



## MEMORANDUM

**TO:** City Council

**FROM:** Bill Robeson, Assistant City Manager/Director of Public Works

**BY:** Shannon Sweeney, City Engineer

**SUBJECT:** Halcyon Complete Streets Design Discussion

**DATE:** February 25, 2025

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### **RECOMMENDATION:**

Review and provide direction on specific aspects of the 30% design of the Halcyon Complete Streets Project.

### **IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:**

The Halcyon Complete Streets Project (the "Project") is being funded with \$8,169,000 from the State Active Transportation Program (ATP) and \$749,000 from the San Luis Obispo Council of Governments (SLOCOG) for a total of \$8,918,000 in grant funding. This grant funding is further broken down as follows:

- Design and right-of-way: \$1,304,000
- Construction: \$6,765,000
- Non-infrastructure activities: \$100,000

\$749,000 was budgeted in Fiscal Year 2024-25 for the design and right-of-way tasks that are anticipated to be completed this fiscal year. The remaining funds will be budgeted next year to complete design and right-of-way acquisition and begin construction, which is anticipated to begin March 2026.

Additional funding is available through the City's Development Impact Fees (DIF) to fund 50% of the roundabout at the Halcyon Road/Fair Oaks Avenue intersection. In addition, approximately \$120,000 of grant funds allocated to right-of-way activities can be transferred to construction.

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Current construction estimates are as follows:

<b>Item</b>	<b>Grant Estimate</b>	<b>30% Design Estimate</b>
Pavement treatment	\$1,429,132	\$3,671,000
Testing/Construction Management	\$645,200	\$367,100
Halcyon/Fair Oaks roundabout	\$941,298	\$1,577,000
Halcyon/Grand traffic signal	\$627,500	\$800,000
Storm Drain line	\$170,000	\$170,000
Curb ramps	\$175,170	\$576,000
Sidewalk gaps	\$40,985	\$165,600
Sidewalk repair	\$265,814	\$266,000
Bicycle green paint	\$0	\$161,250
Striping/signs	\$167,445	\$362,900
Mobilization, traffic control, etc.	\$1,678,055	\$1,623,370
<b>Total</b>	<b>\$6,140,599</b>	<b>\$9,740,220</b>

Current funding is summarized as follows:

<b>Source</b>	<b>Amount</b>
ATP Grant	\$6,765,000
SLOCOG	\$749,000
DIF	\$788,500
ATP Grant Transfer	\$120,000
<b>Total</b>	<b>\$8,422,500</b>

The difference between the 30% design estimate and current available funding is \$1,318,000. The largest difference between the 30% design estimate and the grant application is due to the increase in the type of pavement treatment. The original pavement assessment assumed a slurry seal treatment; however, deflection testing performed as part of the 30% design revealed that the appropriate treatment is a more intensive overlay.

Because one of the top priorities identified by the community for the use of Measure E-24 revenue is pavement maintenance, and adequate funds will be available from Measure E-24 sales tax revenue to address this shortfall, this may be an appropriate source to address this issue. The use of Measure E-24 revenue will not represent a budget adjustment itself, and the Council is not being asked to approve any major amendments to the Project at this time. This additional \$1.3M will be reviewed and incorporated through the CIP Budget process.

**BACKGROUND:**

The City obtained grant funding for the Halcyon Complete Streets Project through the State ATP. The stated purpose of the Project is to “transform Halcyon Road from a vehicle-centric facility to a welcoming environment that will provide for safe mobility and

accessibility, connecting people by enhancing the built environment for all modes of travel.” The Project conceptual design was initiated in 2015 and completed in 2023.

City Council approved a contract with North Coast Engineering (NCE) to develop plans, specifications, and an engineer’s estimate (PS&E) on [June 25, 2024](#)<sup>1</sup>. NCE has been working with City staff to convert the conceptual plans into construction documents.

City Council approved the City of Arroyo Grande Circulation Element on [July 27, 2021](#)<sup>2</sup>, the Halcyon Complete Streets Conceptual Design on [July 25, 2023](#)<sup>3</sup>, and the Active Transportation Plan on [January 28, 2025](#)<sup>4</sup>. All three documents help inform staff of the Council’s desires for improvements on Halcyon Road. Where these plans require additional guidance or harmonization, staff seeks City Council input. The recommendations are consistent with the grant funding.

**ANALYSIS OF ISSUES:**

Halcyon Road is classified as an arterial street. This type of street serves to connect areas of major activity within the urban area and function primarily to distribute cross-town traffic from freeways/highways to collector streets. The Circulation Element also recommends that these types of high-traffic volume arterial streets be 86 feet wide and contain 10-foot sidewalks and Class II or IV bikeways. Halcyon Road right-of-way ranges from 54 to 78 feet. This street width is inadequate to accommodate all desired features. To maximize the use of the Halcyon Road corridor for the greatest number of transportation modes, including vehicles, pedestrians, and cyclists, staff recommends minimum 6-foot sidewalks, minimum 11-foot vehicle lanes, and minimum 5-foot Class II bicycle lanes, with a three-foot Class II buffer where possible.

Vehicle Modifications

*Vehicle Lane Width*

Vehicle traffic lane widths along Halcyon Road range from 9.0 to 25.5 feet wide. Narrower lanes help calm traffic. When roadways are improved, State law requires a minimum of 10-foot vehicle lanes. 11-foot minimum lanes are recommended for truck routes. Since Halcyon Road is a truck route, staff recommends a minimum of 11-foot vehicle lanes. Lane narrowing is listed as one of the grant objectives and is consistent with the Halcyon Complete Streets Plan (the “Plan”).

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<sup>1</sup><https://pub-arroyogrande.escribemeetings.com/Meeting.aspx?Id=e4fec941-ba9c-4535-932a-fa7d8ff7d8ad&Agenda=Merged&lang=English&Item=52&Tab=attachments>

<sup>2</sup>[https://www.arroyogrande.org/AgendaCenter/ViewFile/Agenda/\\_07272021-1353?html=true](https://www.arroyogrande.org/AgendaCenter/ViewFile/Agenda/_07272021-1353?html=true)

<sup>3</sup><https://pub-arroyogrande.escribemeetings.com/Meeting.aspx?Id=ba95ddc8-1575-42c7-ae71-5ba712dab1bc&Agenda=Agenda&lang=English&Item=35&Tab=attachments>

<sup>4</sup><https://pub-arroyogrande.escribemeetings.com/Meeting.aspx?Id=a9ffd954-d3f0-4b51-9ea9-4dcb521e64ac&Agenda=Agenda&lang=English&Item=69&Tab=attachments>

*Road Diet*

A road diet consists of reducing the number of vehicle lanes on a roadway. The number of vehicle lanes on Halcyon Road ranges from one to two in each direction. Staff recommends reducing the number of vehicle lanes to one lane in each direction for the entire road length, which is supported by all City planning documents. A road diet is listed as one of the grant objectives and is consistent with the Plan.

*On-street parking*

On-street parking is provided at some locations along Halcyon Road. All planning documents and the grant are silent on on-street parking except for the Circulation Element, which recommends “high turnover.” The on-street parking on North Halcyon Road traveling southbound towards Grand Avenue cannot accommodate both a Class II bicycle lane and on-street parking. Staff recommends eliminating on-street parking along this section. This will result in impacts to the cemetery, the First Methodist Church of Arroyo Grande, Pacific Telephone and Telegraph Company, and six commercial properties, all of which appear to have on-site parking.

*Halcyon Road and Fair Oaks Avenue Intersection*

An improved signalized intersection and a roundabout were both evaluated for this intersection. The roundabout is estimated to cost approximately \$700,000 more than replacing the traffic signal. A roundabout at the Halcyon Road and Fair Oaks intersection is supported by all City Planning documents and is a grant objective. Staff recommends pursuing this roundabout.

*Halcyon Road and Grand Avenue Intersection*

An improved signalized intersection and a roundabout were both evaluated for this intersection. Too much right-of-way acquisition is expected to be able to accommodate a roundabout at this intersection and therefore is not practical. The roundabout at this location is not a grant objective and planning documents are silent on it. Staff does not recommend pursuing this roundabout on this project.

Bicycle Improvements

*Bicycle Box*

A bicycle box is a painted green square in an intersection that helps bicycle riders navigate left turns by providing a location in the intersection where they can travel forward on a green light, then turn 90° counterclockwise to set up for traveling forward on the cross street’s next green cycle. The ATP and the Plan both include this improvement, though not included as a grant objective. While this improvement results in greater perceived safety, it is not recommended in all scenarios. Staff does not recommend adding bicycle boxes to this project.

*Bicycle Lanes*

Recommended bicycle lane types along Halcyon Road differ depending on the planning document referenced. At this stage of the Project, staff recommends Class II bicycle lanes across the entire project, buffered when practicable where road width will accommodate the additional spacing requirements. On North Halcyon, this may require narrowing the existing sidewalk from 7.2 feet to 6 feet. Installing bicycle lanes the entire length of Halcyon Road in both directions is a grant objective. Note that this will require eliminating some on-street parking, as discussed above.

*Green Paint Bike Lanes*

Green paint at conflict points for greater bicycle path visibility through intersections is recommended along Halcyon Road in all City planning documents except the Circulation Element, which is silent on this topic. Green paint application is estimated at \$30 per square foot and the cost to apply green paint across all intersections is estimated at \$161,250. While this is a grant objective, the grant application did not include funds for this item. Additional funding beyond what is currently available to accommodate the street overlay will enable grant funding to cover the cost of the green paint. Since it is a grant objective, staff recommend that it be included in the project so as to not jeopardize the grant funding.

Pedestrian Improvements

*Sidewalk Deficiencies Due to Trees*

A recent survey of the sidewalk along Halcyon Road identified 92 irregularities such as panel uplifting and cracking. Twenty-eight of the sidewalk panel uplifting irregularities were caused by the root systems of large existing trees that are not an appropriate street tree species; are too large for the tree well and will continue to destroy the curb gutter and sidewalk, and cause significant safety and tree fall hazards. Attachment 1 shows photos of each of these locations. Several photos show that these segments have previously been replaced without removing the tree (root pruning and root barriers) but over just a few year period, the roots grow and uplift the newer sidewalk. City staff recommends that the Council permit staff to evaluate each location and remove and replace trees as appropriate to protect new sidewalk from future damage and to help maintain sidewalks for safe pedestrian use.

**ALTERNATIVES/ADVANTAGES/DISADVANTAGES:**

The following recommendations are provided for the Council’s consideration:

<b>Item</b>	<b>Staff Recommendation</b>
Pavement Treatment	Overlay
Minimum lane widths	11-foot vehicle lanes, 6-foot sidewalks, 5-foot Class II bicycle lanes 5 feet, with 3-foot buffer where practicable
Road diet	One vehicle lane in each direction
On-street parking	Eliminate on west side of North Halcyon

Halcyon/Fair Oaks	Roundabout
Halcyon/Grand	Traffic signal
Bicycle Box	Do not include
Bicycle lanes	Class II, buffered where practicable
Green paint bike lanes	Include at conflict points (intersections)
Sidewalk deficiencies due to trees	Evaluate case-by-case. Remove and replace as appropriate

Attachment 2 outlines the advantages, disadvantages, and alternatives of these items for discussion.

**ENVIRONMENTAL REVIEW:**

On [July 25, 2023](#)<sup>5</sup>, the City Council adopted an MND for the Halcyon Complete Streets Project. The MND analyzed the environmental impacts of the Project in compliance with CEQA. Proceeding with design of the Project will have no direct or indirect physical impacts and does not constitute a substantial change to the Project such that revisions to the previously adopted MND are required. Thus, none of the conditions requiring subsequent environmental review called out in State CEQA Guidelines section 15162 or Public Resources Code section 21166 are present, and no further environmental review is required.

**PUBLIC NOTIFICATION AND COMMENTS:**

The Agenda was posted at City Hall and on the City’s website in accordance with Government Code Section 54954.2.

**ATTACHMENTS:**

1. Photos of Trees along Halcyon Road Affecting Sidewalk
2. Advantages/disadvantages/alternatives

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<sup>5</sup><https://pub-arroyogrande.escribemeetings.com/Meeting.aspx?Id=ba95ddc8-1575-42c7-ae71-5ba712dab1bc&Agenda=Agenda&lang=English&Item=35&Tab=attachments>