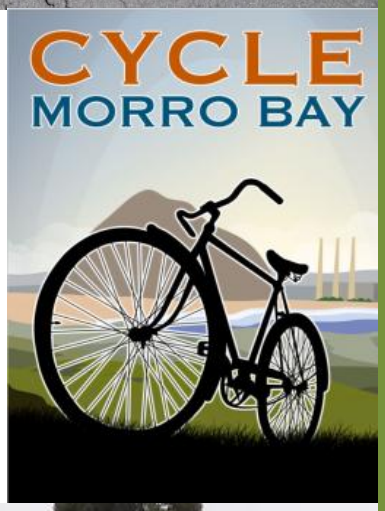
Approved by City Council

February 28, 2012

2011 Morro Bay Bicycle & Pedestrian Master Plan



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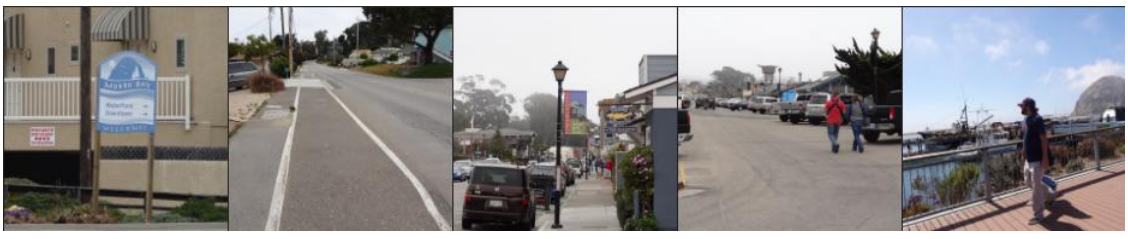

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Glossary

As used in this document and generally, these terms are defined as follows:

Bicycle Boulevard – A roadway shared by bicycles and motor vehicles, without marked bike lanes, where the through movement of bicycles is given priority over motor vehicle travel.

Bicycle Commuter – A person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise of recreation with such a destination.

Bicycle Facilities – Any physical infrastructure serving the needs of bicycle riders, such as bicycle lanes, bicycle paths, bicycle parking and storage facilities, signs, traffic controls, pavement markings and lighting.

Bicycle Rodeo - A bicycle safety clinic featuring bike safety inspections, sometimes quick tune-ups, and a safety lecture about the rules of the road. This is followed by a ride on a miniature course set up in a parking lot where cyclists are shown where and how to apply the rules.

Bike Valet - A volunteer-run bike parking service to make it easier for people to pedal to community events. Bikes are checked in, and cyclists get tickets. When the cyclists wish to pick up their bikes, they simply hand the ticket to a volunteer who retrieves the bicycle.

Channelization – The separation or regulation of conflicting traffic movements into definite paths of travel by use of pavement markings, raised islands, or other suitable means, in order to facilitate the safe and orderly movement of motorists, bicyclists, and pedestrians.

Bikeways – Bike lanes, paths, streets or routes that provide for bicycle travel.

Class I Bikeway (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

Class II Bikeway (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Class III Bikeway (Bike Route) –Provides for shared use with pedestrian and/or motor vehicle traffic.

Feeder Lane – A bike lane provided for priority at intersections

Shared-Lane Markings – Also known as 'Sharrows,' these are pavement symbols designed to improve the positioning of bicyclists on roadways with regular bicycle use and a curb lane width too narrow for motorists and cyclists to safely travel side by side within the lane.

February, 2012

Dear Friends and Neighbors of Morro Bay:

There are many public benefits to having a Bicycle and Pedestrian Master Plan, including alleviating traffic congestion, reducing vehicle emissions, recreation and economic benefits to the user as well as the City. Many of these benefits are directed at the user, but such a system will also serve non-riders by helping to sustain an active, livable community.

Investments in bicycling and walking facilities are being considered 'Economic Infrastructure' among California Coastal communities, increasing visitor's 'heads on beds' and making neighborhoods safer and friendlier. There are more opportunities to speak to neighbors and more "eyes-on-the-street" to discourage crime and violence. Communities with low crime rates and high-levels of bicycling and walking are generally considered to be attractive and friendly places to live and work.

Households in automobile-dependent communities devote more than 20% of household expenditures to surface transportation, more than $8,500 annually, while those in communities with more accessible land-use and more non-motorized transportation systems spend less than 17% or less than $5,500 annually, representing a savings of thousands of dollars a year.

Bicycling and walking is one of the most inexpensive ways to travel, costing as little as $0.07 per mile. This includes the costs of acquiring a bicycle and basic safety equipment, as well as the maintenance and repair costs. According to the IRS, the cost for owning and operating an automobile averages .51 cents per mile including fixed and variable costs: fuel, repairs, routine maintenance, parking fees, toll, insurance and registration fees.

This Bicycle and Pedestrian Master Plan, not only sets out a new, bold vision and series of obtainable goals and objectives, but also improves access to State and Federal grant funding for bicycle and walking improvements across Morro Bay.

Sincerely,

The City of Morro Bay Public Services Department

Introduction

The Bicycle and Pedestrian Master Plan embraces a new vision of transportation planning, recognizing that walking and bicycling is essential to enhancing the quality of life for not only residents and visitors, but also the broader global community. Attractive bicycle and pedestrian facilities within a community are increasingly linked to supporting local tourist related businesses and promoting ecotourism.

Residents and visitors of all ages and abilities should be provided with safe, attractive and convenient forms of transportation and recreation. Accordingly, this document describes the City's existing conditions, planning context, and proposes policies, goals, objectives, projects and programs intended to achieve a 50% increase in the circulation of walking and bicycling in Morro Bay by 2016.

The aim of this plan is to purposefully improve the experience of bicycling and walking around the City through a combination of strategic approaches.

Setting

The City is located on the coast of San Luis Obispo County, approximately halfway (200 miles) between Los Angeles and San Francisco. The City of Morro Bay is a waterfront community with a wide range of restaurants, shops, parks, harbor, and the towering presence of Morro Rock. Morro Bay is also designated as a bird sanctuary and nature preserve, portions of which are a state wildlife refuge and a California Marine Reserve.

Morro Bay contains the region's largest estuary, and is part of the National Estuary Program with a saltwater marsh located on the east side where Chorro and Los Osos Creeks enter the bay. It is the southern-most City along the Hwy 1 National Scenic Bi-way with ocean views and beach access. Since the beginning of the 20th century it has been a center for beach holidays.

Tourism is the city's largest industry, with "the Rock," and cool summer temperatures being natural attractors to its excellent state-owned beaches north and south of town.

As of the 2010 census, the city population was 10,234. According to the 2005-2009 American Community Survey, there was an equal distribution of males and females in the population. The median age is 55.5 years with 35% of the city population 65 years and older and 12% of the city population under 18 years. Of the working population of Morro Bay, 75% drove to work alone, eight percent (8%) carpooled, less than 0.5 percent took public transportation, and 11% used other means. The remaining six percent (6%) worked at home.

The 3,948 who commuted to work took an average 19.2 minutes to get to their place of employment. Using a statistical analysis and margins of errors provided by the US Census, 811 or 20.5% of commuters travel less than or equal to 9 minutes to work.

The following sections describe the major activity centers in Morro Bay, serving as common destinations for both residents and visitors.

Downtown

Morro Bay's downtown area is a unique local destination with retail stores, restaurants, coffee shops, a movie theater and music store. Wide sidewalks, public art and an abundance of street furniture, including planters and benches comprise the area. Wide traffic crossings, with ADA compliant ramps, accommodate pedestrians along Morro Bay Boulevard and Main Street. Main Street is closed to through traffic on Saturday afternoons for the Farmers Market. As the cultural hub of Morro Bay, downtown should set the precedent for pedestrian-friendly design.

Embarcadero Visitor Area

The Embarcadero contains shopping and eating establishments as well as the most intense mix of pedestrian and automotive activity. Portions of this area have commercial fishing activities and dock facilities. Visitors and residents consider the Embarcadero to have a diverse mix of shops and waterfront recreational activity, combined with scenic views of the bay, sandspit and Morro Rock. The new multi-purpose Harborwalk connects Morro Rock and the Embarcadero and extends into the commercial area. Sidewalks are generally ten feet wide but vary in width in some locations.

Commercial Centers

Commercial areas run along Quintana Road which have automobile services, large commercial tenants including Albertson's and Rite Aid and a few local and national fast food restaurants. North Main Street is also an important commercial area with Spencer's Market and several restaurants. There are a notable number of small professional offices near downtown Morro Bay. Improving bicycle and pedestrian connections could help to encourage non-motorized trips that better connect these areas to the city.

Parks and Open Space

Morro Bay is located within the coastal zone and is governed by the Coastal Act, which designates public recreational facilities and access to them as a high priority. Improvements in accessibility to the beaches, parks, and open spaces could encourage people to visit them without an automobile. Crosswalks may be improved with better placement or more prominent signage. Additional and improved pedestrian access to Morro Bay parks and open space, including amenities specifically for children and families, should be examined closely to determine if they can be expanded and enhanced to ensure enjoyment of these valuable public amenities.

Schools

Schools are major pedestrian areas. Morro Bay has one public high school – Morro Bay High School, one public elementary school – Del Mar Elementary, both in North Morro Bay. There is also the charter school at the old Morro Elementary campus. Pedestrian and bicycle improvements should provide students with safe options to walk or ride to classes and nearby support facilities, like libraries and athletic fields from their home. Improvements should seek to insulate pedestrians from common road hazards, but not isolate them from the surrounding environment. Providing schools with non-motorized transportation alternatives is also important in developing good habits with children, so that they regard walking and bicycling as viable means of transportation, which can lead to lower rates of obesity-related health problems.

Planning Process

The Morro Bay Bicycle and Pedestrian Master Plan was researched and produced under supervision of the Morro Bay Department of Public Services with input from the Police Department, SLOCOG, volunteers, advocates, citizens and the project consultant team.

The activities undertaken included: reviewing similar planning documents, conducting site visits and field reviews (all by bike or walking), photographing facilities, bicycle counts, phone survey of Morro Bay employers, and integration of a Safe Routes to School element. Community outreach efforts included a comment form on the City website and a community meeting held to inform the public of the plan and to collect comments and recommendations based on local knowledge.

The outputs of the planning process are proposed biking and walking policies, programs and projects spanning a fifteen year time horizon. In addition to public involvement in the ranking of proposed projects, the projects have also been weighted against suggested planning criteria which govern best practices for Bicycle and Pedestrian Infrastructure Planning in California such as: Connectivity, Proximity to Activity Centers, Transit, Schools and Collisions.

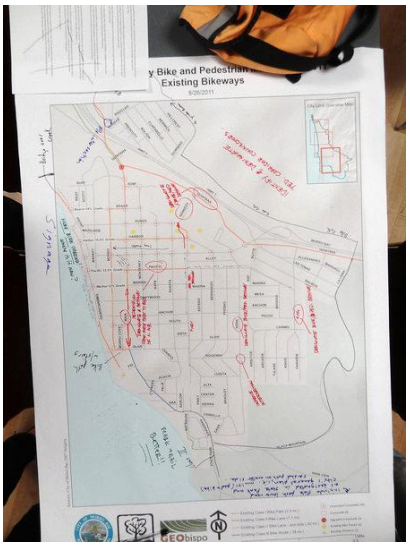
Community and Stakeholder Participation

The City of Morro Bay has embraced the opportunity to work with the public through community meetings and consultation with a Public Advisory Committee. Community and stakeholder input are essential to the planning process.

Public Advisory Committee (PAC)

The City of Morro Bay approved and appointed members to a PAC in order to guide the Master planning process. The PAC's primary role was to ensure that public input was considered and represented in the Bicycle & Pedestrian Master Plan process. PAC members included individuals from neighborhood organizations, the business community, law enforcement, bicycle/pedestrian advocates, and others from a variety of professional and personal backgrounds.

The PAC convened in early August 2011 to discuss the planning process, goals and objectives of the plan and were asked to 'score' their top priorities pertaining to bicycle and pedestrian policies. The PAC met again in October 2011 to review the Second Draft of the plan before recommending adoption to the Morro Bay Planning Commission and to the City Council.



Community Meeting

A community meeting was held on August 30, 2011 at Morro Bay's Veterans Hall. Informational presentations were made including: Vision, Community Participation, Master Plan update, suggested policies, SLO Bike Coalition, Morro Bay connection with existing & proposed County Trails, Citizen involvement through Morro Bay's online e-Request form and next steps in preparing the Plan.

In order to acquire comments and local knowledge, a problem-identification and solutions ranking exercise was conducted using large format aerial and hill-shade paper maps. The participant could draw suggested routes of travel and locations of concern. The maps were also used to verify existing conditions.

Subsequent to the meeting, public comments were consolidated into a list of projects and programs to improve cycling and walking in Morro Bay. This list was recirculated to the meeting participants and others who had expressed interest in the Plan. They were asked to rank these programs and projects, the results of which were used to develop the proposed project list in Appendix H.

Interagency Cooperation

This plan was written in cooperation with the City of Morro Bay and local and regional entities having interest in bicycle and pedestrian planning within the City. Relevant agencies involved in the planning process included San Luis Obispo Air Pollution Control District (SLOAPCD), California Coastal Commission (CCC), Caltrans District 5, San Luis Obispo Council of Governments (SLOCOG), San Luis Obispo County Bicycle Coalition (SLOCBC), Rideshare, Regional Transit Authority of San Luis Obispo County (RTA), San Luis Coastal Unified School District and local bicycling clubs, employers and businesses.

Each year, SLOCOG prepares a list of 'Unmet Transit Needs' as part of the requirements of the Transportation Development Act. The resulting list includes proposed projects within the boundary of the City of Morro Bay. As this list is updated annually, it allows SLOCOG to identify needs that may have been missed by local jurisdictions or to identify new opportunities in the interval between local plans. The list of unmet bike needs in Morro Bay was used to help develop a list of proposed projects to be ranked by respondents to the informal survey that was conducted in the course of the preparation of this plan.

Consistency with Relevant Legislation and Plans

In order to be consistent with other adopted plans pertaining to the planning area, the plan includes relevant governmental policies on all levels of government. This section describes the relevant legislation and plans.

Section 891.2 California Streets and Highway Code

The Bicycle Transportation Account (BTA), a California Department of Transportation (Caltrans) funding source for bicycle improvement projects sets to improve the quality of bicycle planning across the state of California. BTA funds are only available to jurisdictions that have adopted a bicycle plan containing all of the required elements. Appendices A through K of this plan address the specific requirements of Section 891.2(a) through 891.2(k).

1988 General Plan Circulation Element

The 1988 Circulation Element acknowledges that accessibility is a major factor in the vitality of Morro Bay. A safe and efficient circulation system is essential if the City is going to prosper and function properly. The purpose of the Circulation Element is to encourage the best practical circulation system.

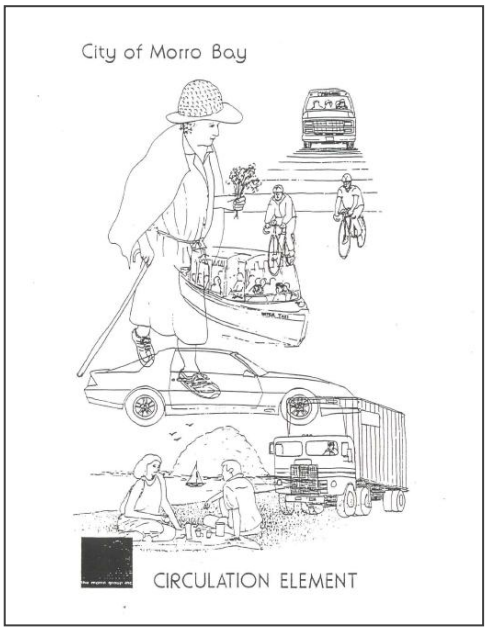
The Circulation Element was prepared pursuant to California's General Plan Guidelines at that time. The Guidelines specified that the Circulation Element should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and,
- Protect environmental quality and promote the wise and equitable use of economic and natural resources

The plan discusses all forms of circulation. It deals with the attributes and problems associated with automobiles, trucks, buses, bicycles, and walking. It addresses harbor circulation, pipelines and utility transmission lines.

A section of the plan is devoted to discussion of pedestrian issues. The following list describes the concerns involving pedestrian facilities in 1988, most of which remain relevant today:

- No sidewalks in certain areas
- Discontinuous sidewalks
- Narrow sidewalks
- Integral vs. Separated Sidewalks
- Handicap Access
- Lateral Access
- Safe walking routes to schools
- Crosswalk Identification and location
- Access Across Highway 1
- Lack of Amenities and Landscaping



The plan also suggested a priority ranking of proposed pedestrian improvements, some of which have been completed. They include:

- North Main sidewalks
- South Main residential sidewalks
- Streets leading to schools
- Embarcadero sidewalk widening
- Morro Bay Blvd amenities
- Coleman Drive
- Handicap ramps citywide

Another section is devoted to Bicycle Transportation issues. The plan recognizes the potential for enhancing commuter safety and recreational opportunities by providing a comprehensive bikeway system. It offers several suggestions in terms of improved facilities, bicycle education programs for youth, and design standards. These points were addressed in the 1997 Bikeway Plan.

Draft Circulation Element – 2004 City of Morro Bay General Plan / Local Coastal Plan

A Draft General Plan / Local Coastal Plan including a Circulation Element was prepared in 2004 and has not yet been adopted. Some of the goals and policies contained within the Draft Circulation Element were adapted for use as Goals and Objectives within this 2011 Bicycle and Pedestrian Plan. Although the goals and objectives may not be consistent with the adopted General Plan, the City is working towards the adoption of a new General Plan in which the 2011 Bicycle and Pedestrian Plan would be consistent.

1997 City of Morro Bay Bikeway Planning Study

The approved Morro Bay Bikeway Study (Res. No. 29-97) reviews the Bikeway Plan portion of the 1988 Circulation Element of the General Plan. It was written in order to determine whether the proposed bike routes meet the current and projected local and regional needs. It also evaluates off-highway alternatives and develops a project priority list based on need for the project, connectivity to other local and regional systems, project design, cost and funding availability to the City, including the possibility of amending the Circulation Element as necessary. Cost estimates for each project was developed to help in determining a project's priority. The study selected a preferred alternative by developing a project priority list. Projects deemed a priority included the connection of the South Bay Boulevard bike path to and through downtown, expansion of the system to and from local schools, regional connection between Morro Bay and Cayucos and the coordination with the overall regional effort to provide bike route alternatives to Highway 1.

California Coastal Act (2010)

Written under the authority of the California Coastal Commission, the Coastal Act outlines policies, implementation measures, enforcement, and stakeholder roles and responsibilities pertaining to coastal resource protection. Since Morro Bay is a waterfront community, there are some pertinent segments of the Act that directly apply to the Bike and Pedestrian Master Plan:

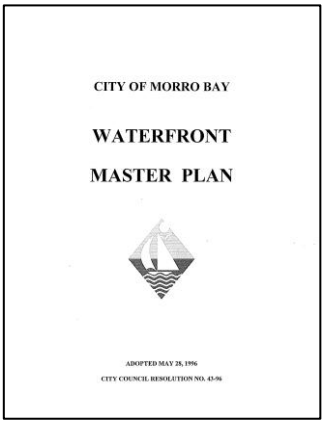
- Article 2: Development shall not interfere with the public's right of access to the sea. Public access from the nearest roadway to the shoreline and along the coast shall be provided in new development projects.

- Article 6: the location and amount of new development should maintain and enhance public access to the coast by providing non-automobile circulation with the development.

Local Coastal Plan

The Local Coastal Plan incorporates Coastal Act Policies and is specific to Morro Bay. Polices relevant to this Bicycle and Pedestrian Plan include the right of public access to all coastal tidelands as guaranteed by the Public Resources Code (Section 30210) and upheld by court decisions. The California Coastal Act of 1976 contains policies which require that existing legal rights of public access to the coast be protected, and that reasonable requirements for public access be established in new developments along the coast.

Morro Bay Waterfront Master Plan (1996)



The Waterfront Master Plan was prepared to provide design guidelines for the waterfront, to serve as a planning and feasibility study, and to provide background information about the waterfront area's history. A section of the Plan discusses Bicycle and Pedestrian circulation as follows:

> "The Morro Bay waterfront is compact in size yet consistently interesting and is ideally suited to walking and biking. The northern portion of the Embarcadero is devoted to commercial fishing while the remainder is a harbor-related visitor-serving mixture. The Embarcadero experiences some of the most

substantial circulation challenges in the City of Morro Bay.

The benefits of improved pedestrian and bicycle access along the waterfront are compelling: enjoyment and health; freedom to wander and explore; less congestion on the roadways and a proportional reduction in air pollution. As the City addresses roadway and parking improvements within the waterfront area, and as the public park and private development projects are proposed, the need for pedestrian and bicycle circulation should be kept in mind as an important element to unify the overall area."

It goes on to recommend both bicycle and pedestrian improvements, some of which have been implemented (most notable being the Harborwalk). Several of the recommendations yet to be realized are taken up in this 2011 Bicycle and Pedestrian Plan.

Sustainable Communities and Climate Protection Act (SB 375) Goals

Regional transportation planning agencies are charged with implementing programs that will enhance sustainable development and reduce global warming. Bicycle transportation and pedestrian facility improvements are key elements to this strategy. Three goals of the Act are to:

- Use the regional transportation planning process to help achieve Global Warming Solutions Act (AB 32) goals;
- Use California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential projects which help achieve AB32 goals to reduce GHG emissions; and
- Coordinate the regional housing needs allocation process with the regional transportation planning process

Cal Trans Deputy Directive DD64 R-I Complete Streets

Complete Streets: Integrating the Transportation System (DD-64-R1) was signed on October 2, 2008. Caltrans provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. Caltrans views all transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

California Highway Code 888

California Highway Code 888 states that the department (Caltrans) shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternative route or such a route exists. The alternative route should not consist of significant out-of-direction travel, additional grades of significant length or slope, or high –volume routes with narrow shoulders.

2008 California Complete Streets Act (CCSA) Assembly Bill 1358

Commencing January 1, 2011, Assembly Bill 1358 requires that upon any substantive revision of a county or city circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. For purposes of this plan, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

United States Department of Transportation (DOT) Policy Statement on Bicycle and Pedestrian Accommodation (March 11th, 2010)

DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.

Federal: Title 23 U.S.C. 217: Bicycle Transportation and Pedestrian Walkways

This federal legislation was originally enacted in August 1973 and has had several revisions. The section relevant for the purposes of this plan states:

> *(g) Planning and Design.-*
>
> > *(1) In General. - "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.*
> >
> > *(2) Safety considerations. – Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians."*

City of Morro Bay Municipal Codes

The City of Morro Bay Municipal Code addresses bicycle and pedestrian regulations and definitions for use. Relevant Titles and subsection chapters include the following:

Chapter 10.36 – Pedestrian Regulations – discusses the establishment of crosswalks and their use.

Chapter 10.72- Bicycles and Motorized Bicycles – sets out the definitions, operation of bicycles and motorized bikes, and lists violations and penalties.

Title 12 – Streets and Sidewalks – discusses standard improvement specifications.

Chapter 14.44- Frontage Improvements –specifies where sidewalks are required as part of a development project. Developments in single-family residential areas (R-1 and R-2 zoning) are generally exempt from sidewalk requirements except where the street has been designated as a pedestrian route, an arterial, or collector.

Existing Conditions

This section describes exiting conditions for bicycling and walking in Morro Bay. It includes a summary of bicycle facility terms and definitions, existing bikeways and pedestrian facilities in both narrative and tabular form, and includes comments on their condition and deficiencies. Morro Bay contains approximately 10 miles of bikeways which consists of 3.3 miles of off-street Class I and 7.1 miles of Class II bike lanes.

Bicycle Facilities

Bicycle facilities accommodate a wide variety of user types, needs and abilities. Three categories or classes of facilities are designed for use by cyclists.

Class I Bikeways

Class I bikeways are physically separated from other vehicular traffic and are for the exclusive use of bicycles and pedestrians. If significant pedestrian use is anticipated, separate facilities for pedestrians are sometimes provided to minimize conflicts. Dual use by pedestrians and bicycles is common and appropriate signage and extra width is often sufficient to accommodate both.

Class II Bikeways (Bike Lanes)

Class II bike lanes are for the preferential use of bicycles within the paved areas of roadways. Bike lane stripes are used to promote the orderly flow of traffic by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.

Riding groups regularly use Main Street

Class III Bikeways (Bike Routes)

Class III Bike Routes are intended to provide continuity to the bikeway system and are established along through routes not served by Class I or Class II bikeways. Class III bike routes are shared facilities with bicycle use being secondary.

The table on the following page lists bicycle facilities in Morro Bay according to location and category. A narrative description of current facilities in Morro Bay follows the table.

Table 2: Bicycle Facilities in Morro Bay

Facility Type	Segment	From	To	Length (feet)
Class I (3.7 miles)	Coleman Drive	Rock Parking Lot	Embarcadero.	2,371
	Main Street	Quintana Road	Perrigrine	605
	Keiser Park	Perrigrine	Atascadero Road	2,691
	Cloisters/High School (East)	Cloisters Community Park	Atascadero Road	3,695
	Coral Avenue	176 ft. S.E. of Indigo Circle	244 ft. N.E. of Emerald Circle	1,632
	Cloisters/High School (West) – plus extensions to cul de sacs and Azure parking lot	Azure Street	Morro Bay High School Property	5,066
	Cloisters Community Park (All connecting paths)	West side	East side (Coral Avenue)	2,432
	Bayside Bluffs Park	Bayshore Dr. (345 ft. S. of Main St.)	State Park Road	1,160
Class II (7.3 miles)	Main Street	Yerba Buena Street	Atascadero Road	9,683
	Main Street	Atascadero Road	Quintana Road	3,670
	Main Street	Quintana Road	Beach Street	818
	Main Street	Pacific Street	Olive Street	1,726
	Beach Street	Main Street	Morro Ave.	274
	Morro Avenue	Beach Street	138 ft. S. of Marina Street	1,857
	Morro Avenue (E. Side)	138 ft. S. of Marina Street	Driftwood Street	140
	Morro Avenue (E. Side)	146 ft. S. of Driftwood Street	Anchor Street	141
	Morro Ave. (E. Side)	Anchor Street	75 ft. S. of Anchor Street	75
	Morro Ave.	75 ft. S. of Anchor	Olive Street	658
	Olive Street	Morro Avenue	Main Street	317

Class II (cont.)	Pacific Street	Piney Way	Morro Avenue	1,634
	Harbor Street	Piney Way	Morro Avenue	1,642
	Piney Way	Harbor Street	Dunes Street	403
	Quintana Road	Main Street	South Bay Blvd.	8,711
	Quintana Road (N.Side)	South Bay Blvd.	333 ft. E. of South Bay Blvd.	333
	Embarcadero	South Street. (Approx.)	Tidelands Park (docking area)	981
	Embarcadero	Morro Bay Power Plant	Beach Street	1,714
	Atascadero Road	Park Street	692 ft. N.E. of Ironwood Avenue	3,623
Class III (.45 miles)	South Main Street	Barlow Lane	Olive Street	2,100
	Power Plant Access Road	Main Street	Quintana Road	282

Highway 1 is the primary corridor for traffic circulation north and east bound to and from the City of Morro Bay. The speed limit is 65 mph at the eastern city limit, and reduces to 55 mph as it crosses over Main Street. Within the city limits, the northern section of Hwy 1 parallels the coastline and provides arterial access along north Morro Bay's residential areas. Hwy 1 has paved shoulders that are approximately eight feet wide and are frequently used by recreational cyclists, cycle tours and racing groups and daily riders. It is currently the only route choice for cyclists northbound to Cayucos or eastbound to San Luis Obispo.

Within the city limits several alternatives for continuous cycle travel are available with some recently completed key connector projects. The extension of Class II facilities on North Main Street completes a missing commercial link to and from North Morro Bay. The intersection of Main Street and Quintana Avenue has been improved for cyclists with the installation of a "feeder lane." The installation of the roundabout at Quintana Avenue and Morro Bay Boulevard also provides a contiguous movement for cyclists and pedestrians traveling east-west along Quintana Avenue.

The most significant bicycle and pedestrian facility installation in recent years is the development of the multi-purpose "Harborwalk" trail along the Embarcadero, through Coleman Park to Morro Rock. The project meets numerous goals including providing a signature visitor serving amenity, completing a section of the California Coastal Trail, reducing modal conflicts (between automobiles, cyclists and walkers) while preserving and enhancing sensitive biological resources.

The north-to-south bikeway through downtown is a Class II along Morro Street, between Beach Street and Olive Street. This alternative route is provided for cyclists because of the lower traffic flow, wider

street section, and minimal on-street parking. However, there are currently no wayfinding signs directing cyclists to use this facility. It has been observed that Main Street is the preferred route for cycle groups passing through Morro Bay and Morro Bay State Park, which is both a trip generator and a destination.

Both Harbor Street and Pacific Street provide a basic level of service with Class II bike lanes for east-west bicycle circulation within the downtown area.

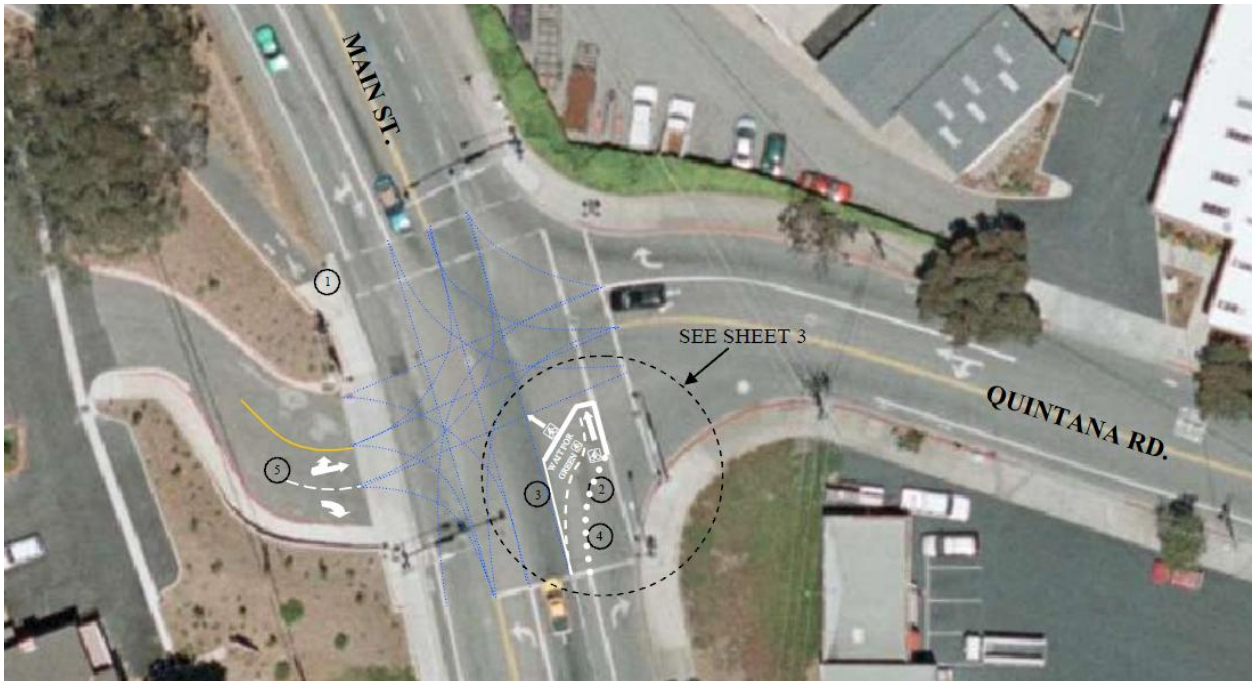
Class II facilities are present along the Embarcadero from Beach Street to the multi-purpose Harborwalk. The northbound travel lane also includes vehicle parking, and the southbound lane is frequently interspaced with parking lot entrance and exit ways accommodating the busy harbor services and commercial area. There are no facilities for cyclists along the visitor-serving Embarcadero area, although a Class II facility does provide a level-of-service on the north-end near the Coast Guard Station and south-end Embarcadero for approximately 100 ft. around Tidelands Park and the public boat ramp parking area.

The multi-purpose asphalt path along the west side of Main Street between Olive Street and Barlow is designated as a two-way Class III bikeway. It is problematic because of trade-offs in level-of-service between its walking and cycling users. The path widths vary from 8 ft to 4 ft and are not continuous because of residential driveway access requirements. This section of Main Street could accommodate Class II facilities with the exception of a blind corner near Acacia Avenue where the road narrows considerably. Cyclists who stay on the roadway risk conflict with automobiles but those who take the path risk possible conflicts with walkers and vehicles leaving driveways. For residents and visitors using this section of Main Street, these are ongoing challenges.

A noteworthy facility is the Class I bikeway between the Azure Street beach parking area and the Quintana/Main intersection. On the north end, an extensive recreational pathway system around Cloister's Park provides cycling and pedestrian access to scenic dune areas. It is linked to the Class I bikeway that continues south past Morro Bay High School and terminates briefly at Atascadero Road. It resumes again after a 170-foot jog on the south side of Atascadero Road where it runs parallel to Hwy 1, crosses Morro Creek, briefly joins Peregrine Road (the Power Plant service road) and terminates at the junction of Main Street and Quintana Avenue.

There are a number of route continuity and road geometry challenges facing cyclists at Main and Quintana. At the south terminus of the Class I, southbound cyclists are provided with the option of continuing south on Main Street in a Class II bike lane, or crossing Main at Quintana in the crosswalk. A pole-mounted push button control facilitates the crossing, with a sign advising the cyclist to dismount to use the crosswalk. Northbound cyclists entering the Class I bikeway from Main Street have a more difficult challenge. The cyclist has several options, none of which are convenient. A left turn lane on northbound Main Street is the conventional method, but crossing two lanes of traffic on a steep descent with limited sight distance behind is difficult, even for experienced cyclists. A second alternative is a dismount to use the crosswalk and the third alternative is to continue north to use an uncontrolled

left turn lane onto Peregrine to join the Class I. However, traffic from the Hwy 1 offramp at that location complicates this alternative, as well.



The intersection of Main Street and Quintana is difficult for northbound cyclists seeking to enter the Class I bikeway on the west side of Main Street. One option under consideration is the creation of a cyclist refuge with controlled crossing as shown above.

Bicycle Traffic Volume

In order to monitor the use of the bicycle as a means of transportation, traffic counts which included bicycle data were conducted at separate locations in May of 2011. The first count was conducted on the bridge over Orcas Street on Beachcomber Drive (a collector road) for approximately three days, and another was conducted on the bridge over Morro Creek on Main Street (an arterial road) for approximately six days.

The data collected from these bike counts and shown in Table 3 are useful in seeing the trends of modal splits between vehicles and bicycle use on two types of roads in Morro Bay.

Data collected from the bridge over Orcas Street on Beachcomber Drive represent a 4.7% modal split between bicycle and vehicular traffic on a collector road. In the case of Beachcomber Drive, it also serves as an important indicator for forecasting the recreational bicycle trip demand along the Coastal Routes through the city.

A 1.4% modal split on Main Street, an arterial road, is common nationwide for commuting trends of bicycles in cities. As these data are current and available, they are used as key indicators for commuter and utility bike trips in the city.

Table 3: Bike Counts on Beachcomber Drive - Bridge over Orcas Street

Count #	Date & Duration	Bike Volume	% Bikes
1	Friday, May 20th 2011	11	4.7
2	Saturday, May 21st 2011	21	4.8
3	Sunday, May 22nd 2011	14	4.5
4	Monday, May 23rd 2011	6	5.8
Total		**52**	**4.7**

Table 4: Bike Counts on Main Street - Bridge over Morro Creek

Count #	Date & Duration	Bike Volume	% Bikes
1	Wednesday, May 25th 2011	86	1.4
2	Thursday, May 26th 2011	110	1.3
3	Friday, May 27th 2011	118	1.3
4	Saturday, May 28th 2011	139	1.5
5	Sunday, May 29th 2011	148	1.8
6	Monday, May 30th 2011	130	1.7
7	Tuesday, May 31st 2011	36	0.9
Total		**767**	**1.4**

Pedestrian Facilities

Sidewalks

Sidewalks are the primary pedestrian facility in Morro Bay. They provide residents and visitors with access to many of the most popular destinations described earlier in the report. However, many gaps in the sidewalk network make it inconvenient for pedestrians in some parts of town. They are not generally present in single family residential zones where the City Council has preferred to maintain a more rural feel to the neighborhoods. Sidewalks are required by Municipal Code for new development in commercial, industrial, and high density residential zones and along streets designated as arterial, collectors and pedestrian routes. The City has a modest budget for closing gaps in sidewalks, but most of future sidewalk improvements will come from private development or grant funding.

Crosswalks

In Morro Bay, there are four types of crosswalks:

- Signalized crossings - include ground stripping and are controlled through an electronic control device which signals when a pedestrian can cross a street safely.
- Controlled marked crossings -include ground stripping, a stop sign or other signage and at least one corner of an intersection
- Uncontrolled marked crossing - is defined as only ground stripping, found at mid-block locations and uncontrolled intersections.
- Unmarked crossings – at all intersections not marked. These are considered pedestrian crosswalks per the California Vehicle Code.

Tables 5 through 7 provide and inventory of the marked crossings in Morro Bay

Table 5: Signalized Pedestrian Crossings in Morro Bay

Crossing Location	Signalized	Controlled	Uncontrolled
Main Street and Quintana Road	x*		
HWY 1 and San Jacinto Street	x*		
Yerba Buena Street and HWY 1	x*		

Table 6: Uncontrolled Pedestrian Crossings in Morro Bay

Crossing Location	Signalized	Controlled	Uncontrolled
Embarcadero (53 ft. West of Olive Street & Morro Avenue)			x
Olive Street and Morro Avenue			x
Marina Street and Embarcadero			x
Pacific Street and Embarcadero			x
Embarcadero at the giant chessboard			x
Market Avenue and Morro Bay Blvd.			x

Harbor Street and Embarcadero	x
Embarcadero at Anchor Memorial Park	x
Surf Street (115 ft. E. of Main Street)	x
Surf Street and Monterey Avenue	x
Embarcadero at the Morro Bay Power Plant	x
San Jacinto Street and Greenwood Avenue	x
Sequoia Street and Cedar Avenue	x
Sequoia Street and Elm Avenue	x
Sequoia Street and Greenwood Avenue	x

Table 7: Controlled Pedestrian Crossing in Morro Bay

Crossing Location	Signalized	Controlled	Uncontrolled
Morro Cove Road and Olive Street		x	
Morro Avenue and South Street		x	
Morro Cove Road and South Street		x	
Pacific Street and Main Street		x	
Morro Avenue and Morro Bay Blvd.		x	
Main Street and Morro Bay Blvd.		x	
Monterey and Morro Bay Blvd.		x	
Napa Avenue and Morro Bay Blvd.		x	
Shasta Avenue and Morro Bay Blvd.		x	
Piney Way and Morro Bay Blvd.		x	
Bernardo Avenue and Morro Bay Blvd.		x	
Kern Avenue and Morro Bay Blvd.		x	
Quintana Road and Morro Bay Blvd.		x	
Harbor Street and Market, Main, Monterey, Napa, Shasta, Piney Way		x	
Dunes Street and Main, Monterey, Napa and Shasta Avenue		x	
Beach Street and Embarcadero		x	
Beach Street and Market Street		x	
Beach Street and Morro Avenue		x	
Beach Street and Main Street		x	
Beach Street and Monterey Avenue		x	
Main Street and East Surf Street		x	
Main Street and West Surf Street		x	
Main Street and Radcliff Street		x	
Main Street and Atascadero Rd		x	
HWY 1 Northbound and Southbound Atascadero Road		x	

Atascadero Road at Morro Bay High School	x
Atascadero Road and Park Street	x
Atascadero Road at Morro Bay Concrete Plant	x
Ironwood Avenue and Mimosa	x
San Joaquin Street and Cedar Avenue	x
San Joaquin Street and Greenwood Avenue	x
San Jacinto Street and Main Street	x
San Jacinto Street and Cedar Avenue	x

Complete Streets Policy

In compliance with the 2008 California Complete Streets Act, the City of Morro Bay hereby adopts the following policy related to transportation improvements:

The City of Morro Bay requires that all planning, design and construction of new improvement and redevelopment projects with a transportation component shall provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users.

Goals & Objectives

Goals and objectives provide the context, direction and support for specific recommendations discussion in the Master Plan. The Goals provide broad vision statements and serve as the foundation of the Plan, while Objectives provide more detailed and measureable statements.

Table 8: Goals of the Bicycle and Pedestrian Master Plan

Bicycle and Pedestrian Network	
Primary Goal	**Secondary Goal**
Adopt a "Complete Streets" policy requiring bicycle and pedestrian improvements in all transportation and development (private or public) projects subject to discretionary review.	Complete the bicycling and walking systems suggested in this plan, recognizing these projects are Economic Generators for the City.
Programs	
Primary Goal	**Secondary Goal**
Develop a City-wide educational Program for non-motorized use, including a paper maps, pathways for play and road safety education.	Collaborate with businesses and business organizations to promote bicycle use and walking as part of a Visitor Serving Strategy emphasizing bike/walking based tourism.
Support Facilities	
Primary Goal	**Secondary Goal**
Provide short and long term bike parking at targeted locations while further developing the "Racks with Plaques" Program.	Improve safety, educational, and artistic amenities along existing and future paths.

Corridors in Need of Bikeway Improvements		
Primary Corridor	**Secondary Corridor**	**Tertiary Corridor**
California Coastal Trail – Beachcomber through to Embarcadero including Morro Creek Bridge Crossing.	Visitor Serving Area of Embarcadero.	Main Street from Quintana through to State Park.
Areas in Need of Pedestrian Improvements		
Primary Area	**Secondary Area**	**Tertiary Area**
Schools: Crossing of Atascadero Road near High School and Greenwood Ave near Del Mar Elementary.	ADA accessible ramps at locations on hills above Embarcadero.	Crossing Hwy1 at San Jacinto.

Objectives – Network Improvements

Bicycle Facilities

OBJ -1	Implement the 2011 Bicycle and Pedestrian Master Plan by initiating projects and programs and pursuing grant funding for unfunded projects and programs over the next 5 years.
OBJ -2	Construct all Class I, II, and III bikeways in accordance with the current MUTCD California Supplement, Chapter 1000 of the Highway Design Manual, and the California Streets and Highway Code, Sections 890.8 and 891.
OBJ -3	Improve bicycling conditions on major and minor streets via “Complete Street” audits which may determine appropriate channelization for turning movements, bike boxes, bike detection devices, storm drain grate upgrades and standard roadway painting.
OBJ -4	Provide more bicycle parking on public property.
OBJ -5	Improve access, lighting, educational and artistic amenities along existing bike paths.

Pedestrian Facilities

OBJ -6	Continue to require new and redevelopment projects to construct frontage improvements including sidewalks and street trees in those areas required by the Municipal Code.
OBJ -7	Pursue grant funding to close sidewalk gaps in areas where new and redevelopment activities are not currently planned.
OBJ -8	Create an aesthetically pleasing walking environment by requiring new development and redevelopment to adequately include such design elements as shade bearing trees, appropriate street furniture, lighting, paving materials, water fountains, trash facilities, restroom facilities and landscaping.

OBJ -9	Add marked crossings for pedestrians where pedestrian safety can be improved.
OBJ -10	Continue to upgrade sidewalks and other pedestrian facilities to comply with current ADA standards.

Signing and Wayfinding

OBJ -11	Create a unified system of motor vehicle, pedestrian and bicycle signage & wayfinding including where there is a change in the type of facility.

Complete Streets

OBJ -12	Adopt a "Complete Streets" policy to accommodate all users in all transportation and development projects.
OBJ -13	Future planning projects and right-of-way dedications will take the existing layout and circulation of bicycle facilities into consideration and make appropriate adjustments for facilities identified in the plan.
OBJ -14	Whenever new development is adjacent to an existing commercial center, school or other community facility, development shall include non-motorized pathways to the center/school/facility.

Maintenance

OBJ -15	Continue to provide regular maintenance and repairs for integral portions of the bicycle and pedestrian networks through routine sweeping and inspections for damage, wear and tear. Bicycle and pedestrian pathways should be maintained as part of the City R/W maintenance efforts.
OBJ -16	Enhance awareness of City hotline and website for the public to report facility maintenance and repair issues.

Objectives - Programs

Education

OBJ -17	Educate the general public on bicycle and pedestrian safety issues by hosting Bicycle Confidence Workshops and education programs for motorists.
OBJ -18	Facilitate information sharing with the public by continuing to advertise walking and beach access options and by providing safe cycling information to tourists.

Encouragement

OBJ -19	The City may assist organizations and individuals seeking to use pedestrian facilities for recreational activities by providing advertising opportunities through its quarterly recreation guide, or by other means as appropriate.

Enforcement

OBJ -20	Increase enforcement of traffic laws to protect cyclists and pedestrians.

Safe Routes to School

OBJ -21	Pursue Safe Routes to School funding opportunities
OBJ -22	Educate schoolchildren on bicycle and pedestrian safety and the benefits of walking and biking to school by encouraging San Luis Coast School District to provide bike and pedestrian safety programs such as bike rodeos, assemblies and organized walk/bike to school events.

Employer Incentives

OBJ -23	Encourage employers to participate in Rideshare employee incentive programs or to provide other incentives for carpooling, using transit, walking and bicycling.
OBJ -24	The City shall participate in Rideshare programs promoting alternative means of transportation.

Bicycle Operation

OBJ -25	Revise Municipal code to improve language regarding crosswalks, sidewalk riding, require front and rear lights at night.

Objectives - Support Facilities

Multi-modal Facilities

OBJ -26	Enhance bus stops to facilitate multi-modal trips by adding long-term bike lockers and improving short-term bicycle parking.

Bicycle Parking

OBJ -27	Identify and prioritize locations where additional long and short-term bike parking may be necessary (e.g. where bikes are locked to trees, street signs, blocking doorways, et cetera) and establish a list for the "Racks with Plaques" program.

Bike Valet

OBJ -28	Require that Bike Valet is provided at special events within the City of Morro Bay where attendance is expected to exceed 500.

Future Planning

OBJ -29	The Bike and Pedestrian Plan shall be consulted when assembling and updating any future City Plans including the Capital Improvement program.
OBJ -30	The City shall request Caltrans referral for City comment for all Caltrans Right-of-Way projects for examination and advisement on pedestrian and bicyclist access and safety pursuant to The Plan.

Inter-Jurisdictional Collaboration

OBJ -31	The City shall collaborate with other agencies and organizations in the process of achieving any goal, objective, policy or implementation measure contained in this plan.

Wayfinding & Signage

Wayfinding is defined as all of the ways in which people orient themselves in a physical space, navigate from place to place and interpret their surroundings. The wayfinding and signage project was implemented using grant funding following City Council's approval in fall of 2005. Community signage is widely thought to promote tourism while providing a uniform 'look' for the city. It also allows for easier navigation for unfamiliar travelers while highlighting destinations and locations.

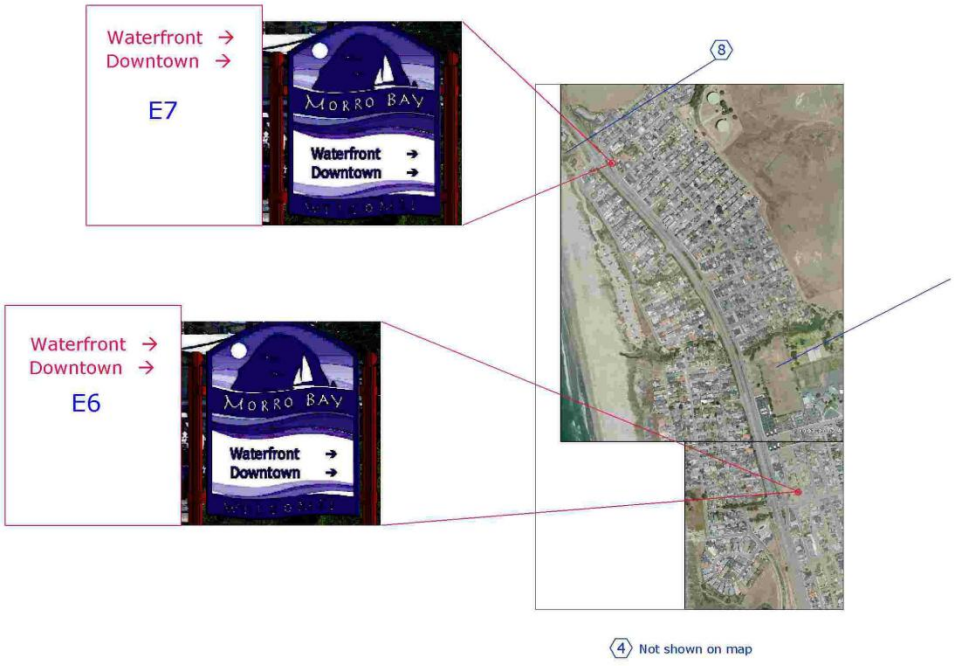
The city has gateway 'Welcome to Morro Bay' signs posted on major highways near the city limits. Entrance signs are read at slower speeds after exiting the highway and contain directional information about commercial centers and popular destinations.

Directional signs are read at the slowest speed and are used by motorists, bicyclists and pedestrians. This sign group contains detailed directions and is designed to assist the unfamiliar traveler to navigate the city.

Several decisions remain significant to improving and standardizing the wayfinding in the city, including names, directions, distances and design. There is also need to simplify directions to destinations especially in North Morro Bay so that they may be more attractive to visitors. Including distances (i.e. Downtown .25 miles or Morro Rock 1 mile) on future wayfinding and signage may help promote walking and bicycling in city as it would remind users of the short distances to key areas.

Table 10 - Wayfinding & Signage Type and Location

Signage Type	ID #	Location	Speed visible m.p.h.
Gateway	G1	HWY 1 North	
Gateway	G2	City boundary on HWY 41 W	
Entrance	E1	State Park Rd / Main and Cabrillo	25
Entrance	E2	Westbound MB Blvd at Quintana	25
Entrance	E3	Southbound Main Street at Quintana	35
Entrance	E4	HWY 1 and Main Street Exit	25
Entrance	E5	HWY 41 and Main Street	25
Entrance	E6	HWY 1 at San Jacinto and Main St.	35
Directional	D1	South bound Main Street at Marina	
Directional	D2	North bound Main Street at Marina	
Directional	D3	Marina at Embarcadero	
Directional	D4	South bound Main Street at Harbor	
Directional	D5	South bound Main Street at Beach	
Directional	D6	Morro Bay Blvd. at Harbor	


Waterfront →
Downtown →
E7
MORRO BAY
Waterfront →
Downtown →
8
Waterfront →
Downtown →
E6
MORRO BAY
Waterfront →
Downtown →
4 Not shown on map


Boat Launch ↑
Downtown ↑
Beach Access →
Morro Rock →
D5
Waterfront ↑
Downtown ↑
E3
Embarcadero ↗
Downtown ↑
Govt Offices
City Hall
Library ↗
Post Office
Fire Dept
Transit Offices
D6
1
2
7
Boat Launch ↑
Downtown ↑
Beach Access →
Morro Rock →
D4
Waterfront →
Downtown →
E2
Boat Launch ←
Tidelands Park ←
Harbor Walk →
Public Parking ↔
D3
Waterfront ↖
Downtown ↖
E1
6
Embarcadero →
Boat Launch →
Harbor Walk →
Public Parking →
D1 and
D2 (←)

Safe Routes to School - Del Mar Elementary – Case Study

Project Selection History

Morro Bay began its interest in creating pedestrian friendly facilities within the Greenwood Avenue vicinity in 2001 with community outreach. Because there were no sidewalks, the City encouraged nearby residents to keep the edges of the right of way clear so that kids could walk safely to and from school and the park. Sometime prior to 2004, a joint effort by the City, Public Works Committee and Del Mar Elementary designated Greenwood Avenue as the primary pedestrian route to and from school. As a result, the City of Morro Bay initiated a City Assistance Day encouraging community members to clear the first 6-8 feet beyond the street leading to members' property. In 2011, the City and its partners have decided to seek funding through the Cycle 3 federal Safe Routes to School Grants program.

Project Supporters

Supporters of the Greenwood Avenue Sidewalk Project are numerous and vary according to size of organization to geographical scope and to function. Major support comes from San Luis Obispo Council of Governments (SLOCOG) which obtained letters of support and offered to provide funding for any non-infrastructure components of the program. The San Luis Obispo County Bike Coalition (SLOCBC) has supported this and other projects through signing a letter of support, providing education, rider awareness, helping with bike month, advocating for bicycling and bike valet. Other supporters of the project include the Del Mar Elementary PTA, the Principal of Del Mar Elementary, the Chief of Police of the City of Morro Bay, Morro Bay Citizen's Bike Committee and the Estero Bay Youth Coalition.

Justification for Selection and Prioritization of Del Mar Elementary School

Del Mar Elementary School was selected and prioritized as the target recipient of SRTS funding for two main reasons: Potentially dangerous traffic conditions nearby and the school is the only elementary or junior high school in the city.

Proximity to CA Highway 1

The school is located approximately 600 feet away from the highway and according to SafeTrec mapping; there was one pedestrian or bicycle-related crash close to CA 1 near Sequoia resulting in injury. There are high speeds and volumes of traffic along CA 1, particularly during AM and PM peak commute hours, loosely overlapping with school arrival and dismissal times. As a result, Greenwood Avenue, a collector parallel to CA 1 was designated as the primary pedestrian route to and from school in order to reassign foot traffic away from the highway and the Main Street frontage road.

Mode Split

There are a total of 450 students enrolled at Del Mar Elementary School and 53% of trips to and from Del Mar Elementary School are by bicycle or walking. Of the 450 total students, 378 live within a 2 mile radius of the school. There are 42 students (9.3% of the total school population) who live along the route that will be directly served by the Greenwood Avenue sidewalk project.

Stakeholder Participation

Participation by key stakeholders in the planning process is vital to ensure long-term project sustainability. Key stakeholders who participated in the planning process for the Greenwood Avenue sidewalk project include Community members, students and their parents, the volunteer Safe Routes to School Coordinator, staff at Del Mar Elementary School and the City of Morro Bay.

Community Members

Community members were interviewed on an informal basis during field work to gather data. One elementary-aged boy, a senior man, and a young mother were all asked for their views on traffic issues in their neighborhood. The senior man voiced his support of the recent installation of four way stop signs at the Greenwood and San Joaquin intersections. Incidentally, the young mother was pushing a stroller down the street, along the vehicle right of way, in the absence of sidewalks.

Students & Parents

A survey was sent out electronically to parents of students at Del Mar Elementary School. Questions included in the survey pertained to mode choice, barriers to walking and biking, and distance of the residence to the school. There was also a comments section on the survey in which parents were able to express any concerns they have related to walking and biking to school.

Volunteer Safe Routes to School Coordinator

The person filling the role of SRTS Coordinator is the champion of this project. She rallied support from community members and other parents and assisted with the distribution of parent surveys. She signed a letter of support and gathered support letters from various organizations. The coordinator has been the driving force behind the grassroots level of involvement of this project.

City of Morro Bay

The City's involvement in the Greenwood Avenue sidewalk project began with the identification of Greenwood Avenue as the primary north to south pedestrian route for students travelling to and from Del Mar Elementary School and Park facility beyond the school. The City was responsible for producing a cost estimate, delivery schedule, GIS Map, Site Plan and a Detailed Engineer's Estimate.

Del Mar Elementary & San Luis Obispo Coastal Unified School District

The school has been proactive with data collection and information sharing. They provided data for the number of students, the percentage of students in the free and reduced price meal program, and number of students residing along Greenwood Avenue. In addition, the principal of the school signed a letter of support.

Project Site and Description

Greenwood Avenue is formally closed to through traffic at its junction with Sequoia St. and a fence, concrete ramp and road 'END" sign and guard rail exist to reinforce this designation. At the present time, Greenwood Ave is the only north to south residential street closed to through traffic at its junction with Sequoia Street.

The proposed project will install 6,034 linear feet of sidewalk along both sides of Greenwood Avenue, and will comply with ADA standards by including handicap ramps at every intersection.

Pathways for Play

Pathways for Play intentionally integrates play – critical for children's health – into walkable, bikeable, shared use community pathway networks infused with "play pockets" providing opportunities for playing along the way and encourage use by children and families.

In the last 40 years, the number of children and adolescents in the United States walking or bicycling to or from school has dropped from approximately half to fewer than 15%. Innovative pathway designs infused with play is a paradigm change that could increase children's walking and biking habits by offering a network of intriguing linear play environments connecting children's homes to playgrounds and other meaningful, daily life destinations.

Pathways for Play provides best practice guidelines for upgrading existing or designing new systems that:

- Extend play value
- Enable health promotion
- Expand inclusion
- Engage users with nature
- Reinforce environmental literacy
- Connect communities
- Grow community social capital

The promoters of the Pathways for Play concept suggest that this program offers the following benefits:

Extending play value:

Play value is what children find by "reading" the play affordances of a play environment. If pathways offer play affordances at every step along the way, children will be motivated to keep moving – reinforced by play pockets at regular intervals. Increased diversity of play value may support several developmental domains, including cognitive skills, building self-esteem, and learning to live together. Diverse play value can also increase inclusiveness by attracting a broader range of multi-age users.

Enabling health promotion:

Pathways for Play functions as a health promotion strategy for children, youth and families in that it counteracts the declining levels of children's time outdoors and the negative health consequences for our society. Pathways can enhance the environment outside of schools so that children have an opportunity to increase daily physical activity, and serve as an outlet to reduce stress and aggression.

Expanding Inclusion:

Inclusion is a distinct function of playful pathways, which can be located and designed to attract a broad range of users: individuals with special needs, older family members, children of all ages (including those in strollers), and users from diverse cultural backgrounds – all able to enjoy adjacent nature.

Engaging Nature:

Play in nature is good for children. Playful pathways provide a movement channel to draw children into and through natural surroundings such as stream corridors, which offer multiple opportunities to playfully enjoy natural surroundings. Pathways themes can spin off into unscripted children's games when natural loose parts, like sticks, stones, and pine cones, are available.

Reinforcing Environmental Literacy:

Playful pathways facilitate access to environments and eco-systems that may otherwise be closed to children and families. Multiple learning opportunities may be activated during informal play, through pathway excursions as part of school curricular experiences. The linearity of playful pathway networks offers children close proximity and "continuous experience" of nature that may not be possible in an average park space. Playful pathways also offer the potential for children to learn both through and about the natural world at the first essential steps towards caring for it.

Walkable, bikeable community connectivity:

Pathway networks may contain a variety of components such as sidewalks, alleyways, urban trails, nature trails, promenades, and many others, but the over-riding criterion is connectivity, which can ensure safe pathways for spontaneous outdoor play. These pathways can become a part of a new urban livability model. Walkable/bikeable neighborhoods provide environments where families can grow in place, where children have friends close by, where adolescents do not have to rely on parents to drive them to "cool places" to hang out with their friends.

Growing community social capital:

Playful pathways provide a great way for community members of all ages to share time and place together, to get to know each other, to become more informed on local issues, and to contemplate collective action to improve children's outdoor environments. Local pathways such as greenways, waterfront esplanades, and rail-to-trail facilities may provide an important aspect of local identity, sometimes with deep historic meaning.

American with Disabilities Act

The U.S. Department of Justice published the 2010 ADA Standards for Accessible Design which provides standards for accessible design and construction of facilities used by the public. The Standards are effective on March 15, 2012. The guidelines provide design criteria for public streets and sidewalks, including pedestrian access routes, street crossings, curb ramps and blended transitions, on-street parking, street furniture, and other elements. The specifications comprehensively address access that accommodates all types of disabilities, including mobility and vision impairments, while taking into account conditions and constraints that may impact compliance, such as space limitations and terrain, as indicated in an overview of the rule http://www.access-board.gov/ada/index.htm

The standards apply to newly constructed or altered portions of public rights-of-way covered by the Americans with Disabilities Act (ADA). They also apply to public rights-of-way built or altered with funding from the Federal government under the Architectural Barriers Act (ABA) and the Rehabilitation Act. Existing pedestrian networks not undergoing alteration will not be required to meet these requirements.

Funding Sources

Morro Bay may call upon a variety of potential funding sources including local, regional, State, and Federal funding programs that can be used to implement bikeway and intersection improvements and programming needs detailed in this plan. Most of the Federal, State, and regional programs detailed here are competitive, and require the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for bicycle projects typically comes from Transportation Development Act (TDA), which is prorated and distributed to each community based on return of gasoline taxes. Funding for many of the programs would require either TDA funds, general funds (staff time), or possibly private grants.

Federal Funding Programs

- **Congestion Mitigation and Air Quality Improvement Program** (CMAQ) Established with a five-year authorization level of $6 billion, the CMAQ program was conceived to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. Jointly administered by FHWA and the Federal Transit Administration (FTA), the CMAQ program was reauthorized under the Transportation Equity Act for the 21st Century (TEA-21) in 1998, and, most recently in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). http://www.fhwa.dot.gov/environment/air_quality/cmaq/

- **Transportation and Community and System Preservation** – Grant Application Deadline June 3rd 2011 The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. http://www.fhwa.dot.gov/tcsp/index.html

- **Land & Water Conservation Fund -** The LWCF program provides matching grants to State and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program aims to create and maintain a nationwide legacy of high quality recreation areas and facilities, and to stimulate non-federal investments in the protection and maintenance of recreation resources. The LWCF could fund Morro Creek-adjacent bicycle facilities. http://www.fs.fed.us/land/staff/LWCF/index.shtml

- **Safe Routes to School Program** – Caltans administers funding for the Safe Routes to School projects through two separate programs: the state-legislated Program (SR2S) and the federally-legislated Program (SRTS) http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

- Congress approved a six-month extension to **SAFETEA-LU**, the federal surface transportation authorizing law, which was set to expire on September 30. The bill extends federal transit and highway spending authority and federal motor fuels taxes for the same length of time. The

extension provides spending authority at FY 2011 spending levels and does not make any program or policy changes. This extension, through March 31, 2012, provides the House and Senate authorizing committees time to reach an agreement on a longer term authorization bill.

- **Transportation Enhancement Activities** (TEA) Program receives 10% annually from each state's Surface Transportation Program (STP). Three of the twelve categories defined within the TEA are related to bicycle and pedestrian projects, including: ``Provision of Facilities for Bicyclists and Pedestrians; ``Provision of Safety and Educational Activities for Pedestrians and Bicyclists; and ``Preservation of Abandoned Railway Corridors. Bicycle transportation facilities, pedestrian walkways and non-construction projects including wayfinding, training, and brochures related to safe bicycle use are eligible uses of TEA funds.

- **Regional Surface Transportation Program** (RSTP) - The RSTP is a block grant program that provides funding for a variety of transportation improvements including bicycle and pedestrian projects. Annually, approximately $320 million is available through this program—62.5% of which is distributed on a regional per capita basis. The remaining funds are distributed per the discretion of the State of California. MPOs can transfer money from other federal sources to increase allocation flexibility, but if funds are not obligated within three years of federal eligibility, the California Transportation Commission may reprogram the funds. A variety of entities including MPOs, transit agencies, cities, counties, non-profit organizations, special districts and Caltrans may access these funds either directly or indirectly through an eligible sponsor or project administrator.

- **National Scenic Byways Program** Because Highway 1 is part of the National Scenic Byway network, projects in the vicinity of the highway such as safety improvements, enhanced access to recreational features, beautification, etc. qualify under this grant program.

State Programs

- **The State of California Bicycle Transportation Account** (BTA) is an annual statewide discretionary program that funds bicycle projects through the Caltrans Bicycle Facilities Unit. Available as grants to local jurisdictions, the program emphasizes projects that benefit bicycling for commuting purposes. The local match is a minimum of 10% of the total project cost.

  BTA projects intend to improve safety and convenience for bicycle commuters and can include:
  - New bikeways serving major transportation corridors
  - New bikeways removing travel barriers to potential bicycle commuters
  - Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings
  - Bicycle-carrying facilities on public transit vehicles
  - Installation of traffic control devices to improve the safety and efficiency of bicycle travel
  - Elimination of hazardous conditions on existing bikeways
  - Planning
  - Improvement and maintenance of bikeways

Eligible project activities include:
  - Project planning
  - Preliminary engineering
  - Final design
  - Right-of-way acquisition
  - Construction and/or rehabilitation

- **Environmental Enhancement and Mitigation Program** (EEMP) supports projects that offset environmental impacts of modified or new public transportation facilities. These projects can include highway landscaping and urban forestry projects, roadside recreation projects, and projects to acquire or enhance resource lands. EEMP grant funding supports only mitigating transportation projects beyond mitigation originally required of the project. State gasoline tax monies fund the $10 million EEMP.

- **Highway Safety Improvement Program** (HSIP) The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. “Cycle 4” provided funding for 179 projects totaling nearly $75 million in federal funds. It is not clear that there will be another call for projects for this program. http://safety.fhwa.dot.gov/hsip/

- **Safe Routes to School Program** (SR2S) The State-legislated Safe Routes to School (SR2S) program aims to reduce injuries and fatalities to schoolchildren and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance safety for students in grades K-12 who walk or bicycle to school. Enhancing the safety of the pathways, trails, sidewalks, and crossings also attracts and encourages other students to walk and bicycle.

  The SR2S program is primarily a construction program. Construction improvements must occur on public property. Improvements can occur on public school grounds providing the cost is incidental to the overall project cost. Statewide, the program typically provides approximately $25 million annually. The maximum reimbursement percentage for any SR2S project is ninety percent. The maximum amount that SR2S funds to any single project is $900,000. Eligible project elements include bicycle facilities, traffic control devices and traffic calming measures. Up to ten percent of project funding can go toward outreach, education, encouragement, and/or enforcement activities.

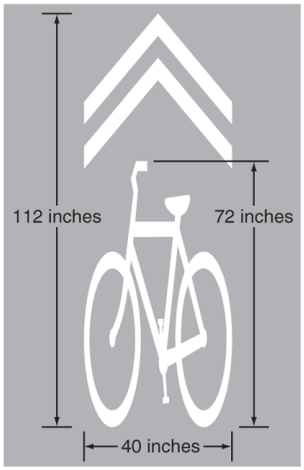
- State Transportation Improvement Program (STIP)
- Transportation Development Act (TDA)

Design Considerations

Shared lane pavement markings (or "Sharrows") are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to see and share the lane with bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the use of bicyclists. This figure illustrates an example of a lane marked for bicycle shared use.

Figure 9C-9. Shared Lane Marking

Figure 9C-9. Shared Lane Marking



R4-4

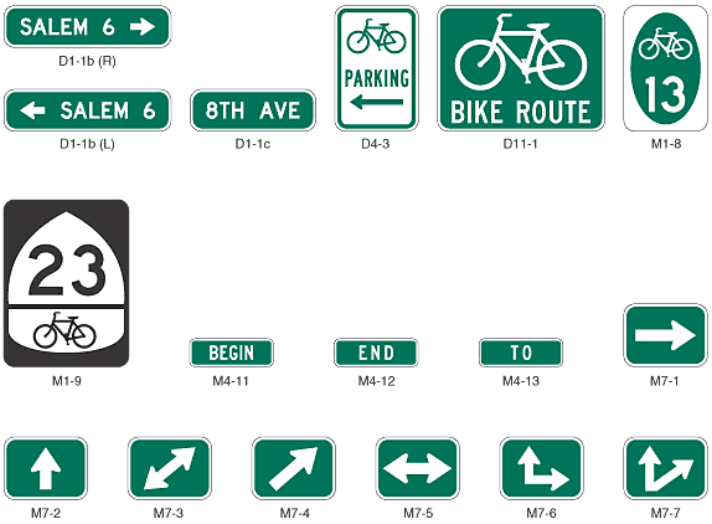
Option:
Where motor vehicles entering an exclusive right-turn lane must weave across bicycle traffic in bicycle lanes, the BEGIN RIGHT TURN LANE YIELD TO BIKES (R4-4) sign (see Figure 9B-2) may be used to inform both the motorist and the bicyclist of this weaving maneuver.

Guidance:
The R4-4 sign should not be used when bicyclists need to move left because of a right-turn lane drop situation.

Figure 9B-4. Guide Signs for Bicycle Facilities

This figure illustrates 17 guide signs for bicycle facilities.

Figure 9B-4. Guide Signs for Bicycle Facilities



References

1. California Department of Transportation, Highway Design Manual (5th edition), Chapter 1000.

2. California Streets and Highways Code, Section 890.3

3. U.S. Census Bureau (2000). "Census 2000 Summary File 3 (SF3) – Sample Data, Table P30 Means of Transportation to Work for Workers 16 Years and Over." Retrieved 25 August 2009 from U.S. Census http://factfinder.census.gov

4. City of Berkeley (1998). *Berkeley Bicycle Plan*.

5. City of San Luis Obispo (2007). *Bicycle Transportation Plan*.

6. City of Morro Bay (1997). *Bikeway Planning Study*.

7. Bicycle Advisory Committee (2005) County Bikeways Plan

8. San Luis Obispo Council of Governments. (2005). *Regional Transportation Plan – Non Motorized Transportation* . pg. 5-81, 5-83

9. Pedestrian and Bicycle Facilities in California (2005). Alta Planning and Design. *A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers.*

10. Bicycle Advisory Committee and Department of Public Works (2005). *County Bikeways Plan.*

Appendices

Appendices A-K correspond with elements A-K of Streets and Highway Section 891.2 of the California Bicycle Transportation Act, as required for funding from the Bicycle Transportation Account (BTA).

In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act, projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2**.** The BTP must be approved by the local agency's Regional Transportation Planning Agency.

In order for Morro Bay to qualify for BTA funds, its Master Plan must contain specific elements. Table 11 displays the requisite BTA components and their location within this plan. The table includes "approved" and "comments" columns for the convenience of the Caltrans official responsible for reviewing compliance.

Table 11 - BTA Requirement Checklist

Approved	Requirement	Page(s)	Comments
	a.) Existing and Future Bike Commuters	8,43,44,45	
	b.) Population Density / Land-Use Map	47	
	c.) Existing and Proposed Bikeways	48-51	
	d.) Existing and Proposed Bicycle Parking Facilities	52,53	
	e.) Existing and Proposed Multi-modal connections	54	
	f.) Existing and proposed facilities for changing and storage	55,56	
	g.) Bicycle Safety and Education Programs	57,58	
	h.) Citizen and Community Involvement	59,60,61	
	i.) Consistency with transportation, air quality and energy plans	62,63	
	j.) Project description / Priority listing		
	k.) Past expenditure and future financial needs		

Appendix A - Morro Bay Bicycle Commuters & Impact of Plan Implementation

Existing Bicycle Use

A central focus of presenting commute information is to identify the current "mode split" of people that live and work in Morro Bay. Mode split refers to the choice of transportation a person selects to move to destinations, be it walking, bicycling, taking a bus or driving. One major objective of any bicycle facility enhancement or encouragement program is to increase the "split" or percentage of people who choose to bike rather than drive or be driven. Every saved vehicle trip or vehicle mile represents quantifiable reduction in air pollution and can help in lessening traffic congestion.

Travel-to-work data was obtained through the US Census 2005-09 American Community Survey for the City of Morro Bay.

Commuting Statistics	Current	Future Projected
Number of Bicycle-to-Work Commuters	162	432

Table 12 - Bicycle Commute

Current Commuting Statistics		Source[1]
City Morro Bay Population	10,234	*2010 US Census*
Population in Households	8,786	*2005-09 American Community Surveys*
Number of Commuters (working 16 years and over)	3,948	*2005-09 American Community Surveys (4,189 - Employed persons minus; 241- those that work at home)*
Number of Bicycle-to-Work Commuters	162	*2005-09 American Community Surveys "commute to work – "other means"*
Bicycle-to-Work Mode Share	4%	*Mode share percentage of Bicycle to Work Commuters*
Adjusted Modal Share from Bike Count	1.4%	*2011 Traffic Surveys on Morro Creek Cross on Main Street*
School Children Grades K-12	968	*2005-09 American Community Surveys Kindergarten plus grades 1-12)*
Estimated School Bicycle Commuters	77	MB Del Mar Elementary 2011 web-based Walking & Biking to School Survey *(8%)*
Number of College Students	579	*2005-09 American Community Surveys*
Estimated College Bicycle Commuters	28	*National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%)*

Current Commuting Statistics		*Source1*
Average Weekday – RTA Route 12	244	*RTA Route 12 carries 20.3 passengers per revenue hour on weekdays btw 7:13 am & 7:13pm - 2006 North Coast Transit Plan – Morro Bay Component*
Number of Daily RTA Route 12	3	*RTD (Denver) Bike-n-Ride Survey, December 1999 (1.4% of total boarding's)*
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	270	*Total of bike-to-work, transit, school, college and utilitarian bicycle commuters*
Estimated Adjusted Mode Share	3%	*Estimated Bicycle Commuters divided by population*
Total Daily Bicycle Trips	540	*Total bicycle commuters x 2 (for round trips) plus total number of utilitarian bicycle trips*
Reduced Vehicle Trips per Weekday	182	*Assumes 73% of bicycle trips replace vehicle trips for adults/college students (141) and 53% for school children (41)*
Reduced Vehicle Miles per Weekday	669 miles	*Assumes average one-way trip travel length of 4.6 miles for adults/college students and 0.5 mile for schoolchildren*

Projected and Future Bicycle Use

Morro Bay is relatively compact; approximately four miles from north to south and rarely more than a mile wide. Given this relatively small geographic area, and the fact that 96.6% of people who both live and work in the city do not currently commute via bicycle, it is reasonable to expect that Morro Bay could see significant increases in bicycle commuting with the right infrastructure improvements and outreach programs.

Table 13 – Projected Future Bicycle Use

Potential Future Bicycle Commuters		Source[1]
Number of workers with commutes nine minutes or less	811	*2005-09 American Community Surveys Mean travel time for 3948 workers is 19.2 minutes w/ margin of error +/- 2.3 – statistics used to determine 811 / 20.5%*
Number of workers who already bicycle or walk to work	162	*2005-09 American Community Surveys "commute to work – "other means"*
Number of potential bike-to-work commuters	649	*Calculated by subtracting number of workers who already bicycle or walk from the number of workers who have commutes 9 minutes or less*
Future number of new bike-to-work commuters	162	*Based on capture rate goal of 25% of potential bicycle riders*
Total Future Daily Bicycle Commuters and Utilitarian Riders	432	*Current daily bicycle commuters, bike to school and utilitarian riders,(270) plus future bicycle commuters (162)*
Future Total Daily Bicycle Trips	864	*Total bicycle commuters x 2 (for round trips)*
Future Reduced Vehicle Trips per Weekday	631	*Assumes 73% of bicycle trips replace vehicle trips*
Future Reduced Vehicle Miles per Weekday	2901 miles	*Assumes average one-way trip travel length of 4.6 miles for adults. Assumes 12 mph average bicycle speed; 23 minute average travel time. Travel time data from NHTS 2001 Trends, Table 26.*
Future Reduced Vehicle Miles per Year	742,736 miles	*256 weekdays per year*

Projected Air Quality Benefits

It is possible to use the Census data in combination with national community statistics from the 2001 National Household Travel Survey (NHTS) and EPA estimates of standard emissions rate for cars to give a rough projection of future bicycle ridership in the City of Morro Bay along with trip reduction and air quality benefits. While these projections are only ambitious estimates, they are to building a case for investing in bicycle facilities and programs over time.

Table 14 – Projected Air Quality Benefits

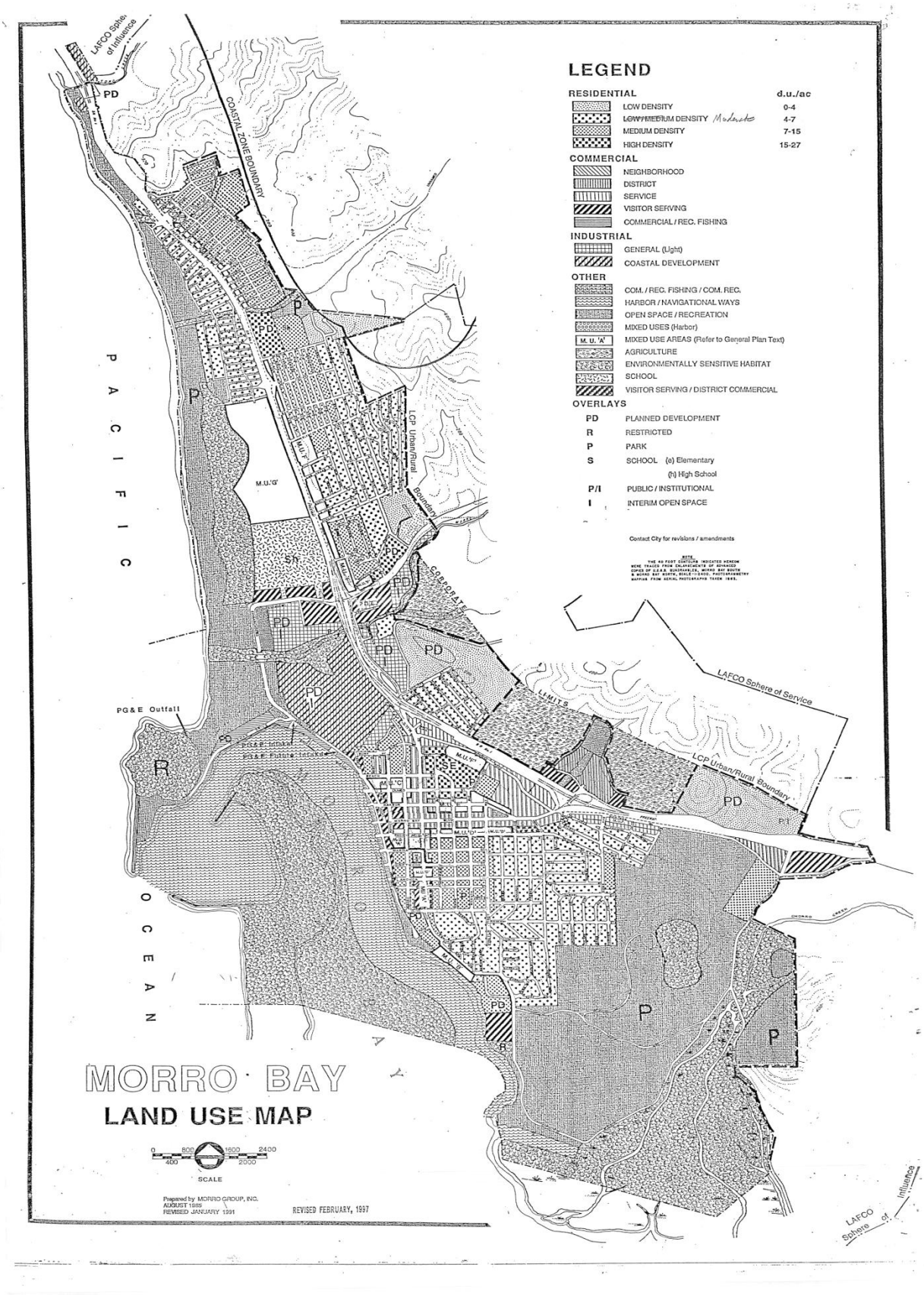
Future Air Quality Benefits[2,3]		Source[1]
Reduced HC (kg/weekday)	8.1kg	*(0.0028 kg/mile)*
Reduced CO (kg/weekday)	60.6kg	*(0.0209 kg/mile)*
Reduced NOX (kg/weekday)	4.03kg	*(0.00139 kg/mile)*
Reduced CO2 (kg/weekday)	1205.4kg	*(.4155 kg/mile)*
Reduced HC (metric tons/year)	2.1mt	*1000 kg per metric ton; 256 weekdays/year*
Reduced CO (metric tons/year)	15.5mt	*1000 kg per metric ton; 256 weekdays/year*
Reduced NOX (metric tons/year)	1mt	*1000 kg per metric ton; 256 weekdays/year*
Reduced CO2 (metric tons/year)	309mt	*1000 kg per metric ton; 256 weekdays/year*

Notes:
1. Sources as noted in table. Due to lack of detailed local bicycle usage data, estimates for Morro Bay were based in part on best available data from comparable communities in California and nationwide.
2. Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000. Other sources as noted in the table.
3. HC = hydrocarbons, CO = carbon monoxide; NOX = nitrogen oxides, CO2 = carbon dioxide.

Appendix B – Existing and Proposed Land Use Development Patterns

To provide for the wide range of existing land uses and to guide future development, the City of Morro Bay has established a series of land use classifications or categories. These classifications describe the kinds and intensities of various land uses that make up the City's fabric and are the basis for the zoning districts established in the Municipal Code. The land use plan map shown in this section represent the integration of the Land Use Element of the General Plan adopted in 1977, and the Local Coastal Program Land Use Plan, adopted in 1982.

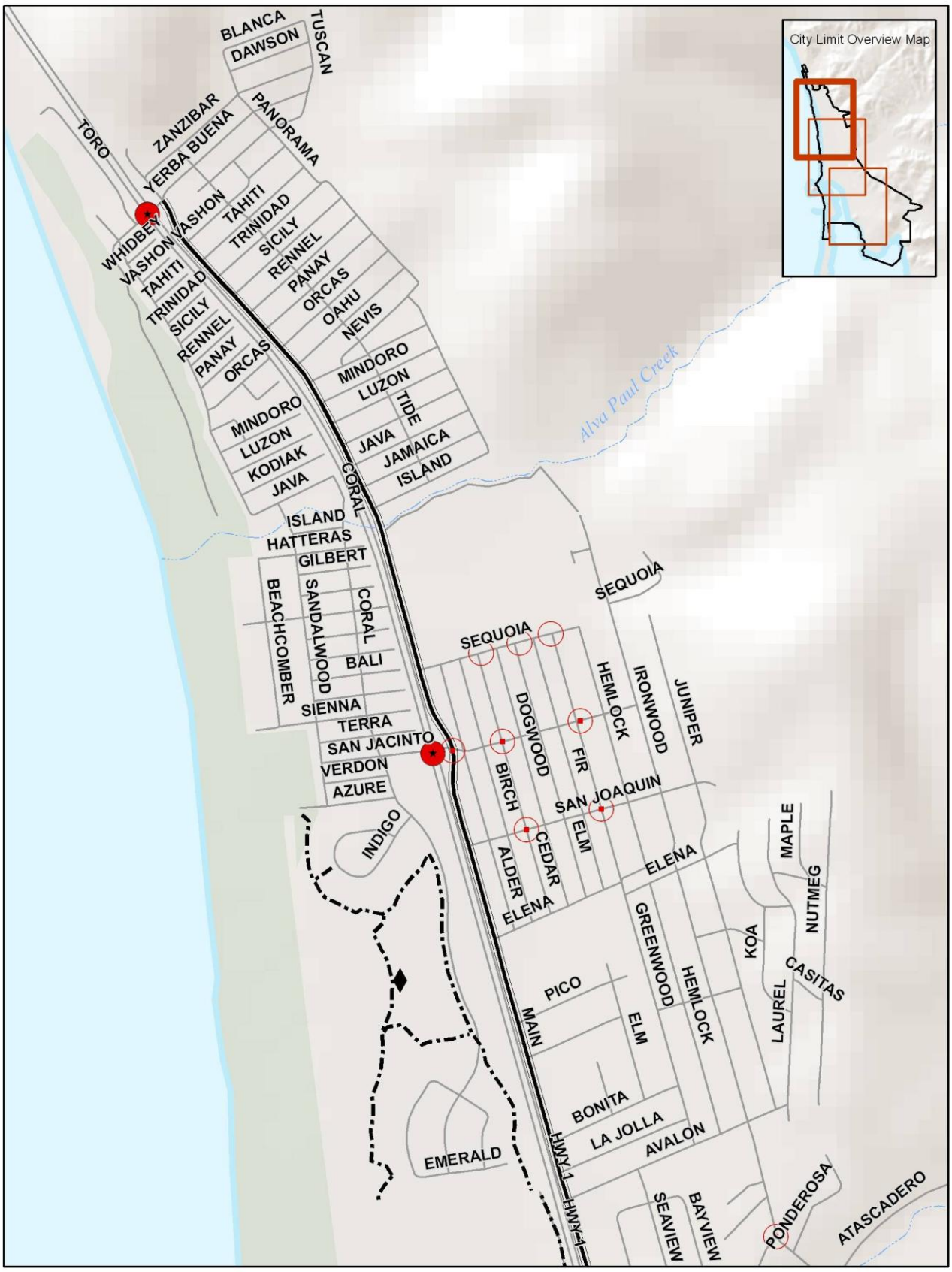
More information can be obtained from >>> http://www.morro-bay.ca.us/DocumentCenterii.aspx


LEGEND
RESIDENTIAL
d.u./ac
LOW DENSITY 0-4
LOW/MEDIUM DENSITY Moderate 4-7
MEDIUM DENSITY 7-15
HIGH DENSITY 15-27
COMMERCIAL
NEIGHBORHOOD
DISTRICT
SERVICE
VISITOR SERVING
COMMERCIAL / REC. FISHING
INDUSTRIAL
GENERAL (Light)
COASTAL DEVELOPMENT
OTHER
COM. / REC. FISHING / COM. REC.
HARBOR / NAVIGATIONAL WAYS
OPEN SPACE / RECREATION
MIXED USES (Harbor)
M. U. 'A' MIXED USE AREAS (Refer to General Plan Text)
AGRICULTURE
ENVIRONMENTALLY SENSITIVE HABITAT
SCHOOL
VISITOR SERVING / DISTRICT COMMERCIAL
OVERLAYS
PD PLANNED DEVELOPMENT
R RESTRICTED
P PARK
S SCHOOL (e) Elementary
(h) High School
P/I PUBLIC / INSTITUTIONAL
I INTERIM OPEN SPACE
Contact City for revisions / amendments
LAFCO Sphere of Influence
COASTAL ZONE BOUNDARY
LCP Urban/Rural Boundary
LAFCO Sphere of Service
PG&E Outfall
PACIFIC OCEAN
MORRO BAY
LAND USE MAP
SCALE
Prepared by MORRO GROUP, INC.
AUGUST 1985
REVISED JANUARY 1991
REVISED FEBRUARY, 1997

Appendix C –Diagrams of Existing and Proposed Bikeways

City of Morro Bay Bike and Pedestrian Master Plan 2011
Existing Bikeways and Pedestrian Facilities

11/1/2011



- Existing Class I Bike Path (3.3 mi.)
- Existing Class II Bike Lane (7.1 mi)
- Existing Class II Bike Lane - one side (.02 mi.)
- Existing Class III Bike Route (.38 mi.)

0 — 0.25 — 0.5 Mile

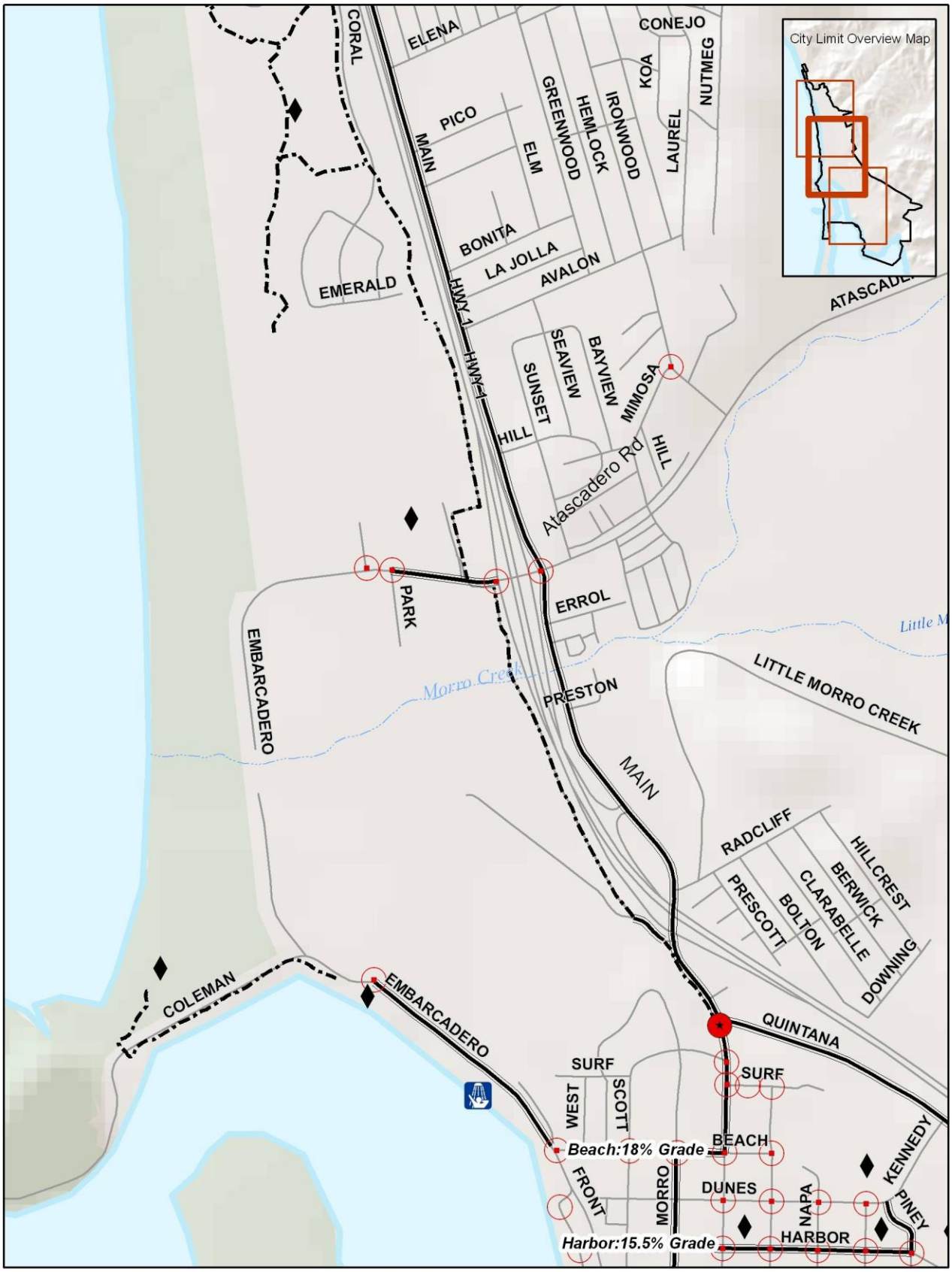
- Controlled Crosswalk (44)
- Crosswalk (9)
- Signaled Crosswalk (3)
- Existing Bike Racks (9)
- Existing Showers (2)

N

GEObispo

City of Morro Bay Bike and Pedestrian Master Plan 2011
Existing Bikeways and Pedestrian Facilities

11/1/2011



- Existing Class I Bike Path (3.3 mi.)
- Existing Class II Bike Lane (7.1 mi)
- Existing Class II Bike Lane - one side (.02 mi.)
- Existing Class III Bike Route (.38 mi.)

0 0.25 0.5 Mile

- Controlled Crosswalk (44)
- Crosswalk (9)
- Signaled Crosswalk (3)
- Existing Bike Racks (9)
- Existing Showers (2)

N

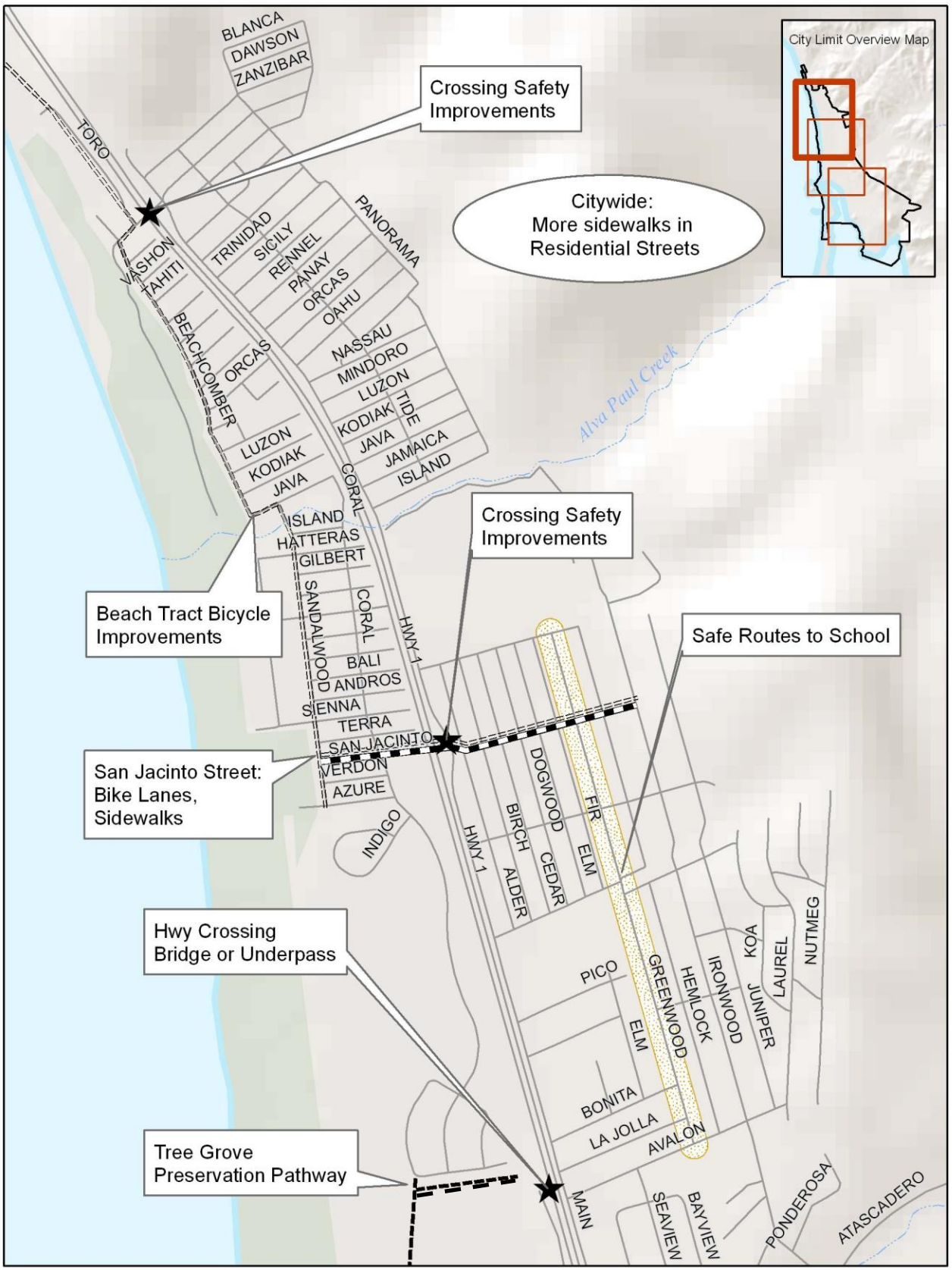
GEObispo

City of Morro Bay Bike and Pedestrian Master Plan 2011
Existing Bikeways and Pedestrian Facilities

11/1/2011

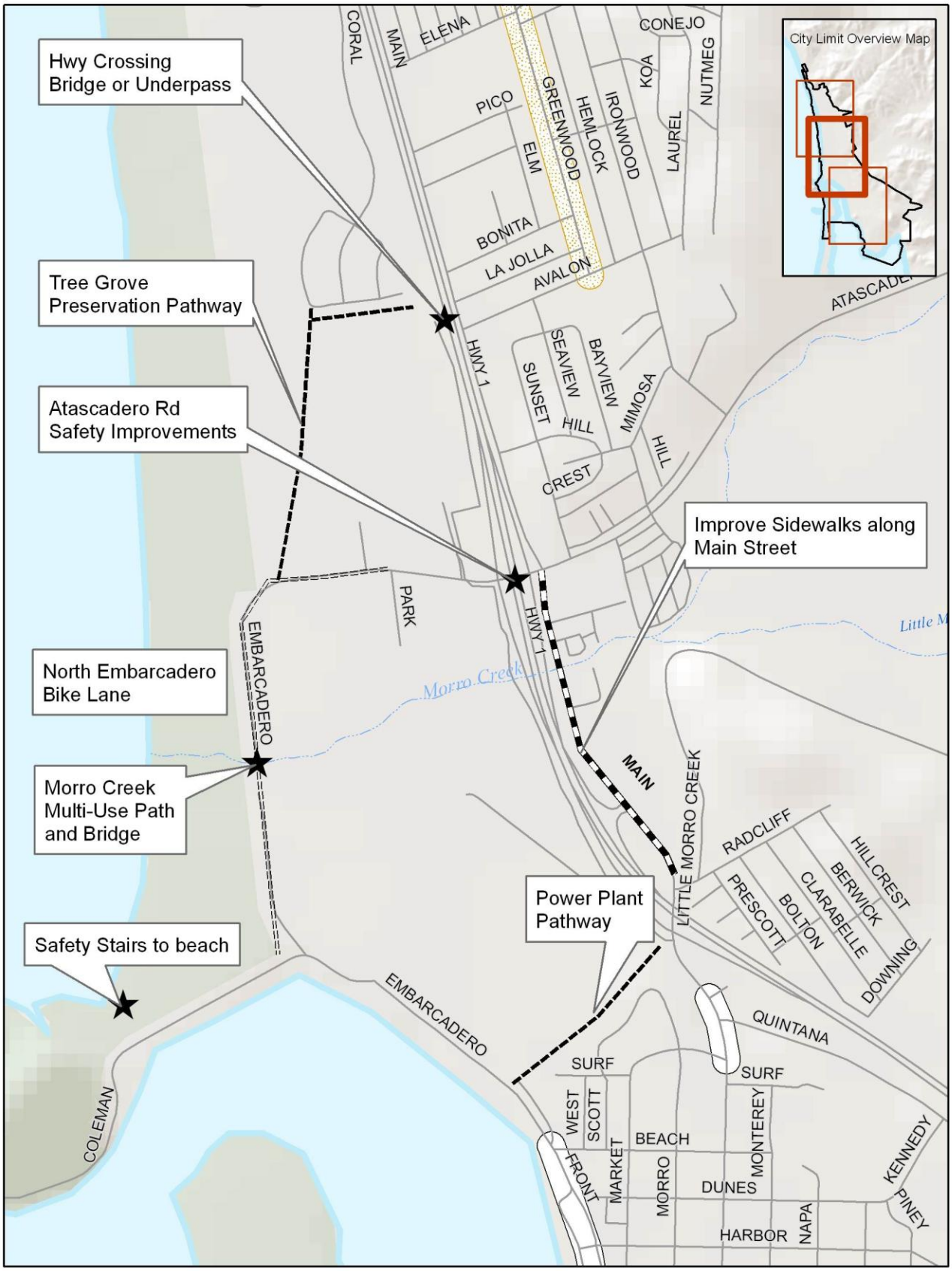
City of Morro Bay Bike and Pedestrian Master Plan 2011
Proposed Bikeways and Pedestrian Facilities

11/1/2011



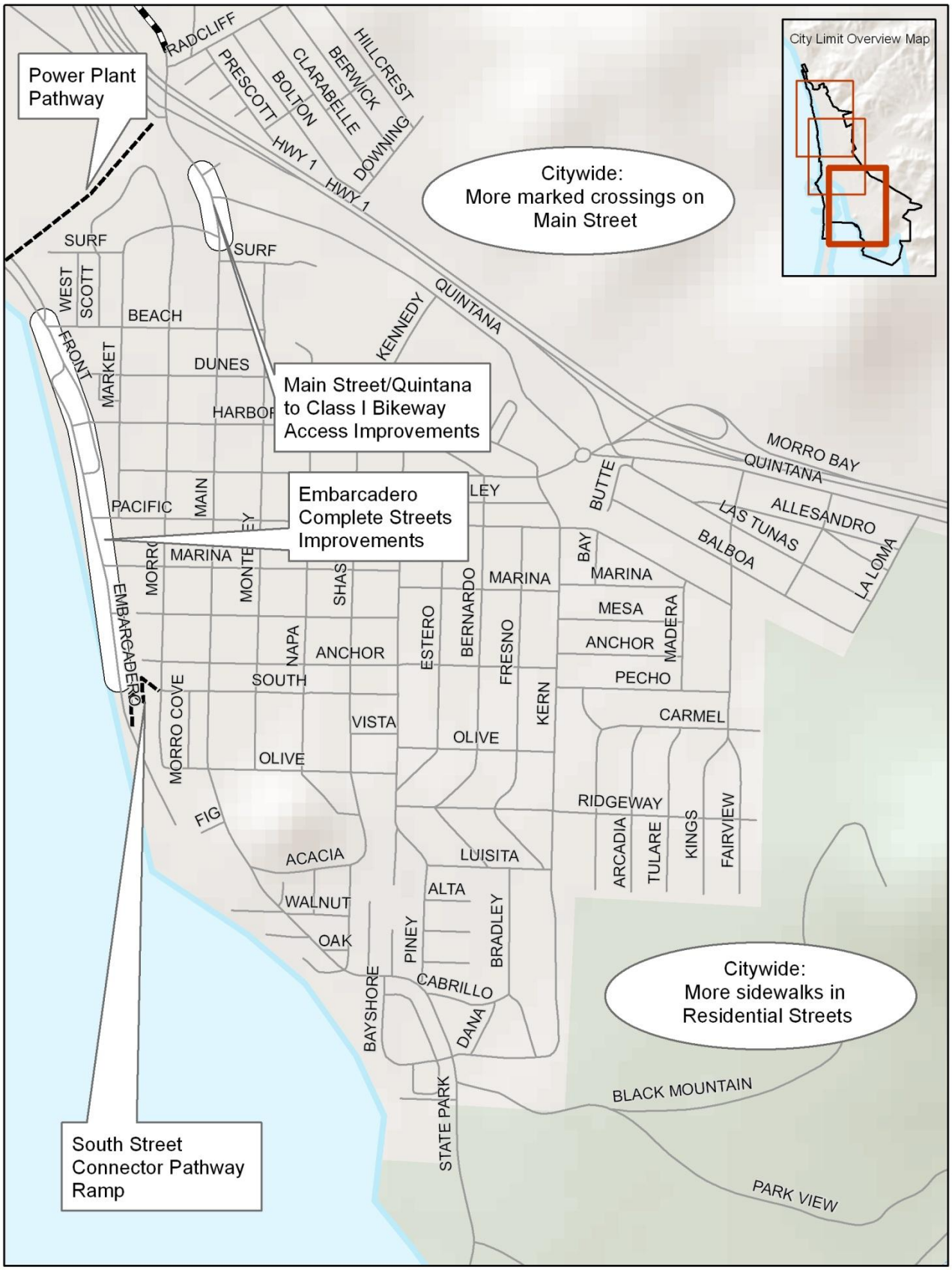
City of Morro Bay Bike and Pedestrian Master Plan 2011
Proposed Bikeways and Pedestrian Facilities

11/1/2011



City of Morro Bay Bike and Pedestrian Master Plan 2011
Proposed Bikeways and Pedestrian Facilities

10/11/2011



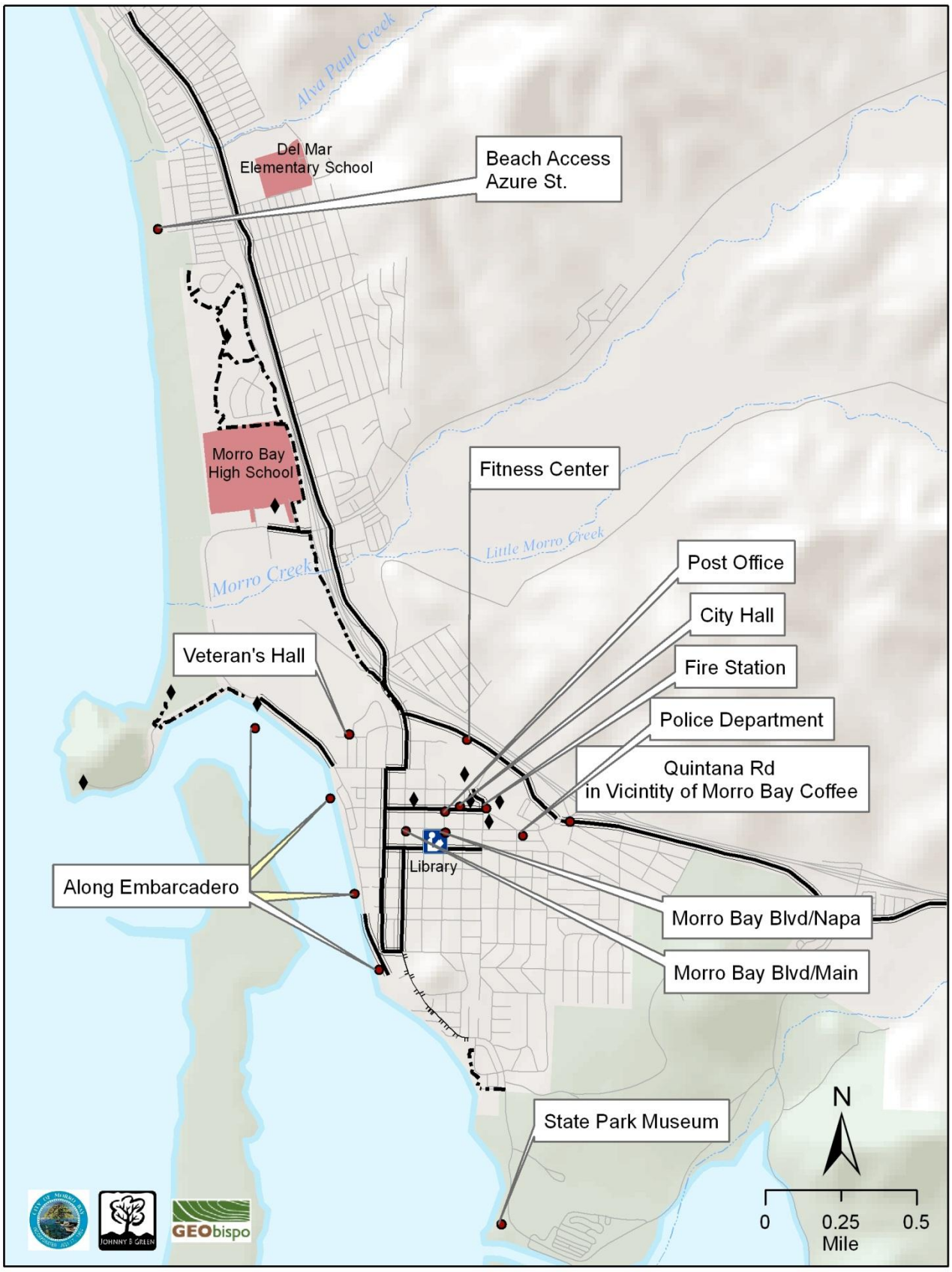
Appendix D– Existing and Proposed End-of-Trip Bicycle Parking Facilities

There are limited bicycle parking facilities through Morro Bay, with some exceptions at the Parks, Community Center, along the Morro Rock multi-purpose pathway, coastal access parking lots, Morro Rock Parking lot, Public Library and Albertson's shopping Center. Many of these racks are the undesirable "Wheel bender" style which can potentially damage a bicycle.

City of Morro Bay Bike and Pedestrian Master Plan 2011

Existing and Proposed End of Trip Bicycle Parking Facilities

9/26/2011



- Existing Class I Bike Path (3.3 mi.)
- Existing Class II Bike Lane (7.1 mi)
- Existing Class II Bike Lane - one side (.02 mi.)
- Existing Class III Bike Route (.38 mi.)
- Proposed Bike Parking (14)
- Existing Bike Parking (9)
- Library

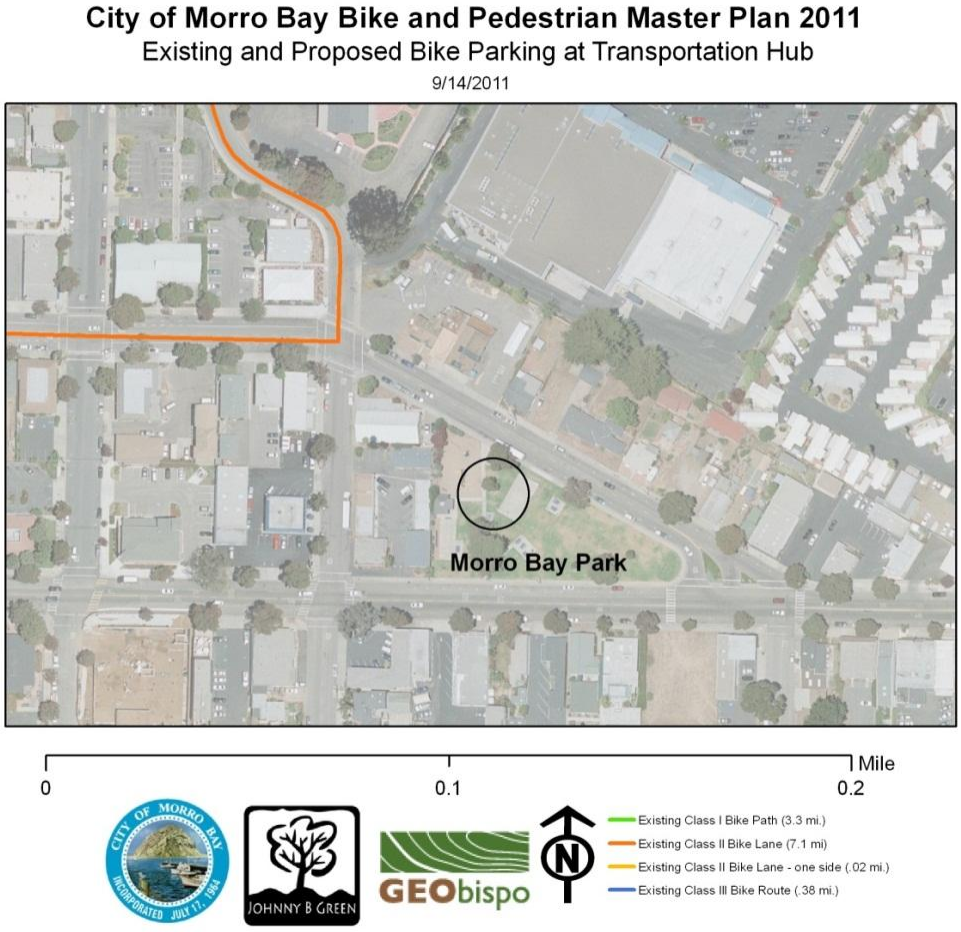
Appendix E – Existing and Proposed Bicycle Parking at Transportation Hubs

The San Luis Obispo Regional Transit Authority (SLORTA) operates daily fixed route transit service from Morro Bay to San Simeon, Cambria, Cayucos, Los Osos, Baywood Park, Cuesta College, California Polytechnic State University (Cal Poly), and San Luis Obispo. All SLORTA buses are equipped with front and rear bicycle racks that can carry three bicycles each.

SLORTA's main pickup point in Morro Bay is at Morro Bay Park an additional stop is located on South Bay Blvd at Quintana Road. Morro Bay Park currently has a small bicycle rack with space to park three bicycles.

The Morro Bay Park SLORTA transit hub should incorporate bike lockers rather than a bike rack. People who ride to the hub and board a bus would anticipate leaving their bikes parked for a significant period of time and would feel more secure with a bike locker than a rack.

A map of Morro Bay Park with the circled location of the bike parking is included below.



Appendix F – Existing and Proposed Changing and Storage Facilities

End-of-trip facilities are designed to accommodate and promote the use of bicycles. Showers, lockers, and changing rooms are an appreciated convenience for commuting bicyclists. Such facilities are most often provided by building owner tenants for use by those working in the building. Cyclists are encouraged to ride to work if employers offer bicycle support facilities which offer a safe place to store bicycles, changing facilities and showers.

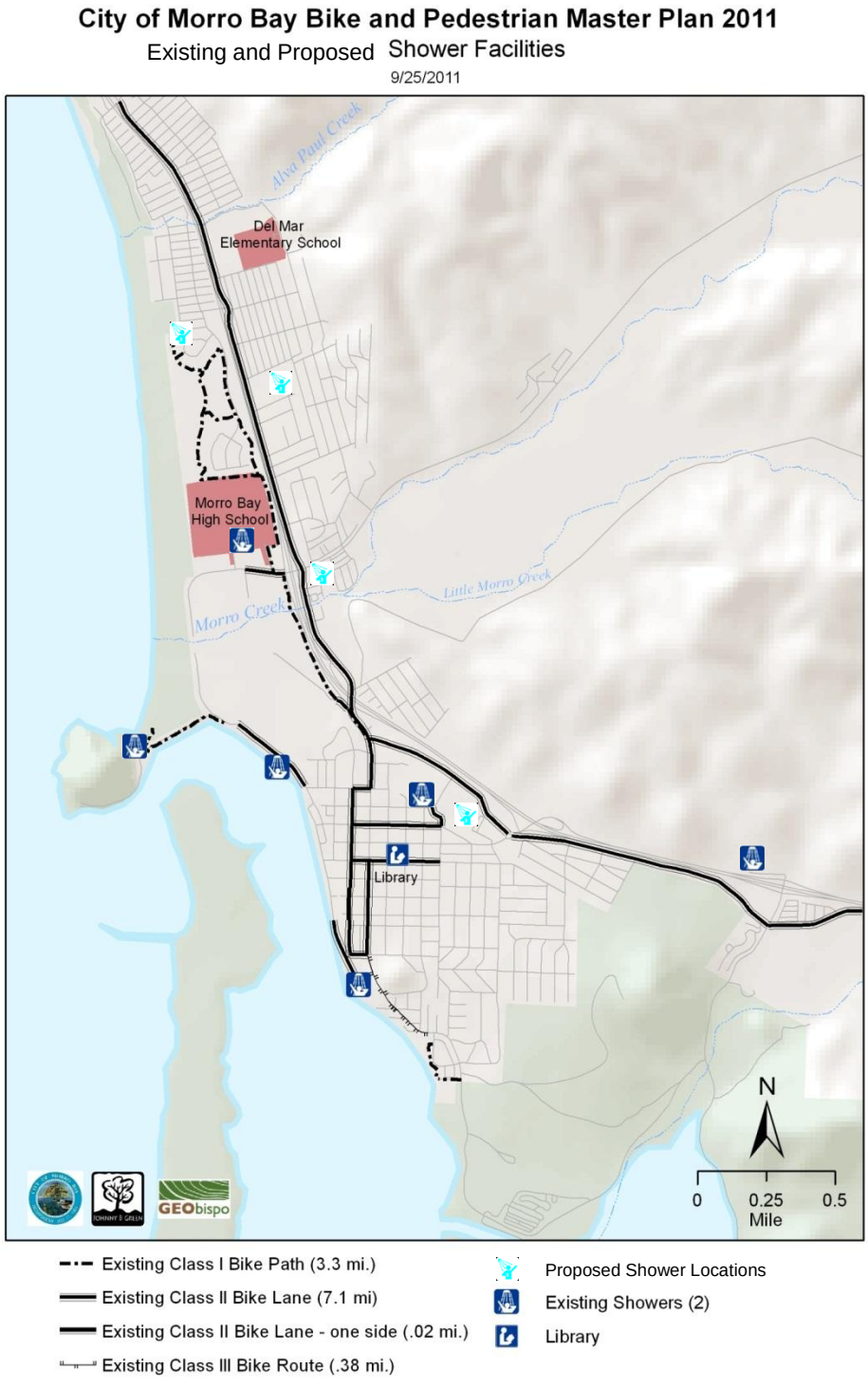


Table 15 - Major Employers and Support Facilities

Major Employer	# of Employees	Bicycle Racks	Bike Lockers	Employee Showers
Casa de Flores	180	0	0	Yes
Albertsons	101	2	0	No
The Inn at Morro Bay	70	1	0	No
Spencer's Fresh Markets	52	1	0	No
Dynegy Falcon Holdings, Inc.	44	2	0	Yes
Miner's Ace Hardware	43	0	0	No
Tognazzini's	42	1	0	No
Mission Linen Supply	37	0	0	No
Morro Bay Fire Dept.	27	0	0	Yes
Morro Bay Police Dept	25	1	0	Yes

The City of Morro Bay maintains public restroom and shower facilities in a handful of locations, which are open during daylight hours. In addition to public restrooms at city parks and other facilities, public showers currently exist at the Tidelands Park and the Harbor Office, which bicyclists may utilize.

City employees also have access to shower facilities at the Recreation and Parks office. In addition, the Morro Bay Community Center has showers for employees, and there is an open-air shower near the Morro Rock restroom. While public restrooms may provide bicyclists with changing locations, and some bicyclists may take advantage of the public shower facilities, none of these facilities provide for long-term storage of clothing or equipment.

Appendix G – Bicycle Safety and Educational Programs

Safety is a major concern for both existing and potential bicyclists. For those who bicycle, safety is typically an on-going concern. For those who do not bike, perceived lack of safety is one of the most compelling reasons not to ride. Identifying bicycle collision sites can draw attention to unsafe locations, particularly if multiple collisions occur at the same location and it is determined problematic.

Since 2006, there have been 19 collisions involving bicycles in Morro Bay, two of which were severe, and thankfully no fatalities. Of the 19 collisions involving bicycles, 13 of the collisions were the fault of the cyclist.

Table 16: Collision Locations, Type, Severity and Responsible Party

Date	Location	Bike / Pedestrian	Severity	Responsible Party
2006 - May	Berwick Drive	Bike	Severe	Bike
2006 - September	Trinidad Street	Pedestrian	Other injury	Pedestrian
2006 - September	Rite Aid Parking Lot	Pedestrian	Pain	Driver
2006 - October	Main Street	Bike	Other injury	Bike
2007 - January	Quintana Road	Pedestrian	Pain	Unknown
2007 - January	Main Street	Bike	Other injury	Bicyclist
2007 - March	Main Street	Bike	Pain	Bicyclist
2007 - August	Main Street	Bike	Other injury	Both
2008 - January	Main Street	Bike	Pain	Both
2008 - February	Surf Street	Pedestrian	Other injury	Driver
2008 - May	Quintana Road	Pedestrian	Pain	Driver
2008 - July	Quintana Road	Bike	Pain	Driver
2008 - September	Quintana Road	Bike	Other injury	Unknown
2008 - November	Dunes Street	Bike	Other injury	Bicyclist
2008 - November	Main Street	Bike	Severe	Bicyclist
2009 - June	Java Street	Bike	Pain	Driver
2009 - September	Morro Bay Blvd.	Bike	Pain	Bicyclist
2010 - February	Main Street	Bike	Nothing	Both
2010 - March	State Road 41	Bike	Other injury	Bicyclist
2010 - June	Main Street	Bike	Other injury	Bicyclist
2010 - July	Quintana Road	Bike	Other Injury	Bicyclist
2010 - September	Main Street	Bike	Pain	Bicyclist
2010 - October	Marina Street	Pedestrian	Other Injury	Driver
2010 - November	Monterey Avenue	Bike	Other injury	Bicyclist
2011 - January	Main Street	Pedestrian	Other injury	Pedestrian
2011 - April	Shasta Street	Bike	Other injury	Driver

Bicycle education should also begin at a young age when children are taught the basic rules of the road in conjunction with hands-on bicycling instruction. Programs aimed at adults generally reach those interested in learning how to safely share the road with motor vehicle traffic as well as the benefits and methods of bicycle commuting. Motorist oriented programs may be the most difficult to implement because these programs only reach their intended audience during driver education courses.

In order to successfully implement a bicycle education program Morro Bay must attempt to involve as many City organizations as possible. These include Planning, Public Works, Police, local businesses, employers, local cycling clubs, and community organizations.

The City of Morro Bay is fortunate to be part of a county where numerous educational and promotional programs are ongoing. The City has collaborated in the past and will continue in the future with the following bicycle promotional and educational activities:

Table 17: Bicycle education and enforcement programs

Responsible Organization	Bicycle Education or Enforcement Program or Activity	Active Since	Performance Measure
MB Police Dept.	Bicycles to needy families	3 of last 5 years	1-2 bicycles donated per year
MB Police Dept.	Kids Club Safety talk and rodeo	3 years	20 students / 5 parents per year
MB Police Dept.	Traffic Control: Lighthouse Century, Grand Fondo, MB Triathlon		Officer deployment
MB Police Dept.	Helmet distribution to needy minors violating helmet law;	5+ years	5-10 helmets per year
MB Police Dept.	D.A.R.E. bicycle & helmet giveaway	5+ years	2 bikes, 2 helmets per year
MB Police Dept.	Bicycle Patrol program for events with heavy pedestrian traffic	5+ years	
SLO County Bike Coalition	Bike education at Montessori school	1 year	
SLO County Bike Coalition	Bike valet at MB Harbor Fest	2009	
SLO County Bike Coalition	Bike valet at 4th of July Festival	2 years	
SLO County Bike Coalition	Bike education at OPTIONS (non-profit assisting with mental illness)	2010	

Appendix H – Citizen and Community Involvement in Plan Development

The Morro Bay Citizens Bike Committee (MBCBC) has been actively contributing to the development of this bicycle plan for several years. Feedback from MBCBC has been received at City Council meetings, via email, telephone, conversations with city staff, and through staff's review of MBCBC meeting notes and minutes.

This feedback includes MBCBC recommendations on where bikeways are needed in Morro Bay, recommendations as to the type of bikeway best suited for different applications, recommendations on signage, and feedback on important safety issues. Feedback received from MBCBC also includes suggested locations for installation of bicycle parking and other bicycle infrastructure, identification of hazardous bikeway vegetation and other maintenance issues, discussions on how to best integrate a Morro Bay bicycle network with regional bicycle infrastructure, and feedback on how to encourage and facilitate such regional connections.

The Morro Bay Citizens Bike Committee reviewed an administrative draft of this plan in 2010, and additional feedback from MBCBC was received at this time.

On August 28th, 2011 a Community Meeting was held at Veterans Hall, followed by ranking of preferred programs and projects. The following tables summarize the comments and rankings received from the public.

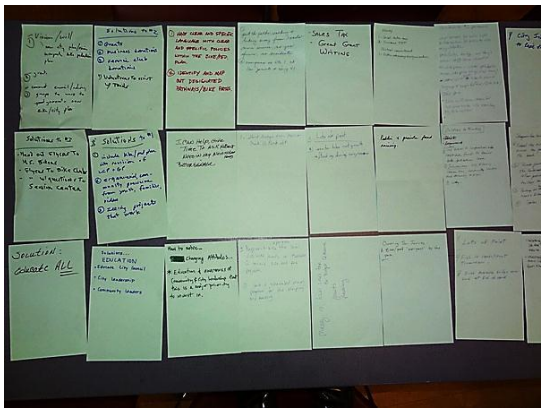


Table 18 : Compiled List of Public Comments from Community Meeting Ranked by Frequency

Main Pedestrian Problems	
"Insufficient pedestrian infrastructure - not enough sidewalks, no sidewalks e.g. along San Jacinto."	3
"Uneven pavement"	2

Main Bicycle Problems	
"Lack of connected bike network e.g. no straight connection to Embarcadero, or difficult negotiation of Main St. at Quintana, crossing Morro Creek, no connecting trail between Los Osos and Morro Bay"	11
"Insufficient bicycle infrastructure - parking, lanes, etc."	3
"Biking from Kern or Black Hill to Cloisters Park with young children on hills, major streets, rough roads, road sharing w/cars."	2
"Do not feel safe in traffic e.g. fear of getting hit from behind by autos"	2
"Insufficient marking or maintenance of bike/pedestrian paths"	2

Bike-Ped Problems	
"Too much or too fast vehicular traffic"	4
*Highway 41 at Park Rd., short connect to "the Rock"	

Table 19: Compiled List of Public Comments submitted via Website - Ranked by Frequency

Have you encountered any difficulties or inconveniences in Morro Bay as a bicycle rider or pedestrian? If so, please describe and include the location if relevant.:	# of Comments
"North Morro Bay to Embarcadero/Harbor Walk is challenging, need shortcut bridge at Morro Creek, in part, because of the necessity to go up and over the hill on Main Street, south of Quintana. Want to shop downtown and on the Embarcadero."	19
"Getting to the Class I bike bath from northbound Main at Quintana and vice-versa"	11
"Main street in North Morro Bay does not connect safely to the Cloister's Park bike path. It is very dangerous for all of the school age kids to have to cross a busy Hwy 41 & Main Street intersection and two freeways on/off ramps to connect to the Cloisters Park bike path. It is not a safe route for all the kids who ride their bikes to Morro Bay High School or the older kids at Del Mar who ride from central Morro Bay to Del Mar school. This is a state law that there are safe routes to and from school."	6
"Crossing Hwy 1 at north end San Jacinto"	4
"Some streets lack sidewalks."	3
"The intersection of San Jacinto, Main Street, Alder Street is a nightmare and very unsafe for people to cross."	3

"Crossing Atascadero Road on the bike path in front of the high school is difficult during high traffic volume occasions."	2
"Winter storms cause flooding making the path and bike path between the freeway and the power plant nearly un-walkable due to the depth of the water. Dig out the ditch."	2
"It is difficult to get to or out of the Embarcadero by bicycle because of the steep hills."	2
"Most of Embarcadero is not bicycle/pedestrian friendly"	2
"The new bike lane on North Main Street on the freeway side is not wide enough."	2
"Traffic difficult to navigate on streets to Embarcadero."	2

Table 20: Compiled List of Public Comments submitted via Website - Ranked by Frequency

What programs, policies or projects would you like to see implemented in order to make bicycling or walking safer and more enjoyable in Morro Bay?	# of comments
"Bike/Pedestrian Bridge over Morro Creek. Possible Eagle Scout project with a couple of local engineers consulting?	19
"More bike racks for parking in public places, major attractions, commercial districts & in recreation areas. Install bike racks at local businesses that hold the bike upright and are secure, illuminated, out of pedestrian walkways.	10
"Promotion of a Cayucos to Morro Bay connector. Huge for tourism draw and green transportation option for travel between Cayucos and Morro Bay"	6
"Designated path connecting Cloisters Park and North Morro Bay path to Harbor Walk , including the Rock along ocean."	5
"Short cut to the Embarcadero by creating a path alongside the Power Plant where the Class I Bike/Pedestrian Path ends near Quintana, a short-term solution until bridge is built."	5
"Fill the gaps in the Class I bike paths thru town."	3
"Bike Education mandatory in high school or all school levels."	3
"Need more safe routes for families around town which connect throughout town"	3
"Consider one way streets with expanded promenades for bikes/pedestrians"	3
"Better, wider bike lanes on busy streets."	2
"There needs to be a foot/bike bridge at around Ocean View Furniture that connects North Morro bay businesses and residents to the beach side bike path."	2
"More bike lanes on the busier roads."	2
"Stripe streets clearly and mark where the trail crosses."	2
"Taking roles and providing support for connectors; more shoulders or (especially) new paths to San Luis Obispo via Cuesta College and Los Osos would be visionary."	2
"Bike-Pedestrian programs, infrastructure, etc. will promote activity and tourism. Commitment to building dedicated paths throughout town that connect key economic sections."	2

Appendix I – Relationship to Other Adopted Plans

2010 Regional Transportation Plan-Preliminary Sustainable Communities Strategy (2010 RTP-PSCS)

The 2010 San Luis Obispo County Regional Transportation Plan adopted by the San Luis Obispo Council of Governments includes provisions in Chapter 6 for non-motorized transportation. The San Luis Obispo Council of Government's (SLOCOG) Non-Motorized Transportation program is designed to support and build upon the planning efforts of local jurisdictions. For example, the RTP identifies projects that have been constructed such as the Morro Bay High School Bike path as well as future projects. This plan and the 2010 RTP consistently display the same goals of developing and maintaining a safe and efficient regional bikeway system. These plans both aim to promote bicycling as a means of decreasing auto-dependency and pollution. In addition, Class II bike lanes have been the focus of earlier RTPs and many of these bike lanes have been completed in Morro Bay. The emerging emphasis for both Morro Bay and the RTP is to fill critical gaps in order to create a connected community.

The Morro Bay Bicycle and Pedestrian Master Plan is consistent with the following policies of the RTP:

NM 1. Promote development of a coordinated and connected regional bikeway system with emphasis on linking gaps of the regional system where appropriate bikeways do not exist.

NM 2. Promote livable community cores and a well connected bike and pedestrian system that promote walking and bicycling.

NM 3. Ensure compliance with AB 1358, the Complete Streets Act of 2008, which requires that all jurisdictions address "Complete Streets" in their circulation element updates.

NM 4. Promote the integration of bicycle and pedestrian facilities with other modes of transportation to assure that safe interconnected bike and pedestrian options connect to other transportation modes, include bike lockers and/or racks as a standard improvement at all Park and Ride lots and multimodal transportation centers.

NM 5. Pursue plans to develop multi-use trails, Class I and II bikeways, and boardwalks connecting commuter, major destinations, and recreational areas using utility, rail (abandoned and active), and roadway rights-of-way throughout the region.

NM 6. Encourage the development of boardwalks, Class I and II bikeways, and recreational trails that travel through and connect to scenic areas or other recreation destinations in both the Coastal Trail and Anza Trail Corridors; encourage joint projects with Santa Barbara and Monterey counties and state parks to provide bikeways linking the two areas

NM 7. Work with agencies to assure proposed bikeways comply, to the maximum extent possible, with the appropriate safety design criteria and uniform specifications as defined in Caltrans' Highway Design Manual as well as criteria and specification in the California Manual of Uniform Traffic Control Devices (MUTCD)

NM 8. Conduct an annual "Unmet Bicycle Needs" public hearing to receive testimony on unmet bicycle needs for consideration in regional and local plans

NM 9. Encourage local jurisdictions to use maximum flexibility in applying standards for vehicle lane widths and medians to implement cost effective bike lanes and multiuse paths.

NM 10. Encourage local jurisdictions and employers in providing bicycle parking/storage facilities or 'bike-valet' at destination points such as shopping centers, public facilities, transportation hubs, and Park-and-Ride lots and special events.

NM 11. Assure that efforts are made to reduce barriers to cycling and walking.

2001 San Luis Obispo County Air Pollution Control District:

Clean Air Plan recommends several methods to options to reduce air pollution associated with vehicular travel:

- T-1C: Voluntary Commute Options Program
- T-2A: City Transit Improvements
- T-2B: Regional Transit
- T-3: Bicycling and Bikeway Enhancements
- T-4: Park and Ride Lots

2010 San Luis Obispo County Bikeway Plan

In September 1994, the County of San Luis Obispo adopted a County Bikeways Plan; this plan was updated in 1996, 2005 and again in 2010. This plan recommends placing Class I and class II bicycle routes throughout the County including Class II bikeways from San Luis Obispo to Cayucos. This particular route would stretch along Route 1 and run through Morro Bay. Morro Bay has already proposed constructing a Class I bike path along Route 1.

The County Bikeway Plan pursues the following:

- Connect all Communities in the County with Bicycle Facilities
- Close Gaps in Existing Bikeways
- Identify and Break Down Barriers to Bicycle Commuting

2006 San Luis Obispo County Parks and Open Space Element

- Morro Bay Golf Course is part of Morro Bay State Park but is now entering its second half-century under County management.

- Coastal Access provides public access to and along California's coastline, including the Morro Bay Estuary. Access ways are defined as vertical and lateral. Vertical access connects the closest public road to the coast, in some cases simply by providing a viewing platform. Lateral access provides access along the coastline, basically providing an area to walk along the beach.

The State Coastal Trail Vision Plan

This plan has a detailed map of existing and proposed bike routes throughout Morro Bay. The plan also proposes constructing several parks along with staging areas for pedestrians and bicyclists. In addition, it

includes a proposed pedestrian/bicycle bridge along Embarcadero Road linking the wastewater treatment plant to the Dynegy power plant and proposed scenic overlooks.

Lastly, the plan includes key funding sources for each part of the proposed project. When this bicycle transportation plan was completed, this project had not been adopted and is subject to public review and City Council consideration.

Appendix J – Proposed Bikeway and Pedestrian Projects

Proposed projects listed in this section have been established through the Bicycle Advisory Committee, public feedback from the Community Meeting, and submissions through the Morro Bay's website.

The proposed projects have been weighted then ranked, by a return email submission of those ("Morro Bay Trailblazers Group") who attended the Community Meeting and desired further level of input into the process.

The projects were added into a Planning Matrix and weighted with a multiplier and scored against criteria including: Public Input, Connectivity, proximity to Activity Centers, Transit, and Collisions.

Table 21: Compiled List of Bicycle Projects & Programs determined by Stakeholder Priority and Weighted Ranking

Rank Order	Bicycle Projects & Programs – Stakeholder Priority	Weighted Ranking*
1	Bike-Ped bridge over Morro Creek & connector paths to Atascadero Rd & Embarcadero	214
2	Safer crossing at San Jacinto and Hwy 1/Main/Alder	152
3	Bike-Ped path through Power Plant	116
4	Make Embarcadero more bike-friendly	113
5	between HS and Morro Shores Inn at Atascadero Road	94
6	Connection to future Cayucos Trail - bike route on Sandalwood & Beachcomber	94
7	Improve bike routes through State Park	93
8	Safe bike route to Del Mar School on Greenwood	92
9	connection to south end of Class 1 at Quintana & Main	78
10	Install more bike racks in business district	69
11	Add bike lanes on San Jacinto	64
12	at SW end of Cloisters Park bike path to NE corner of HS	57
13	Improve maintenance of existing trails, paths, and markings	53
14	Better signage/trail markings	41
15	Educate cyclists on rules of the road & bike safety	28
16	Educate drivers about cyclist rights	28

17	ADA compliant ramp up bluff from Embarcadero to Olive Street	22
18	Replace rigid bollards with flexible ones in bike paths	16
19	Lighting for bike paths	15
20	Publish bike & trail maps	15
21	Provide bike box markings and bike signal loops at : San Jacinto, Main & Quintana & Yerba Buena	2

Table 22: Compiled List of Pedestrian Projects & Programs determined by Stakeholder Priority and Weighted Ranking

Rank Order	Pedestrian Projects & Programs – Stakeholder Priority	Weighted Ranking*
1	Bike-Ped bridge over Morro Creek & connector paths to Atascadero Rd & Embarcadero	207
2	Safer crossing at San Jacinto and Hwy 1/Main/Alder	148
3	Make Embarcadero more pedestrian-friendly	136
4	Safe pedestrian route to DelMar School on Greenwood	127
5	Bike-Ped path through Power Plant	94
6	Improve maintenance of existing sidewalks and walking paths	88
7	More sidewalks in residential areas, especially North Morro Bay	85
8	Add sidewalks on San Jacinto	82
9	Construct pedestrian stairs from Rock parking lot to beach	56
10	ADA compliant ramp up bluff from Embarcadero to Olive Street	47
11	More marked crosswalks on Main Street south of downtown	38
12	Lighting for sidewalks and walking paths	36
13	Educate drivers about pedestrian rights	21
14	Improve the sidewalk on Main St between Hwy 41 and Radcliffe	8
15	Bike lanes for peds on San Jacinto	7
16	Ped path along Lower State Park Road	6

Table 23: Planning Matrix with Criteria, Score, Multiplier & Description

Criteria	Score	Multiplier	Total Possible Score	Description
Public Input	2	3.0	6	Street / location was identified by the public as desirable future facility (score above >100)
	1	3.0	3	Street / location was identified by the public as desirable future facility (scored below <100)
	0	3.0	0	Was not identified by the public as desirable for a future facility
Connectivity	2	3.0	6	Direct Access to an existing bicycle/pedestrian facility
	1	3.0	3	Secondary connectivity to an existing bicycle/pedestrian facility
	0	3.0	0	Does not directly or indirectly access an existing bicycle/pedestrian facility
Activity Centers	2	3.0	6	Connects to a major trip generating destination in Morro Bay
	1	3.0	3	Secondary connectivity to a major trip-generating destination in Morro Bay
	0	3.0	0	No connectivity to a major trip-generating destination in Morro Bay
Transit	2	2.0	4	Direct access to a transit center
	1	2.0	2	Connects to an existing bikeway accessing a transit station within a half mile of the station
	0	2.0	0	Does not directly or indirectly access a transit station with a half mile
School	2	2.0	4	Direct Access to a Morro Bay School
	1	2.0	2	Secondary access to a Morro Bay School (within 1/2 mile)
	0	2.0	0	Does not directly or indirectly access a Morro Bay school
Collisions	2	1.0	2	On a roadway that has experienced four or more collisions in the last five years

1	1.0	1	On a roadway that has experienced one to four collisions in the last five years
0	1.0	0	On a roadway that has not experienced a collision in the last five years

Bikeway Type	Project Name	From	To	Public Input	Connectivity	Activity Centers	Transit	Schools	Collisions	Ranking Total
Bike Path	Safety Crossing Atascadero Road	High School	Main Street	6	6	6	0	4	0	22
Bike Lane	North Embarcadero	North-side of Morro Creek	Atascadero Road	6	6	3	0	4	0	19
Complete Street	Embarcadero "Complete Streets" Audit and Improvements	Coleman Dr.	Tidelands Park	6	6	6	0	0	0	18
Bike Path	Morro Creek Multi-Use Path & Bridge	Morro Creek	Coleman Dr.	6	3	3	0	4	0	16
Bike Lane	Power Plant Connector Trail-Bike/Ped Path	Main Street	Embarcadero Road	6	6	3	0	0	0	15
Complete Street	South Street - Class I Connector	Morro Avenue	Embarcadero Road	3	6	6	0	0	0	15
Bike Path	San Jacinto Street - Bike Lane	Sandalwood Avenue	Ironwood Ave	3	3	6	0	2	0	14
Bike Lane	Tree Grove Preservation Path Way	North Embarcadero	Emerald	3	3	3	0	4	0	13
Bike Route	Beach Tract Bike Route Improvements (Beachcomber/Sandalwood)	Azure	Toro Rd.	3	3	3	0	2	1	12
Complete Street	Main Street / Quintana Road and Bike Path "Complete Street" Audit and Improvements	Main Street	Quintana Road	3	0	3	0	0	1	7
Support Facility	Install more bike racks in business district	Business District	Business District	3	0	3	0	0	0	6
Complete Street	Improve Hwy 1 Crossing Safety at San Jacinto & Yerba Buena	San Jacinto Street	Yerba Buena Street	3	0	3	0	0	0	6

Table 24: Proposed Bikeway Projects weighted through Planning Matrix

Facility Type	Project Name	Limit 1	Limit 2	Connectivity	Activity Centers	Transit	Schools	Public Input	Collisions	Ranking Total
Bridge	Bike-Ped bridge over Morro Creek	Embarcadero	Embarcadero	6	6	0	3	6	0	21
Crossing	Safer crossing at San Jacinto Street and Hwy 1/Main Street /Alder Avenue	San Jacinto Street	Alder Avenue	6	3	0	3	6	0	18
Complete Streets	Make Embarcadero more pedestrian-friendly	North Embarcadero	Tidelands Park	6	6	0	0	6	0	18
Sidewalks	Safe pedestrian route to Del Mar School on Greenwood	Avalon Street	Sequoia Street	3	3	0	6	6	0	18
Sidewalks	Add sidewalks on San Jacinto	Sandalwood Avenue	Ironwood Avenue	6	3	0	3	3	0	15
Stairs	Construct pedestrian stairs from Rock parking lot to beach	Rock Parking Lot	Rock Parking Lot	6	6	0	0	3	0	15
Pathway	Bike-Ped path through Power Plant	Main Street	Embarcadero	6	3	0	0	3	0	12
Maint.	Maintenance of existing sidewalks and walking paths	Citywide	Citywide	3	3	3	0	3	0	12
ADA Ramp	ADA compliant ramp up bluff	Embarcadero	Olive Street	6	3	0	0	3	0	12
Pathway	Ped path along Lower State Park Road	State Park Road	State Park Road	3	6	0	0	3	0	12
Sidewalks	Improve the sidewalk on Main Street	Hwy 41	Radcliffe Street	6	0	0	0	3	2	11
Sidewalks	More sidewalks in residential areas	North Morro Bay	North Morro Bay	3	3	0	0	3	0	9
Crossing	More marked crosswalks on Main Street	Main Street	South of downtown	3	3	0	0	3	0	9
Lighting	Lighting for sidewalks and walking paths	Citywide	Citywide	3	3	0	0	3	0	9

Table 25: Proposed Pedestrian Projects weighted through Planning Matrix

Appendix K – Past Expenditures for Bicycle Facilities

City of Morro Bay expenditures for bicycle facilities from (2000-2010) are shown below.

Table 25 : Past Expenditures for Bicycle Facilities

Year	Project	Type	Cost*
2011	Main Street Waterborne Re-stripe	Class II	$1,355
2009	Embarcadero Thermoplastic Bike lane stripping, from Beach to walk	Class II	$4,895
2001	Coral Street pathway continuation at High School	Class I	$177,000
2005	Main Street - 2970ft bike path from Atascadero Road to Quintana Road	Class I	$17,000
2009	Embarcadero – 1,620ft Morro Rock to Embarcadero	Class I	$119,000
2010	North Main Street – 4,450ft eliminating some parking	Class II	$36,000
2007	Quintana Road – 8,810ft parking reduced one side of road only	Class II	$67,000
2006	Atascadero Road – 1,500 ft bike lanes from Highway 1 to Park Street	Class II	$13,000
2004	Downtown Morro Bay – from South to Olive Street and Morro to Main Street – 900ft	Class II	$5,000
	TOTAL		**$440,250**

Source: City of Morro Bay 2011

*Bicycle Facilities costs are often part of a larger project. These costs are estimated costs of the bicycle related portion of the project.

Appendix L – Morro Bay City Council Approval

The following excerpt is from the approved minutes of the City Council's regular meeting on February 28, 2012

B-3 APPROVAL OF THE MORRO BAY BICYCLE AND PEDESTRIAN MASTER PLAN; (PUBLIC SERVICES)

Associate Engineer Barry Rands presented the Morro Bay Bicycle and Pedestrian Master Plan staff report to Council. He thanked the various groups who all took part in putting this document together with special thanks to the public for their enthusiastic support. Of special note, the City will benefit in numerous ways from the implementation of this plan including increasing the safety and convenience of travel for cyclists and pedestrians, enhancing the City's eligibility for grant funding, creating more reasons for tourists to visit Morro Bay and stay longer, and helping our residents stay fit and reduce reliance on imported energy. Mr. Rands recommends adoption of the plan.

Mayor Yates opened the hearing for public comment.

Dan Rivoire, Executive Director of the SLO Bicycle Coalition, thanked staff for bringing this forward and Council for hearing their public comments. He stressed that an approved bike plan will help the City with some of the fiduciary concerns as we will now be able to apply for bicycle account funds.

Robert Davis spoke on behalf of the Morro Bay Citizen's Bike Committee who like the plan and appreciated all of the public input. He is happy that this will increase the safety of both pedestrians and cyclists as well as promote Morro Bay as a tourist destination.

Dave Albrecht encouraged Council adopt this plan as it will make Morro Bay a more cyclist and pedestrian friendly City. He also said that the annual Lighthouse Ride which occurs each September and boasts over 1300 riders will be starting and ending at Morro Bay High School and they are very excited for this partnership.

Amy Burton was here to show her support for the Plan. She feels this plan provides the avenue to address the area's bicycling needs and encourages its adoption.

Christine Johnson, an avid biker and walker sees the benefit that the adoption of this plan can have, as with an approved plan, we will be eligible for grants that can improve our infrastructure. She also spoke of the Annual 4th of July Bike Parade, which is the largest "All Ages Bike Parade", in the County. She also sees the value of being able to market Morro Bay as a bike and pedestrian friendly town.

Jamie Irons supports the plan as well. This is a great opportunity for us as a City to implement a plan that will provide funding for needed projects that were all done through the public process with input from the public.

Geiska Velasques, who represents for SLOCOG, states that the plan has been reviewed by SLOCOG and deemed certified and is ready to be submitted for BTA eligibility.

Anika Velasques who attends a charter school in Morro Bay would like it if the bike plan would work as she is a big fan of biking.

Mayor Yates closed the hearing for public comment.

Councilmember Johnson gave her support to the plan.

Councilmember Smukler is absolutely in support of it and complemented staff for facilitating and moving this forward.

Councilmember Borchard is also in support of the plan.

MOTION: Councilmember Smukler moved the City Council approve the 2011 Morro Bay Bicycle & Pedestrian Master Plan as presented. The motion was seconded by Councilmember Leage and carried unanimously 5-0.