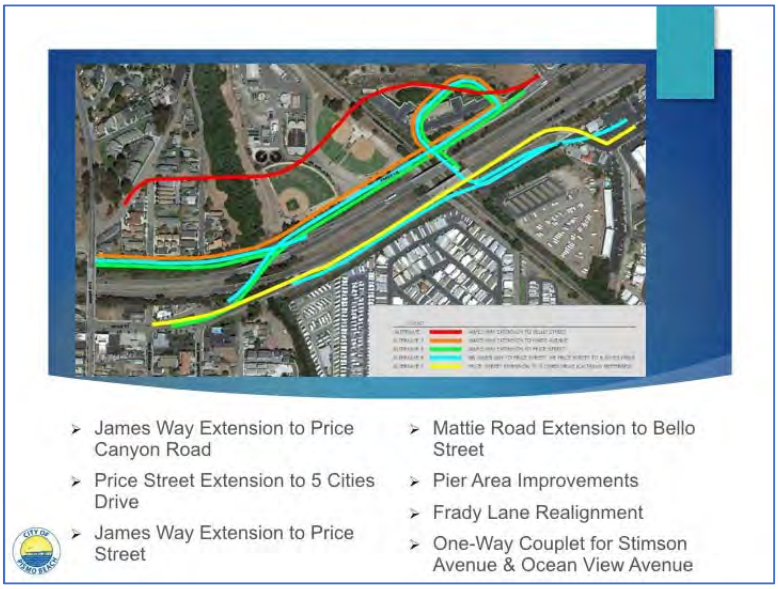
There was both support and opposition to the proposed multimodal recommendations from prior studies. Concern was expressed about adding bike lanes and potentially reducing parking. Some participants felt that the previous circulations studies were flawed. Others expressed concern about a proposed roundabout at the intersection of Dolliver/Price/101 because they worried that Caltrans would close the southbound exit ramp at Hinds Avenue. There was general support for enhanced crosswalks and pedestrian scrambles. It was noted that better wayfinding signage would facilitate traffic in the downtown area.





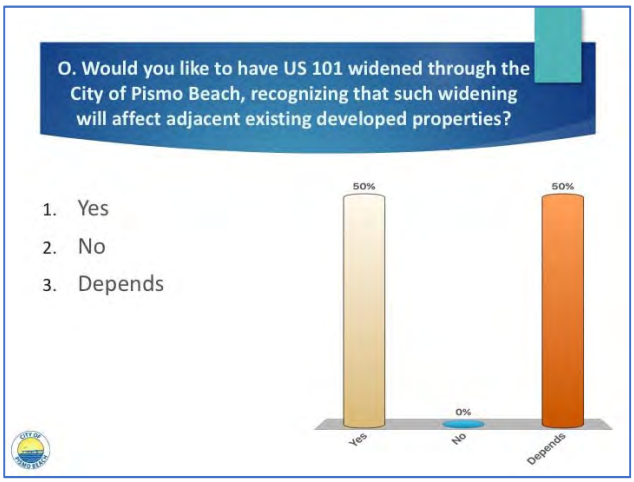
Improved Connectivity

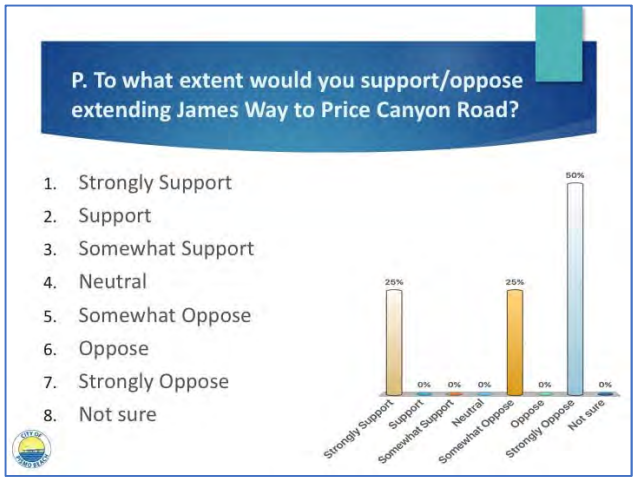
A range of ideas were discussed to improve connectivity from one area of the city to another and also facilitate traffic flow. There was general support for encouraging Caltrans to widen Highway 101 through Pismo Beach; however, concern was expressed about the disruption, noise and possible changes in the configuration of the off ramp at Hinds Avenue.

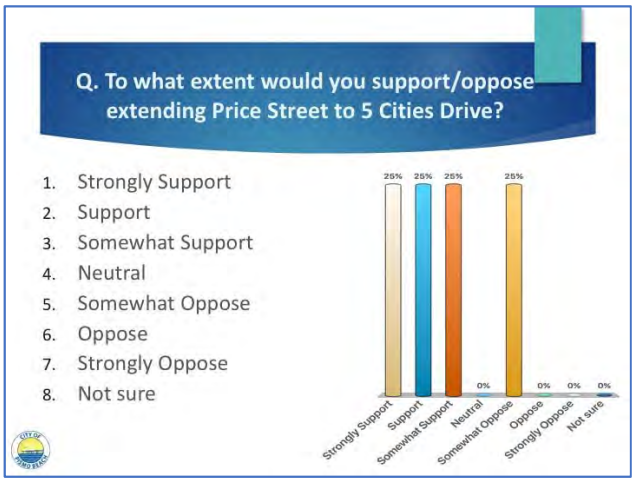


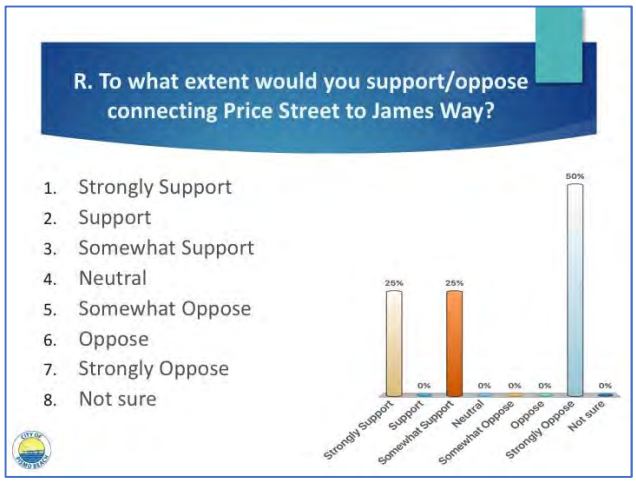
It was noted that the previously proposed Price Street extension came with too many other elements. Merchants are really opposed it and there was too much construction disruption. One participant observed that the James Way to Price Street extension would serve residential to business traffic while the 5 Cities Drive to Price Street

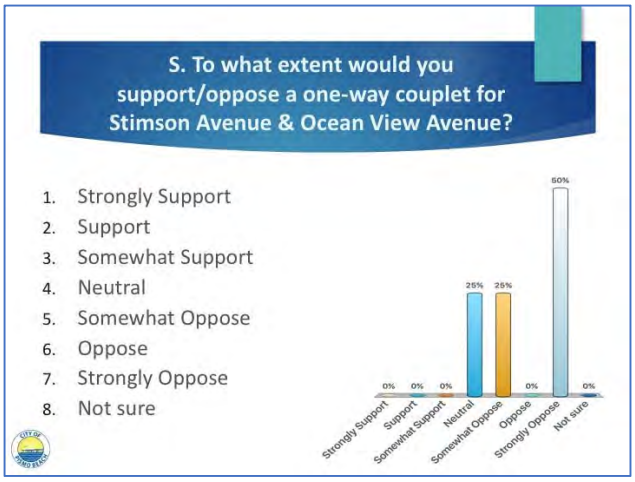
extension would server business to business and preferred the 5 Cities Drive to Price Street alternative.







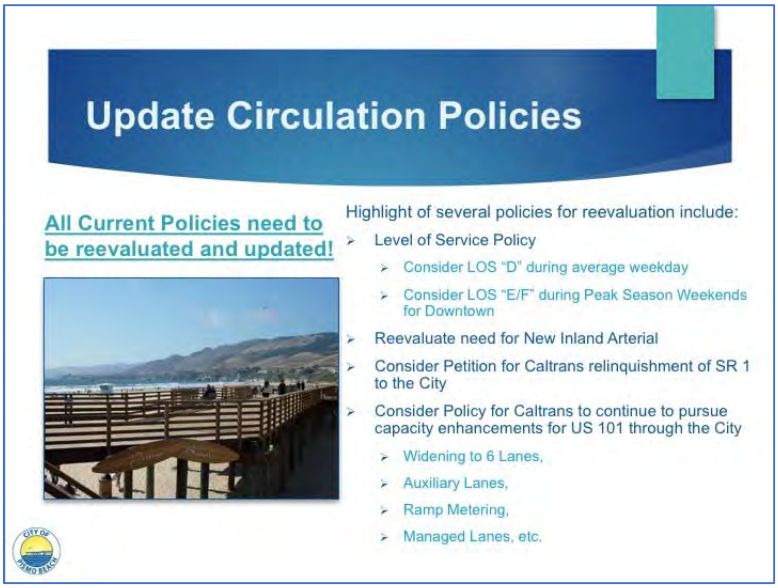




Circulation Element Policies

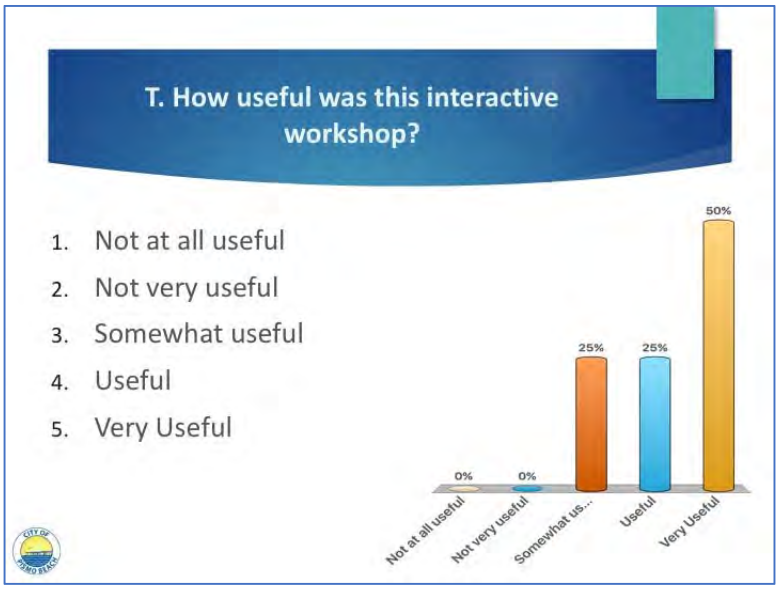
Martin concluded the workshop with a discussion of the need to reevaluate and update the current Circulation Policies. He discussed a number of possible alternatives, including consideration of a downtown LOS "D" for average weekday traffic and a LOS "E/F" during peak seasonal weekends.

There was general support to petition Caltrans to relinquish SR 1 through the downtown area and to explore other capacity enhancement strategies for Highway 101 through the City.



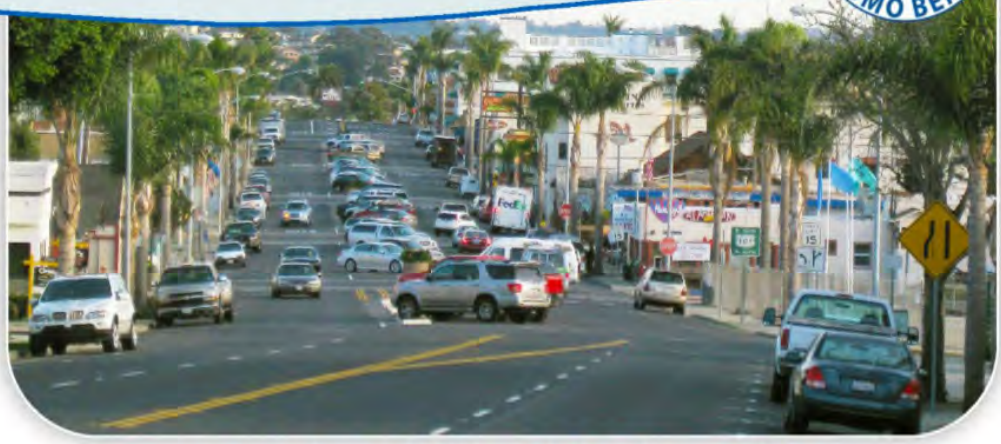
Next Steps

Jeff thanked the participants for attending the workshop and indicated that there would be ongoing community engagement opportunities, including a second workshop to review and discuss more specific draft recommendations to update the Circulation Element. After the second workshop, final recommendations will be prepared and presented to the City Council for consideration at which time the public will again be invited to comment.



Attachment #1 – Workshop Announcement
Pismo Beach Circulation Element Update
Workshop #1
September 20, 2017

CITY OF PISMO BEACH
CIRCULATION ELEMENT UPDATE



PUBLIC WORKSHOP #1

When: Wednesday, September 20th, 2017
6:00 p.m.— 8:00 p.m.

Where: City Council Chamber
760 Mattie Road, Pismo Beach

Purpose: Update Circulation Element of General Plan, last updated 1992.

Public Workshop will share:

- Background Circulation Studies
- Existing 1992 Circulation Plan & Policies
- Recent Legislation Requiring Update
- Current Regional Transportation Planning





Public Workshop will seek:

- Community Input on Current Circulation Conditions
- Community Input on Circulation Planning and Policies

For Additional Information, please contact Matt Everling, Planning Manager
E-mail: meverling@pismobeach.org Phone: 805.773.7043

Attachment #2 – Workshop Agenda
Pismo Beach Circulation Element Update
Workshop #1
September 20, 2017

1. Welcome

2. Circulation Element Update Overview

3. Review Workshop Agenda
   - Housekeeping
   - Meeting Ground Rules

4. Circulation Element Study Schedule
   - Work Tasks
   - Opportunities to Participate

5. Review Findings of Previous Studies
   - Previous Documents
   - New Legislation
   - Polling / Discussion

6. Review Existing Conditions
   - Bicycle Facilities
   - Pedestrian Facilities
   - Transit Routes
   - LOS

7. Alternatives / Recommendations
   - Multimodal
   - Roadway Connections
   - Polling / Discussion

8. Update Circulation Policies
   - Discussion

9. Additional Comments / Questions

10. Thank You / Next Steps / Adjourn

PISMO BEACH
Classic California

Circulation Element Update

PUBLIC WORKSHOP #1
WEDNESDAY, SEPTEMBER 20TH, 2017



Project Team

with

omni·means A GHD Company — Transportation

SWCA Environmental Consultants — Environmental

Strategic Initiatives — Public Outreach

Why Is An Update Needed?



Refresh 1992 Circulation Element

- Dated Circulation Element
- Significant Growth has Occurred
- Circulation Needs Changed
- Need for updated Multimodal Policies



Recent Planning Documents

- Downtown Strategic Plan
- Complete Streets Plan
- Bicycle & Pedestrian Master Plan
- US 101 Mobility Plan
- Others



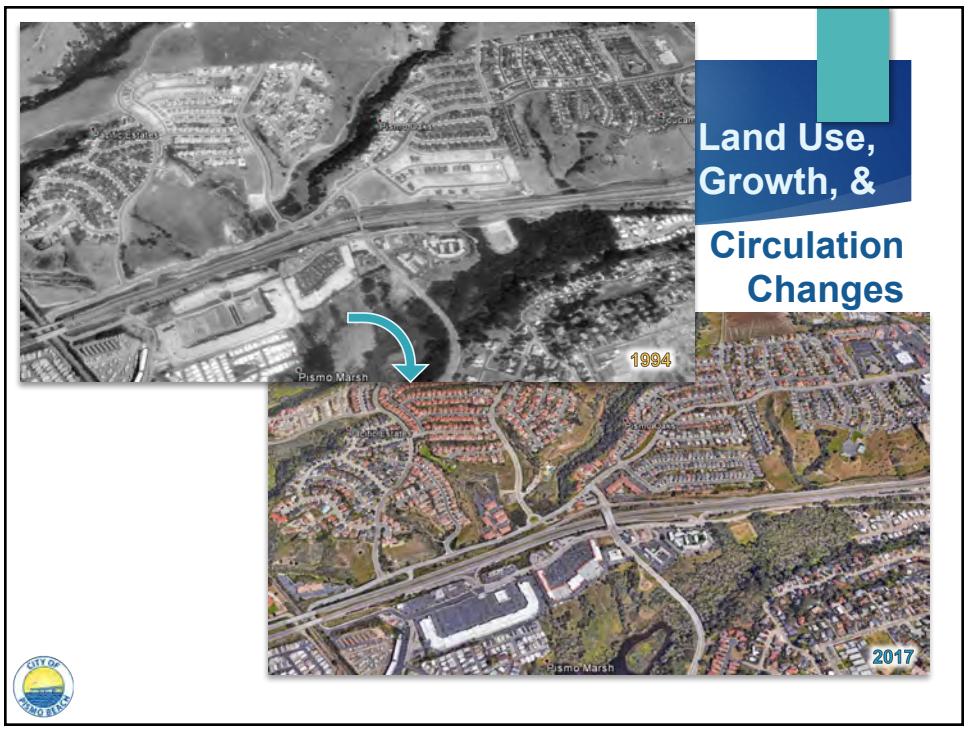
New Legislature & Policy Changes

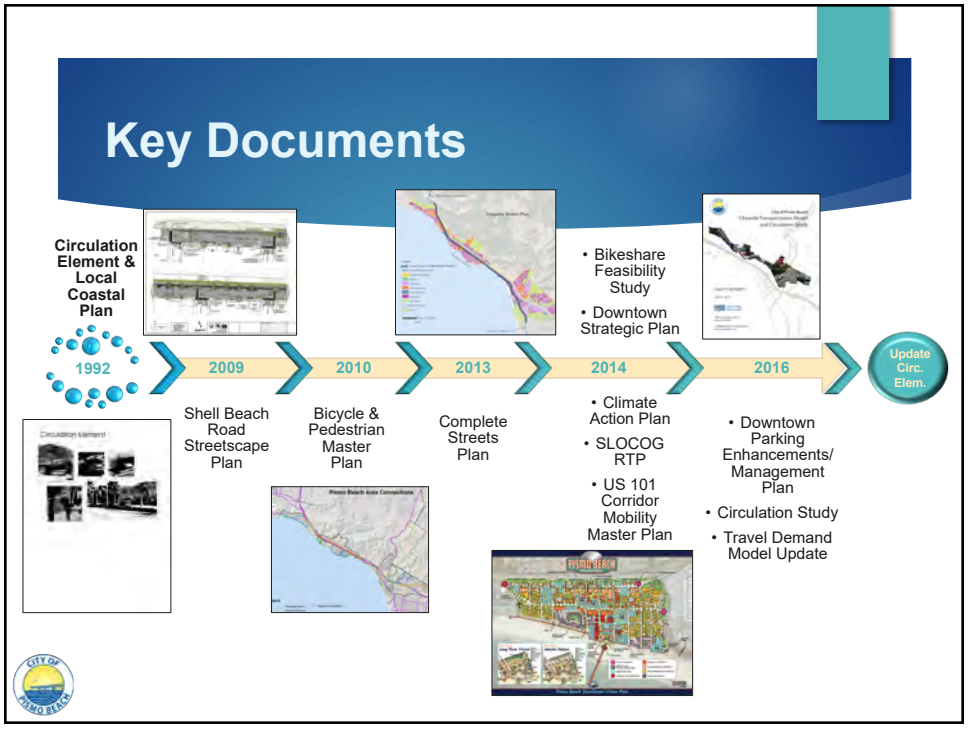
- Multimodal Access
- Complete Streets Act
- Sustainable Communities
- LOS Policy



Land Use, Growth, & Circulation Changes

- Traffic Congestion & Parking
- Visitor vs Local Traffic
- Multimodal Options & Connectivity


Land Use, Growth, &
Circulation Changes
1994
Pismo Marsh
Pismo Marsh
2017


Key Documents
Circulation Element & Local Coastal Plan
1992
2009
Shell Beach Road Streetscape Plan
2010
Bicycle & Pedestrian Master Plan
2013
Complete Streets Plan
2014
• Bikeshare Feasibility Study
• Downtown Strategic Plan
• Climate Action Plan
• SLOCOG RTP
• US 101 Corridor Mobility Master Plan
2016
• Downtown Parking Enhancements/ Management Plan
• Circulation Study
• Travel Demand Model Update
Update Circ. Elem.

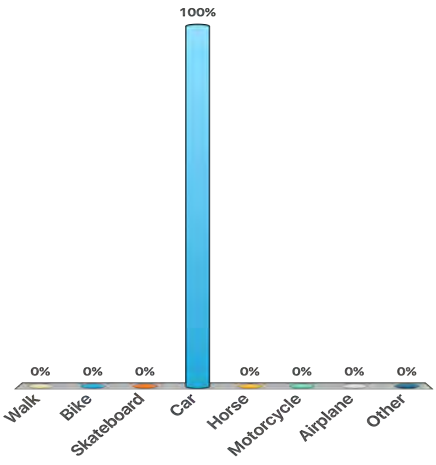
New Legislation

- Complete Streets Act (AB 1358, 2011)
- Sustainable Communities Strategy (SB 375, 2009)
- VMT and LOS (SB 743, 2013)
- Global Warming Solutions Act (AB 32, 2006)



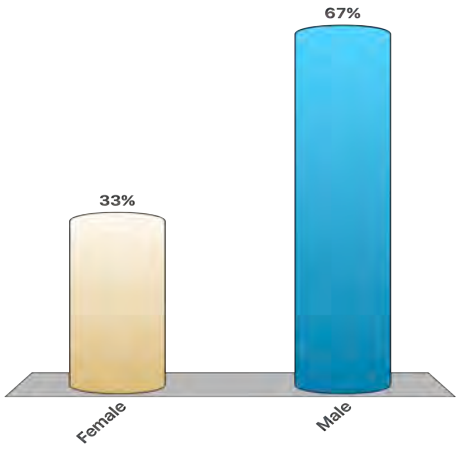
A. How did you get here tonight?

1. Walk
2. Bike
3. Skateboard
4. Car
5. Horse
6. Motorcycle
7. Airplane
8. Other



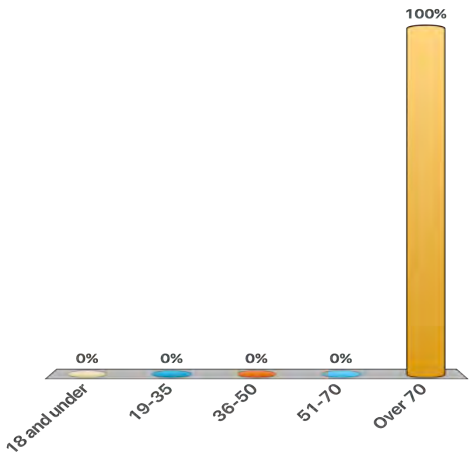
B. What is your gender?...

1. Female
2. Male



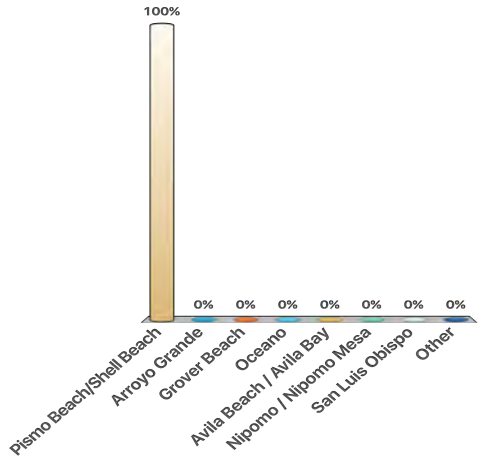
C. What is your age?

1. 18 and under
2. 19-35
3. 36-50
4. 51-70
5. Over 70



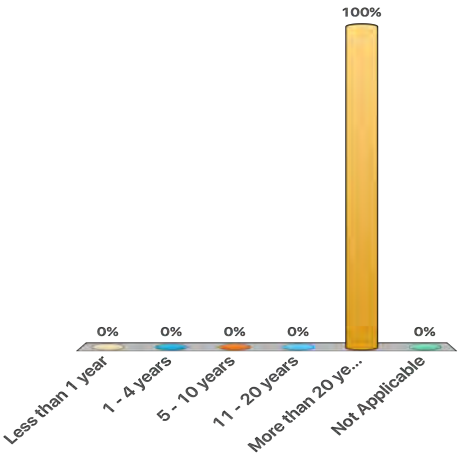
D. Where do you live?

1. Pismo Beach/Shell Beach
2. Arroyo Grande
3. Grover Beach
4. Oceano
5. Avila Beach / Avila Bay
6. Nipomo / Nipomo Mesa
7. San Luis Obispo
8. Other



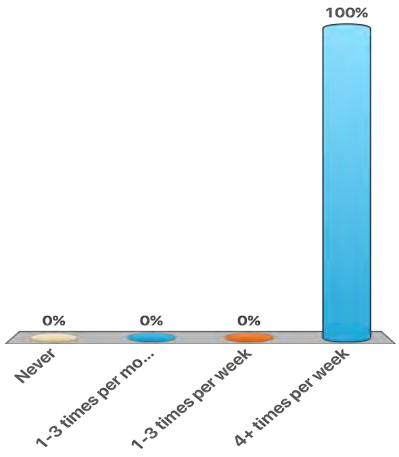
E. How long have you lived on the Central Coast?

1. Less than 1 year
2. 1 - 4 years
3. 5 - 10 years
4. 11 - 20 years
5. More than 20 years
6. Not Applicable



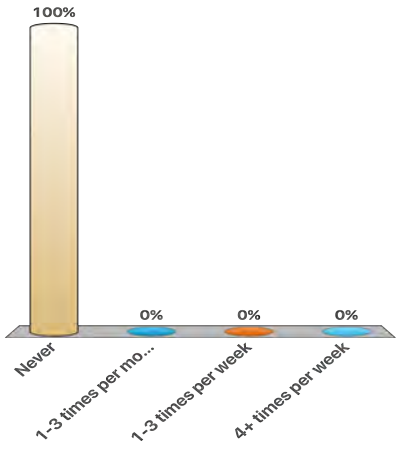
F. How often do you walk for a significant distance, i.e., more than 5 minutes for a single trip?

1. Never
2. 1-3 times per month
3. 1-3 times per week
4. 4+ times per week



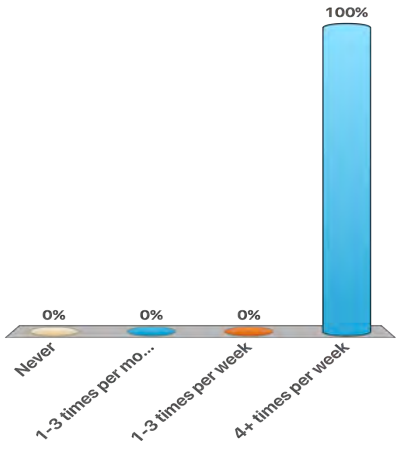
G. How often do you bike for any purpose?

1. Never
2. 1-3 times per month
3. 1-3 times per week
4. 4+ times per week

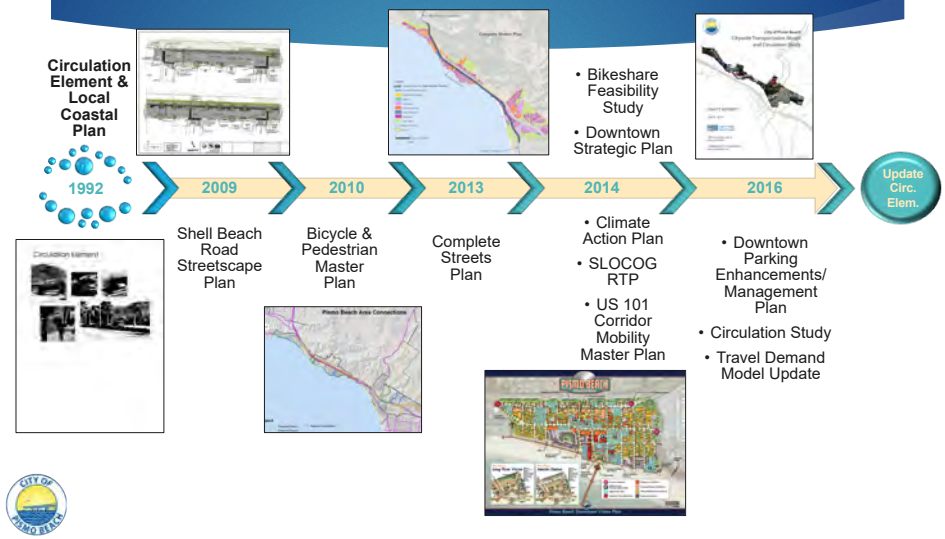


H. How often do you drive in Pismo Beach?

1. Never
2. 1-3 times per month
3. 1-3 times per week
4. 4+ times per week

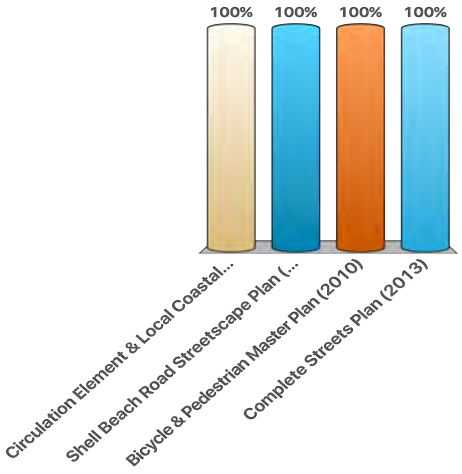


Key Documents



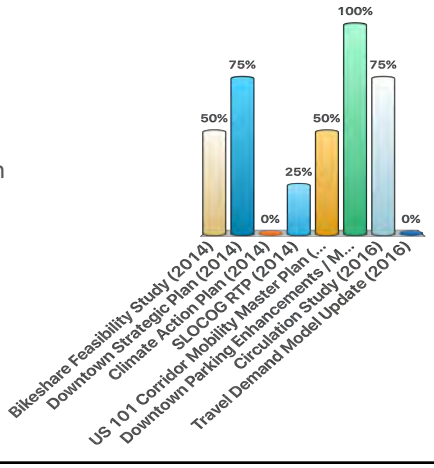
I. Did you attend any workshops or participate in the development of any of the following studies? (select all that apply)

1. Circulation Element & Local Coastal Plan (1992)
2. Shell Beach Road Streetscape Plan (2009)
3. Bicycle & Pedestrian Master Plan (2010)
4. Complete Streets Plan (2013)



J. Did you attend any workshops or participate in the development of any of the following studies? (select all that apply)

1. Bikeshare Feasibility Study (2014)
2. Downtown Strategic Plan (2014)
3. Climate Action Plan (2014)
4. SLOCOG RTP (2014)
5. US 101 Corridor Mobility Master Plan (2014)
6. Downtown Parking Enhancements / Management Plan (2016)
7. Circulation Study (2016)
8. Travel Demand Model Update (2016)



Existing Conditions



Photo Credit: CalCobb & Co.

Previous Study Findings

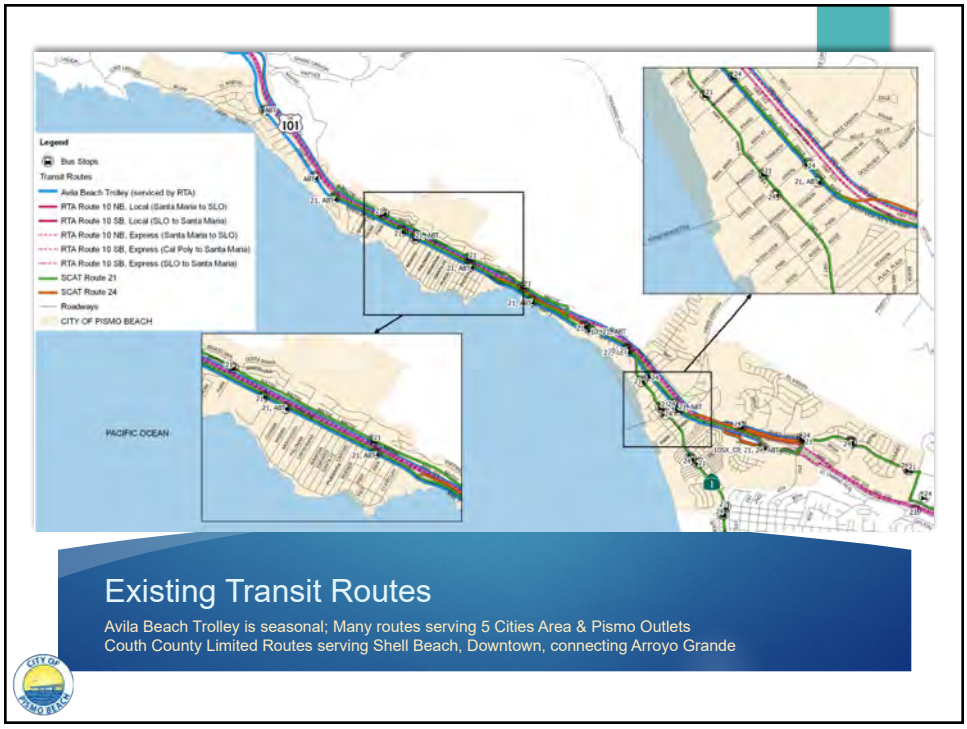
- Multimodal Facilities Lack Connectivity
- Access Constraints
  - US 101
  - Pismo Creek
  - Railroad Tracks (UPRR)
- Congestion on US 101 & Downtown
- Seasonal Peaks & Parking Demand



Existing Bicycle Facilities

Class II Bike Lanes throughout City,
Lack connectivity between Trails and to Regional connections, Bob Jones & Coastal Trail


101
PACIFIC OCEAN
Legend
Pedestrian Crosswalks
Marked Crosswalk
School Zone Crosswalk (Yellow)
Pedestrian Sidewalk Facilities
Shared or Separated Path
Sidewalk on Both Sides
Sidewalk on One Side
Roadways
CITY OF PISMO BEACH
Existing Pedestrian Facilities
Need for continuous sidewalks and marked crossings outside of Downtown;
Need connectivity from residential areas to Beach and Downtown


101
Legend
Bus Stops
Transit Routes
Avila Beach Trolley (serviced by RTA)
RTA Route 10 NB, Local (Santa Maria to SLO)
RTA Route 10 SB, Local (SLO to Santa Maria)
RTA Route 10 NB, Express (Santa Maria to SLO)
RTA Route 10 SB, Express (Cal Poly to Santa Maria)
RTA Route 10 SB, Express (SLO to Santa Maria)
SCAT Route 21
SCAT Route 24
Roadways
CITY OF PISMO BEACH
PACIFIC OCEAN
Existing Transit Routes
Avila Beach Trolley is seasonal; Many routes serving 5 Cities Area & Pismo Outlets
Couth County Limited Routes serving Shell Beach, Downtown, connecting Arroyo Grande

Existing Level of Service (LOS) Results

Current City LOS Policy is "C" **Circulation Study Findings:**

#	Intersection	Control Type[1,2]	Target LOS	Weekday PM Peak Hour		Summer Sunday Midday Peak Hour		Memorial Day Sunday Midday Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
14	Price St/US 101 SB Off-Ramp/Dolliver St	AWSC	C/D	14.0	B	43.0	E	48.6	E
20	Dolliver St/Main St	TWSC	C/D	15.2	C	146.7	F	248.8	F
21	Pomeroy Ave/Cypress St	TWSC	C	16.3	C	OVR	F	OVR	F
22	Pomeroy Ave/Dolliver St	SIGNAL	C/D	17.4	B	65.0	E	210.1	F
25	Hinds Ave/Dolliver St	SIGNAL	C/D	5.7	A	35.8	D	144.2	F
31	Stimson Ave/Dolliver St	TWSC	C/D	32.3	D	40.0	E	54.9	F
32	Stimson Ave/Price St	TWSC	C	23.4	C	58.5	F	80.5	F
34	Ocean View Ave/Dolliver St	TWSC	C/D	52.9	F	221.8	F	264.1	F
35	Ocean View Ave/Price St/US 101 Ramps	TWSC	C/D	30.9	D	76.6	F	91.2	F
42	5 Cities Dr/Fourth St	SIGNAL	C	36.3	D				
48	El Camino Real/US 101 SB Ramps	AWSC	C/D	33.8	D				

Notes:
1. AWSC = All Way Stop Control; TWSC = Two-Way or One-Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Worst Approach LOS Standard used in Circulation Study was generally LOS E; LOS F was determined to be the threshold to require improvements, intersection overall opearations not shown for two-way or one-way stop intersections.
4. OVR = Over 300 seconds of delay

Existing Level of Service (LOS) Results

Current LOS Policy is "C"

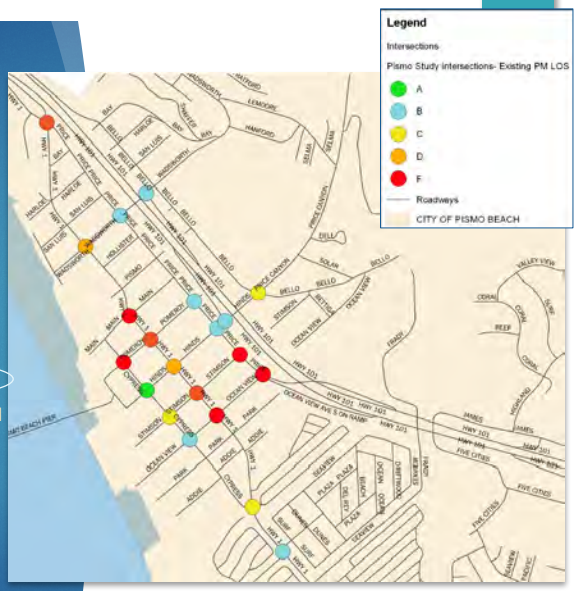
- **PM Peak**
- Sunday Mid-day Peak
- Sunday before Memorial Day Mid-day Peak



Existing Level of Service (LOS) Results

Current LOS Policy is "C"

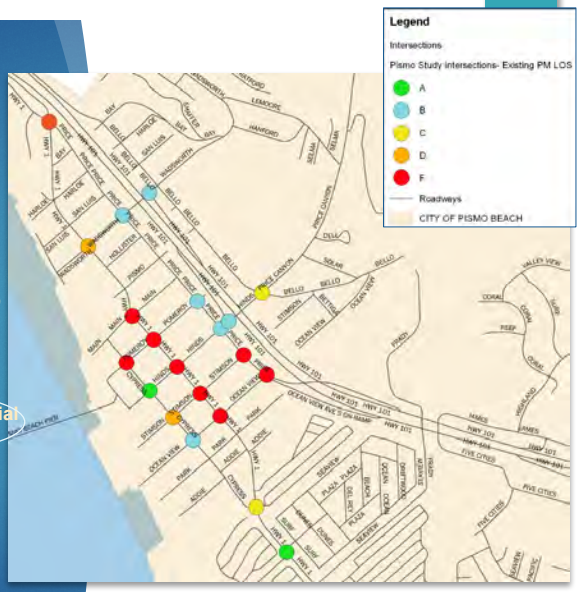
- PM Peak
- **Sunday Mid-day Peak**
- Sunday before Memorial Day Mid-day Peak



Existing Level of Service (LOS) Results

Current LOS Policy is "C"

- PM Peak
- Sunday Mid-day Peak
- **Sunday before Memorial Day Mid-day Peak**

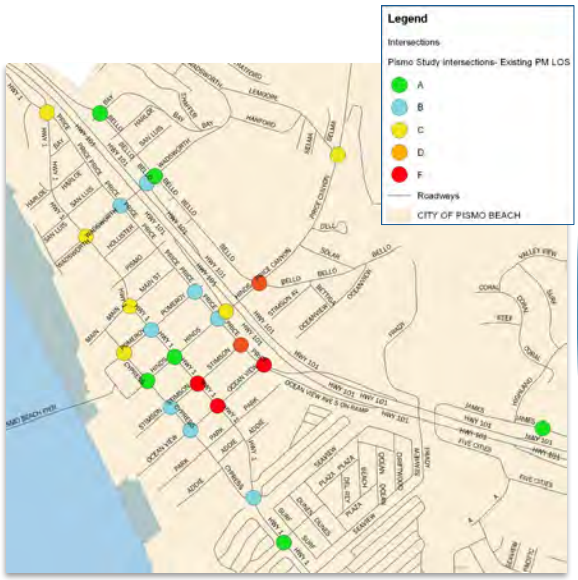


Year 2035 Buildout Level of Service (LOS) Results

Current City LOS Policy is "C" **Circulation Study Findings:**

#	Intersection	Control Type[1,2]	Target LOS	Weekday PM Peak Hour		Summer Sunday Midday Peak Hour		Memorial Day Sunday Midday Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
14	Price St/US 101 SB Off-Ramp/Dolliver St	AWSC	C/D	16.8	C	49.8	E	58.7	F
16	Dolliver St/Wadsworth Ave	TWSC	C/D	18.1	C	56.4	F	38.5	E
20	Dolliver St/Main St	TWSC	C/D	17.9	C	OVR	F	OVR	F
21	Pomeroy Ave/Cypress St	TWSC	C	17.9	C	OVR	F	OVR	F
22	Pomeroy Ave/Dolliver St	SIGNAL	C/D	17.1	B	106.4	F	287.9	F
25	Hinds Ave/Dolliver St	SIGNAL	C/D	5.9	A	81.3	F	177.9	F
30	Stimson Ave/Cypress St	TWSC	C	10.6	B	34.6	D	55.1	F
31	Stimson Ave/Dolliver St	TWSC	C/D	60.4	F	129.5	F	194.4	F
32	Stimson Ave/Price St	TWSC	C	37.4	E	117.3	F	155.6	F
34	Ocean View Ave/Dolliver St	TWSC	C/D	175.6	F	OVR	F	OVR	F
35	Ocean View Ave/Price St/US 101 Ramps	TWSC	C/D	55.5	F	147.5	F	174.3	F
42	5 Cities Dr/Fourth St	SIGNAL	C	61.3	E				
47	W Branch St/US 101 NB Ramps/Camino Mercado	SIGNAL	C/D	41.0	D				
48	El Camino Real/US 101 SB Ramps	AWSC	C/D	43.6	E				

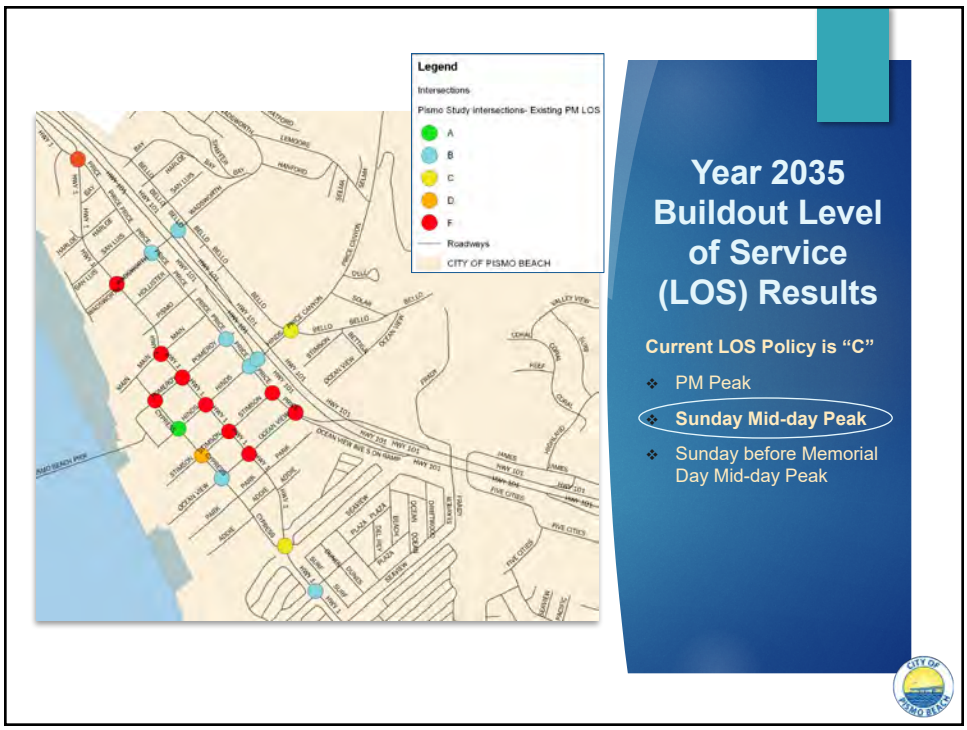
Notes:
1. AWSC = All Way Stop Control, TWSC = Two-Way or One-Way Stop Control, RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Worst Approach LOS Standard used in Circulation Study was generally LOS E, LOS F was determined to be the threshold to require improvements; intersection overall opearations not shown for two-way or one-way stop intersections.
4. OVR = Over 300 seconds of delay

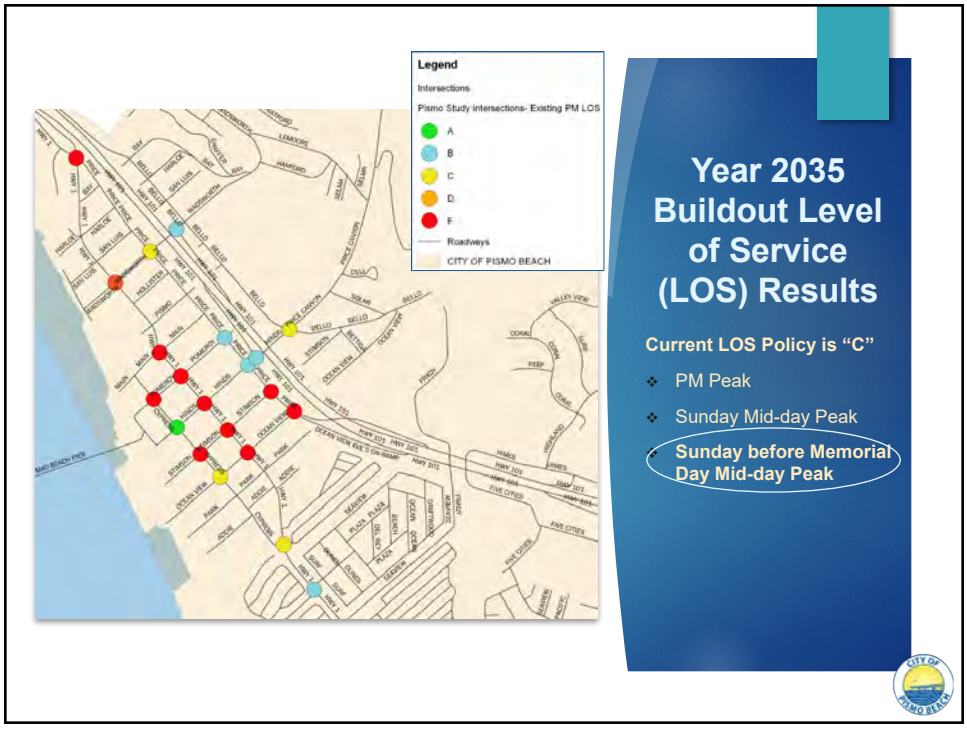


Year 2035 Buildout Level of Service (LOS) Results

Current LOS Policy is "C"

- **PM Peak**
- Sunday Mid-day Peak
- Sunday before Memorial Day Mid-day Peak


Legend
Intersections
Pismo Study intersections- Existing PM LOS
A
B
C
D
F
Roadways
CITY OF PISMO BEACH
Year 2035 Buildout Level of Service (LOS) Results
Current LOS Policy is "C"
PM Peak
Sunday Mid-day Peak
Sunday before Memorial Day Mid-day Peak


Legend
Intersections
Pismo Study intersections- Existing PM LOS
A
B
C
D
F
Roadways
CITY OF PISMO BEACH
Year 2035 Buildout Level of Service (LOS) Results
Current LOS Policy is "C"
PM Peak
Sunday Mid-day Peak
Sunday before Memorial Day Mid-day Peak

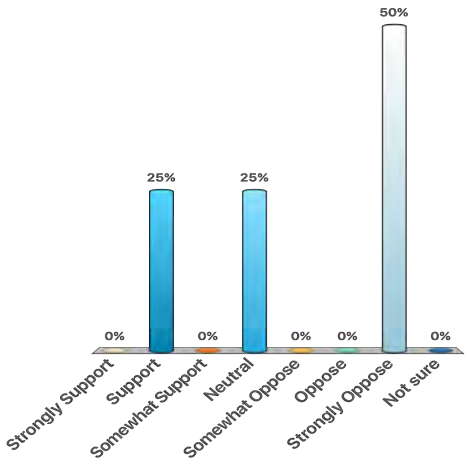
Multimodal Recommendations

- Class I Trail along Shell Beach Road
- Class IV along Price & Dolliver
- Roundabout at Dolliver/Price St/US 101 SB
- Pedestrian Scramble at Signals Downtown
- Enhance Crosswalks
- Extend Boardwalk/Promenade
- Bicycle Boulevard on Cypress St



K. We have presented our understanding of existing conditions and a summary of recommendations from a number planning studies that have been prepared over recent years. To what extent do you support/oppose the recommendations of those studies?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure

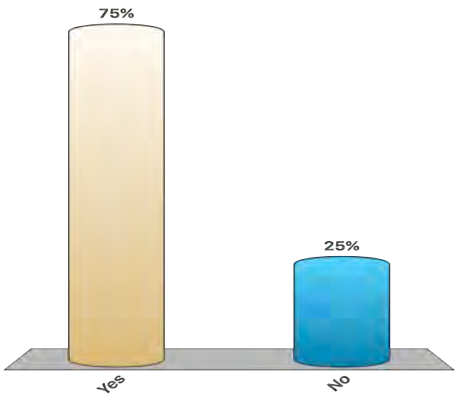




- James Way Extension to Price Canyon Road
- Price Street Extension to 5 Cities Drive
- James Way Extension to Price Street
- Mattie Road Extension to Bello Street
- Pier Area Improvements
- Frady Lane Realignment
- One-Way Couplet for Stimson Avenue & Ocean View Avenue

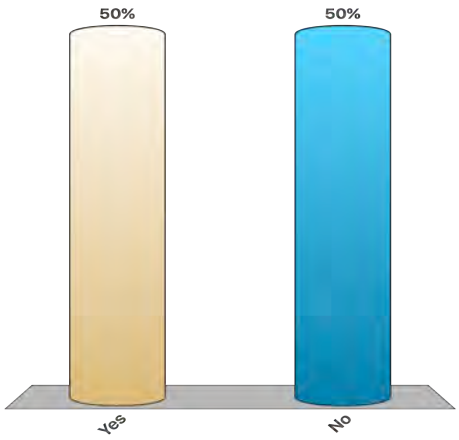
L. Like it or not Pismo Beach is a popular place to come and recreate, particularly during the summer. Traffic congestion during the summer quite frankly, would be too costly to mitigate if it were possible at all. Do you have any ideas or suggestions on other ways to improve mobility in the downtown?

1. Yes
2. No



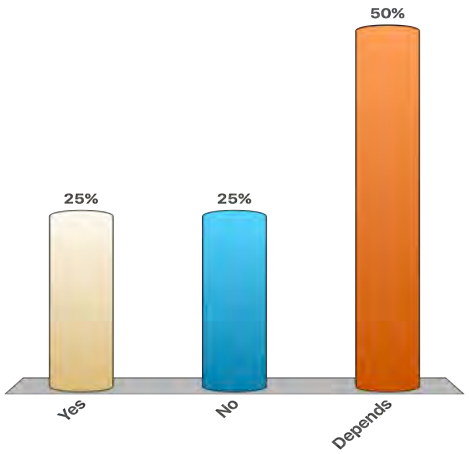
M. Do you have any ideas or suggestions on how we might improve mobility in the rest of the City, outside of downtown?

1. Yes
2. No



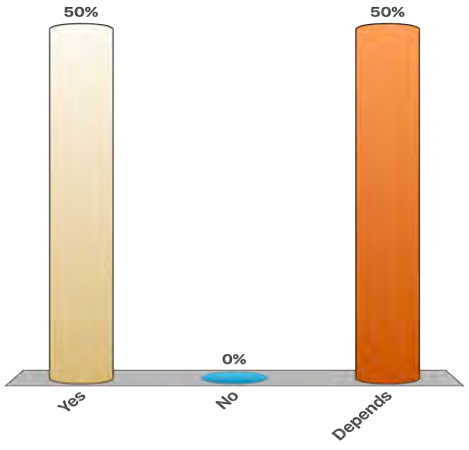
N. Should the City pursue circulation improvements that helps circulation during 'normal' (off-season) weekday morning and evening peak hours?

1. Yes
2. No
3. Depends



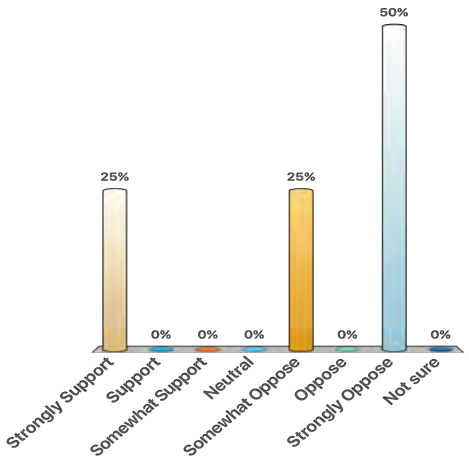
O. Would you like to have US 101 widened through the City of Pismo Beach, recognizing that such widening will affect adjacent existing developed properties?

1. Yes
2. No
3. Depends



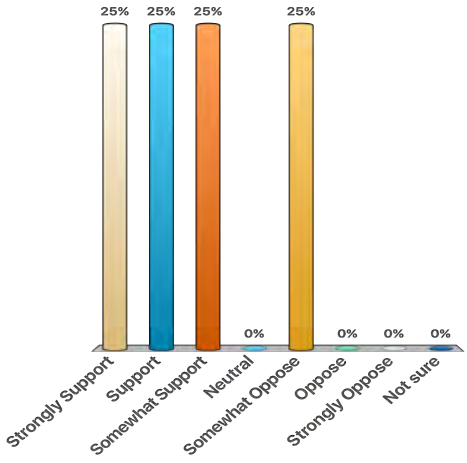
P. To what extent would you support/oppose extending James Way to Price Canyon Road?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure



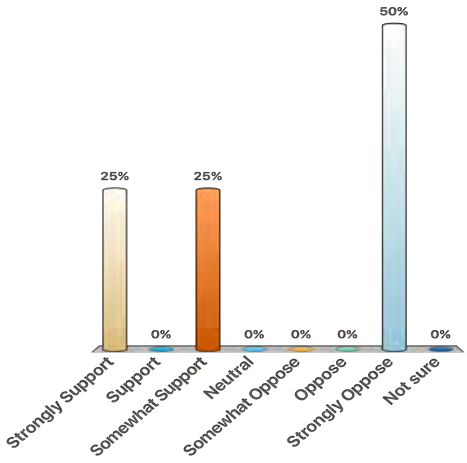
Q. To what extent would you support/oppose extending Price Street to 5 Cities Drive?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure



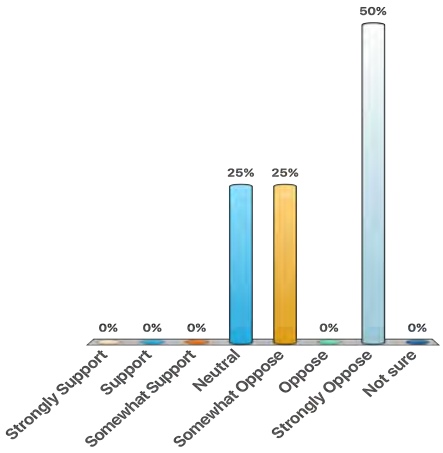
R. To what extent would you support/oppose connecting Price Street to James Way?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure



S. To what extent would you support/oppose a one-way couplet for Stimson Avenue & Ocean View Avenue?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure



Update Circulation Policies

All Current Policies need to be reevaluated and updated!



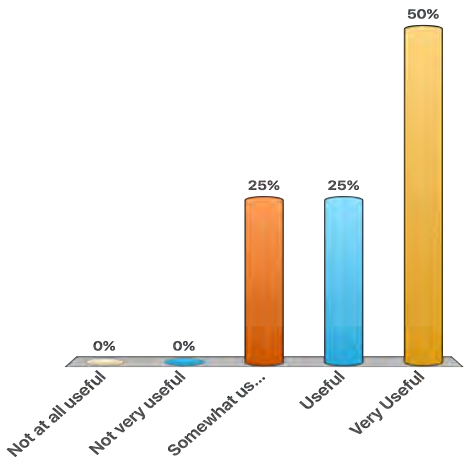
Highlight of several policies for reevaluation include:

- Level of Service Policy
  - Consider LOS "D" during average weekday
  - Consider LOS "E/F" during Peak Season Weekends for Downtown
- Reevaluate need for New Inland Arterial
- Consider Petition for Caltrans relinquishment of SR 1 to the City
- Consider Policy for Caltrans to continue to pursue capacity enhancements for US 101 through the City
  - Widening to 6 Lanes,
  - Auxiliary Lanes,
  - Ramp Metering,
  - Managed Lanes, etc.



T. How useful was this interactive workshop?

1. Not at all useful
2. Not very useful
3. Somewhat useful
4. Useful
5. Very Useful



Crossing Shell Beach Road at night is difficult due to parking on the east side of the road and poor lighting

Wayfinding signage is poor and visitor center signs are lacking.

Pismo Beach is a tourist town and traffic may not be typical. The highest traffic is the leaving pattern on Sunday.

Previous circulation study was seriously flawed

The problem with a roundabout at Dolliver/Price/101 is the hook ramp. Don't trust Caltrans and concerned expressed that they would close Hinds off ramp.

Opposed to more bike lanes

Concerned with eliminating parking Pismo Beach is very dependent on tours being able to park.

2.7 million visitors annually to downtown

Generally, in favor of enhanced crosswalks and pedestrian scrambles

Meant there's many times there are no bikes - cars need lanes

Previous efforts felt like they had to force some improvements forward.

Try to divert traffic and other routes to downtown– eastbound Hinds westbound Pomeroy

Right turn at Hinds etc. was never really tried

With no hotel 200 block of Pomeroy is keys need better wayfinding signing

Need new signs Stimson/Dolliver and Oceanview/Dolliver

Satellite parking is needed with shuttles to beach

Parking structure at Dolliver and main is being looked at

Turn signal at Price would be helpful and more morning traffic

Consider Stimson and Ocean view as couplet

Wayfinding to Pismo preserve would be helpful

Bad studies historically, we keep seeing bad model used. Mr. H should have been right word

Price Street extension came with too many other elements. Merchants are really opposed it. Too much construction disruption.

Price Street to James Way connection is business to residential. Makes more sense to do price Street to 5 Cities Dr. which is business to business

Bello Street bridge might be reopened

Stimson– Ocean view one-way couplet discussed. Rick expressed concern about this idea.

Caltrans plans not talked about gas wrap changes, cloverleaf, etc.

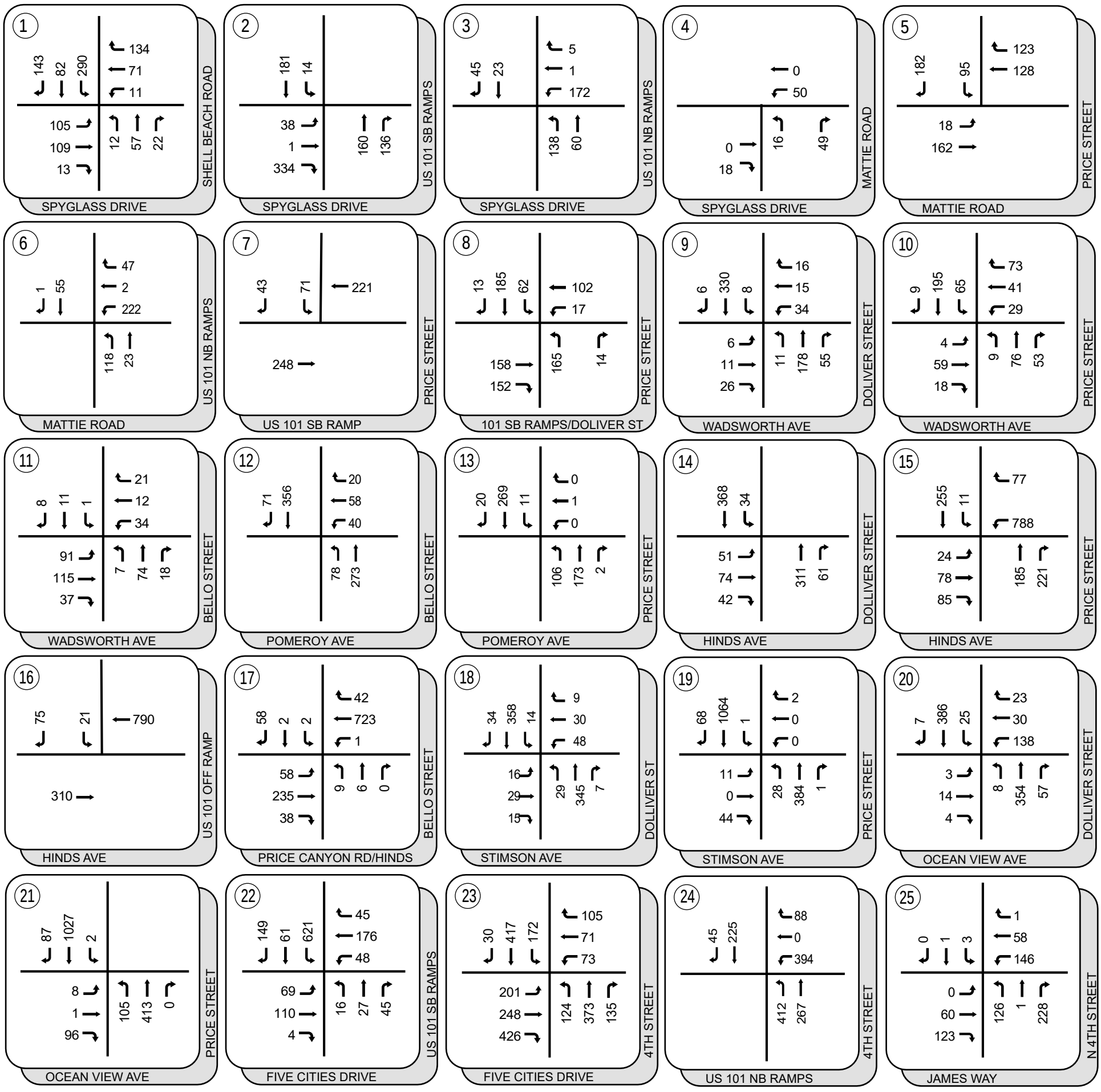
Picking out periods is key. Pick good days/events.

Counter is useful third week in June's to second week in August.

Oppose one-way couplet at Stimson and Ocean View

SR1 relinquishment should be priority for Caltrans

APPENDIX B: EXISTING PEAK HOUR TURNING MOVEMENTS





0 0.1 0.2 0.3 0.4
Miles

N

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California V FIPS 0405 Feet

CITY OF PISMO BEACH
CIRCULATION ELEMENT UPDATE

EXISTING PM PEAK HOUR TURNING MOVEMENT COUNTS

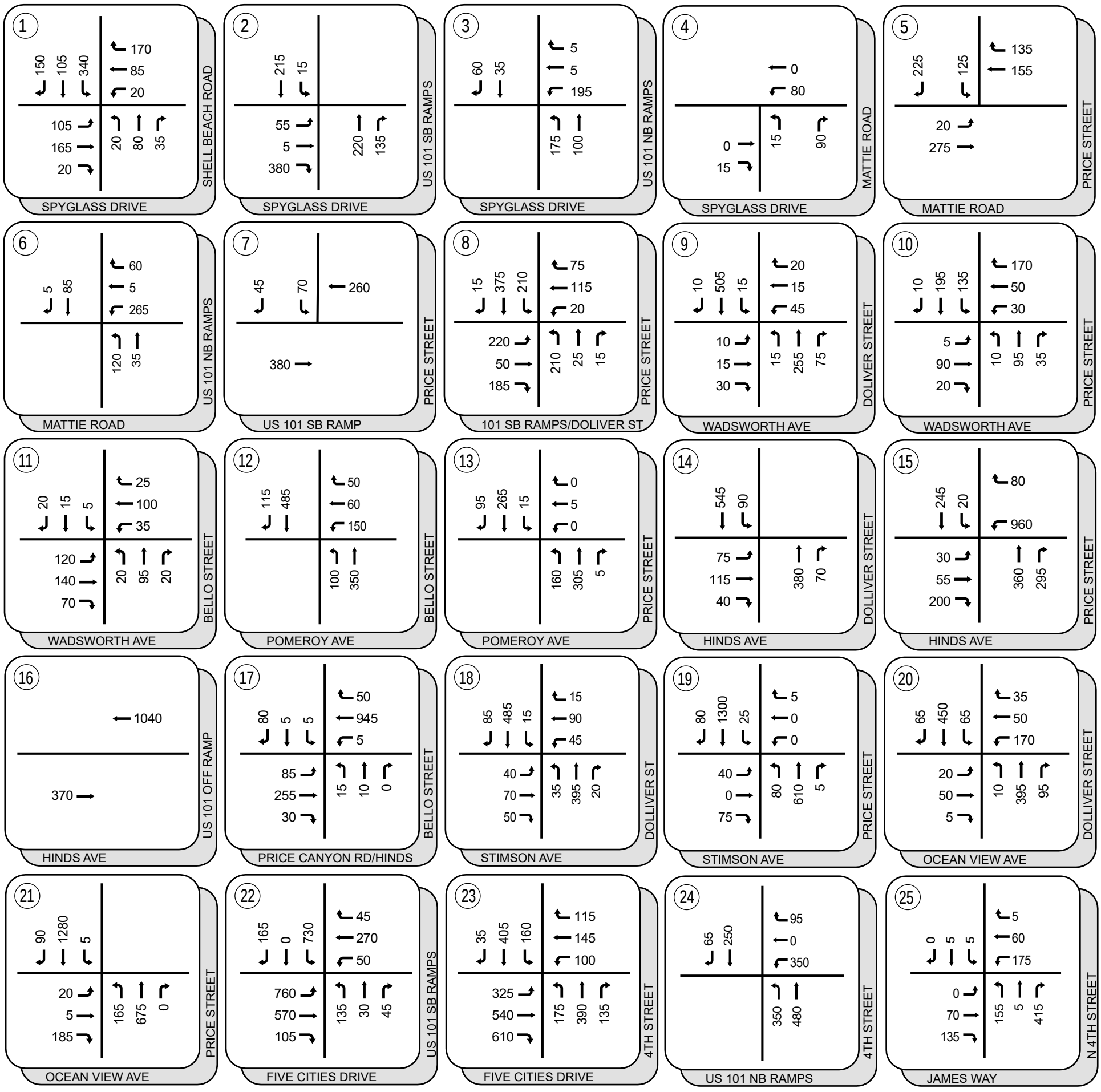
Project No. 11229880
Revision No. -
Date AUGUST 2021

FIGURE B-1

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Data source: World Light Gray Canvas Base: San Luis Obispo County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA; Roads: TIGER, 2020.
Created by: pthornton

APPENDIX B: CUMULATIVE PEAK HOUR TURNING MOVEMENTS



0 0.1 0.2 0.3 0.4
Miles

N

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California V FIPS 0405 Feet

GHD

CITY OF PISMO BEACH
CIRCULATION ELEMENT UPDATE

CUMULATIVE PM PEAK HOUR TURNING MOVEMENT COUNTS

Project No. 11229880
Revision No. -
Date AUGUST 2021

FIGURE B-2

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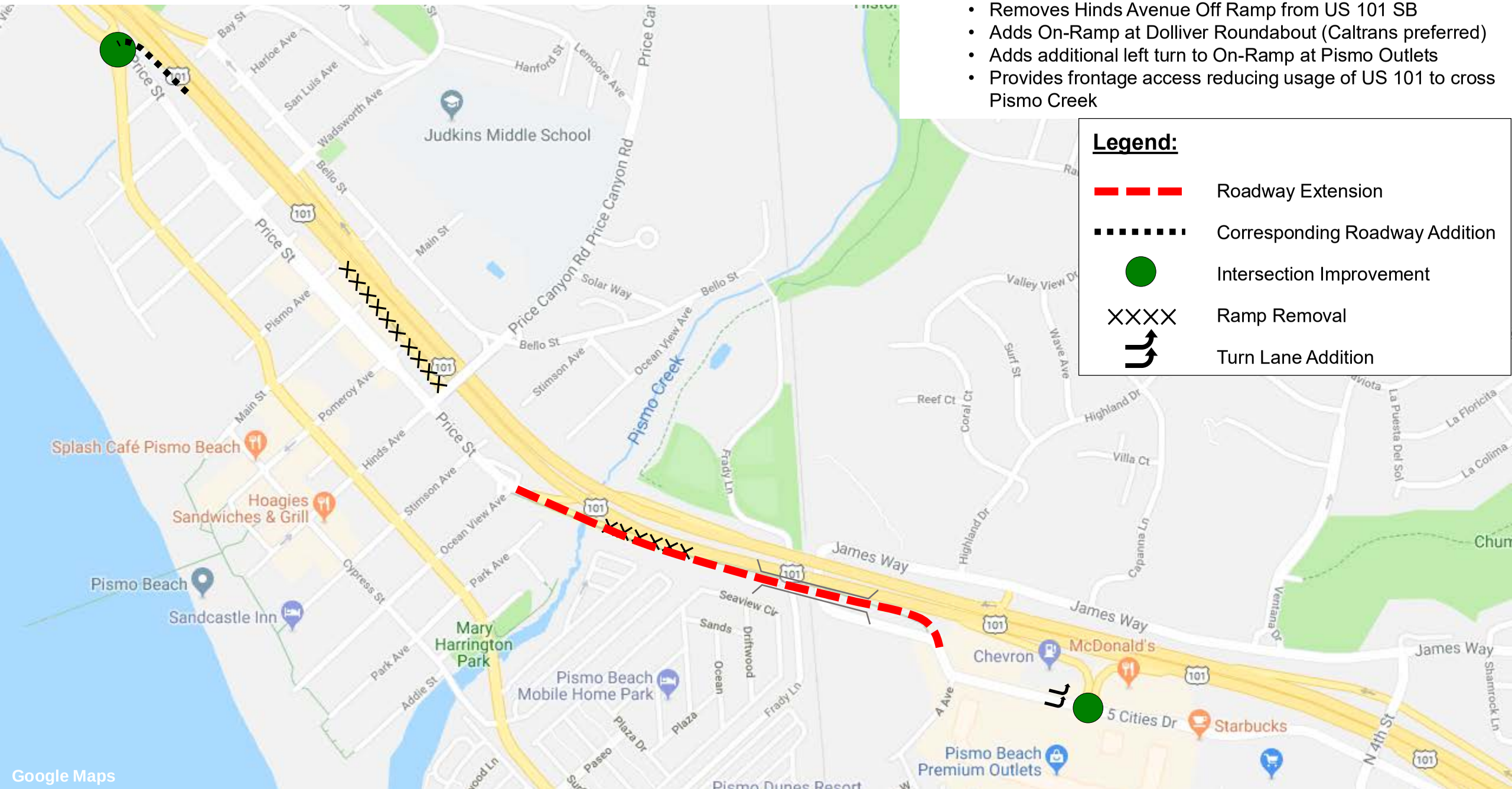
Data source: World Light Gray Canvas Base: San Luis Obispo County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA; Roads: TIGER, 2020.
Created by: pthornton

APPENDIX C:

Pismo Creek Crossing Alternatives

Price Street Extension to Five Cities Drive

- Removes Price Street On Ramp to US 101 SB
- Removes Hinds Avenue Off Ramp from US 101 SB
- Adds On-Ramp at Dolliver Roundabout (Caltrans preferred)
- Adds additional left turn to On-Ramp at Pismo Outlets
- Provides frontage access reducing usage of US 101 to cross Pismo Creek

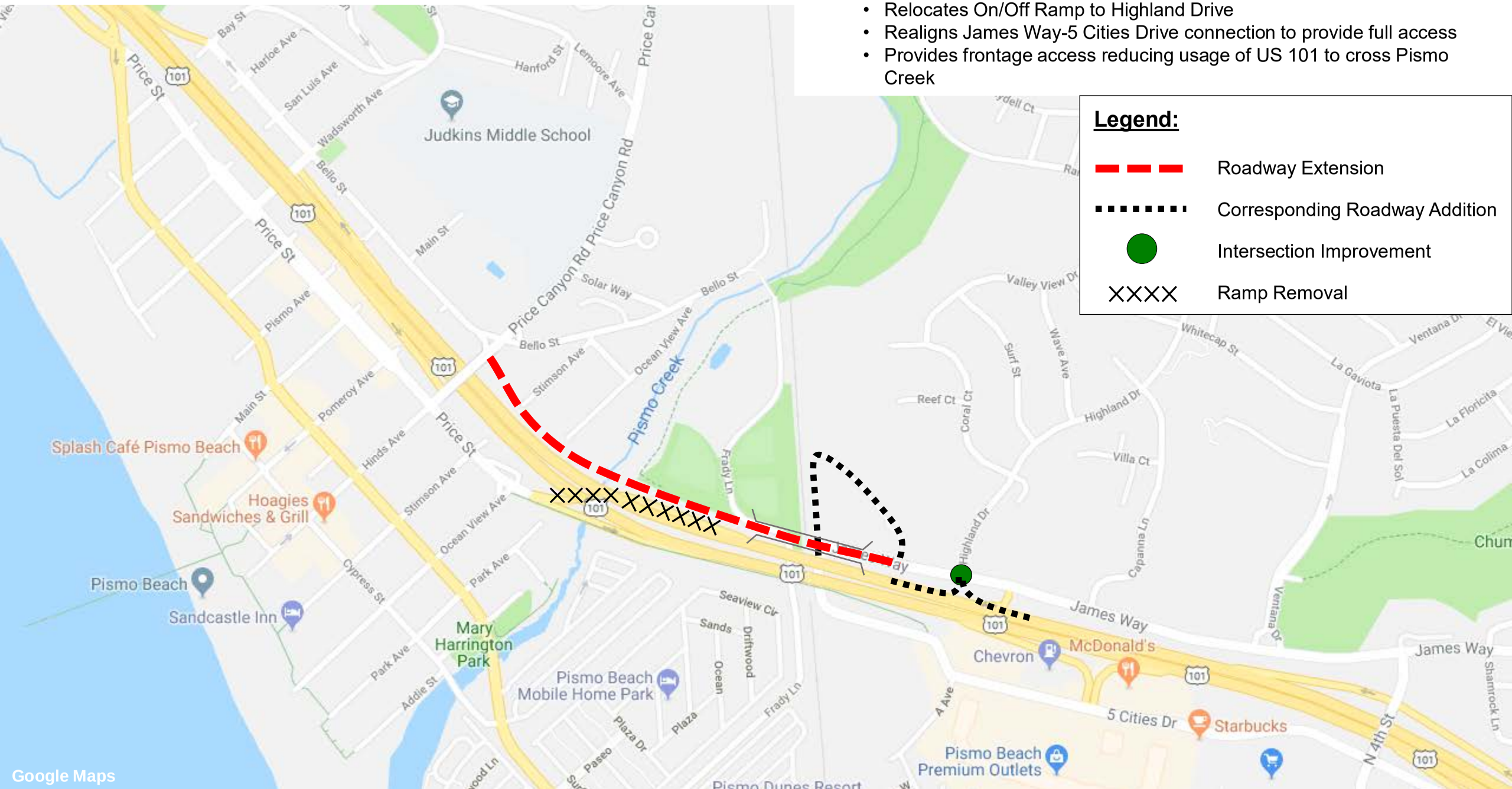


APPENDIX C:

Pismo Creek Crossing Alternatives

James Way Extension to Price Canyon Road

- Removes US 101 NB Off Ramp to Price Street
- Relocates On/Off Ramp to Highland Drive
- Realigns James Way-5 Cities Drive connection to provide full access
- Provides frontage access reducing usage of US 101 to cross Pismo Creek



APPENDIX C:

Pismo Creek Crossing Alternatives

James Way Extension to Price Street

- Removes US 101 NB Off Ramp to Price Street
- Relocates On/Off Ramp to Highland Drive
- Realigns James Way-5 Cities Drive connection to provide full access
- Provides frontage access reducing usage of US 101 to cross Pismo Creek

