

II. EXISTING CONDITIONS

San Luis Obispo County has a population of over 250,000 and is located on the central coast of California, approximately half way between the Los Angeles and San Francisco metropolitan areas. Its seven incorporated cities range in population from 8,600 to 44,200, according to the 2000 U.S. Census. The population of the unincorporated areas is approximately 115,000 people. The County is characterized by mild climates and rolling terrain, making it a desirable location for bicycle enthusiasts year around.

Existing Bikeways

On October 20, 1992, the Board of Supervisors adopted an ordinance creating a new chapter of the County Code for establishment of Bikeways. The authority for establishing bikeways comes from the California Bikeways Act, Sections 2370-2394 of the Streets and Highways Code, as was mentioned in Chapter I. The County's Bikeways Ordinance adopts the same definitions of bicycle and bikeway as those used in the State code, and specifies that "bicycle lanes" shall have the design criteria, uniform specifications, symbols and traffic control which are prescribed by the State Department of Transportation (Caltrans). At that time, seven county-maintained roads were designated as having official bicycle lanes. Since that time, over 50 miles of Class II Bike Lanes have been added to the Bikeways Ordinance, bringing the total mileage to over 100 miles.

As other bikeway facilities are completed according to the recommendations of this Plan, they will also be added to the Ordinance, and appropriate signs, striping and markings will be installed. Table 1 shows a list of locations of existing facilities in the County. Around 40 miles of County roads are marked as Class III Bike Routes but do not appear in the Ordinance.

Bikeway	From	To	Class	Length
Avila Beach Drive	Ontario Road	Shell Beach Road	II	0.261
Bob Jones Bikeway	westerly terminus	easterly terminus	I	
Cayucos Drive	North Ocean Avenue	Highway 1	II	0.289
El Camino Real	Highway 58	Atascadero City Limit	II	4.590
Eleventh Street (Los Osos)	El Moro Avenue	Santa Ysabel Ave	II	0.676
First Street (Shandon)	Highway 41	San Juan Street	II	0.080
Foothill Road	SLO City Limits	Los Osos Valley Road	II	1.890
Higuera Street	SLO City Limits	Ontario Road	II	1.577
K Street	Tenth Street	Sixteenth Street	II	0.550
Las Tablas Avenue	Bethel Road	Florence	II	0.930
Lopez Drive	Orcutt Road	Hi Mountain Road	II	5.547
Los Osos Valley Road	SLO City Limits	Fairchild	II	7.823
Los Osos Valley Road	Rodman Drive	Monarch Way	I	0.338
Los Osos Valley Road/ Pecho Valley Road	Pine Avenue	Rodman Drive	II	0.834
Los Ranchos Road	Hwy 227	Country Club Drive	I	1.700
Main Street, Templeton	Gibson Road	Creekside Road	II	0.782
Mission Street	San Luis Obispo Monterey Road	Highway 101	II	2.299
O'Connor Way	Foothill Road	Cuesta College	II	3.210
Ontario Road	Avila Beach Drive	Bob Jones Bikeway	II	0.265
Orchard Avenue	Division Street	Southland Street	II	0.615
Orcutt Road	San Luis Obispo city limit	Avocado Lane	II	2.541
Palisades Road	Avila Beach Drive	Pismo Beach city limit	II	0.277
Pine Avenue	Los Osos Valley Road	Ramona Avenue	II	0.518
Pomeroy Road	Tefft St	Willow Rd	II	2.460
Price Canyon Road	Pismo Beach City Limits	Ormonde Road	II	2.577
Ramona Avenue	Pine Avenue	Fourth Street (Los Osos)	II	0.350
Santa Rosa Creek Road	Main Street	Coast Union High School	II	0.600
Santa Ysabel Avenue	Second Street (Los Osos)	South Bay Boulevard	II	0.990
Sixteenth Street (San Miguel)	K Street	L Street	II	0.070
South Bay Boulevard	Morro Bay city limit	Los Osos Valley Road	II	0.953
South Elm	Arroyo Grande city limit	Basin Street	II	0.356
Tank Farm Road	Higuera Street	Highway 227	II	1.505
Tefft Street	Las Flores Drive	Carillo Street	II	2.251
Tenth Street	Los Osos Valley Rd	Santa Ynez Avenue	II	0.271
Thirteenth Street, Oceano	Highway 1	The Pike	II	0.343
Willow Road	Highway 1	Pomeroy	II	2.500

Table 1. Existing Class I and II Bikeways

Bicycle-Related Accident Statistics

As background to the bikeways planning process, County Public Works Department staff has maintained a summary of all reported traffic collisions involving bicycles on County roads since 1988. Table 2 shows the results of that investigation. The summary shows that of all such accidents, the vast majority result in injury to the bicyclist. Of the bicyclists killed over this period, two were not wearing helmets at the time of their collisions. The summary shows that the bicyclist was the party at fault in nearly 70 percent of all such collisions, indicating the need to educate bicyclists on safe riding techniques. As well as making motorists more aware of their responsibilities.

Year	Type of accident			Total	Party at fault		
	Fatal	Injury	PDO*		Bike	Auto	Other
2004	0	14	1	15	10	3	2
2003	0	9	0	9	4	4	1
2002	0	13	2	15	8	6	1
2001	0	14	1	15	5	7	3
2000	0	10	1	11	4	5	2
1999	0	10	1	11	8	1	2
1998	1	13	2	16	8	6	2
1997	0	14	2	16	12	4	0
1996	0	16	0	16	9	6	1
1995	1	21	1	23	17	4	2
1994	0	25	1	26	17	7	2
1993	0	27	2	29	24	5	0
1992	0	34	0	34	28	5	1
1991	0	17	0	17	13	4	0
1990	2	19	1	22	20	2	0
1989	1	22	1	24	21	3	0
1988	0	23	1	24	15	9	0
Totals	5	301	17	323	223	81	19
Percent	1.55%	93.19%	5.26%		69.04%	25.08%	5.88%

Table 2. Collision Statistics

* Property Damage Only

Locations of Bicycling Demand

The County Public Works Department and the Bicycle Advisory Committee compiled a list of locations of high bicycling demand for use in preparing this Plan. The first step was a ranking of the County's population centers and major rural destinations. Table 3 lists that information.

Rank	Location	Population/Size
1	San Luis Obispo	44,200
2	Atascadero	27,600
3	Paso Robles	27,800
4	Cal Poly State University	20,000
5	Hearst San Simeon SHM/San Simeon SP	20,000
6	Arroyo Grande	15,900
7	Los Osos	14,400
8	Grover Beach	13,100
9	Nipomo	12,600
10	Cuesta College area	11,500
11	Morro Bay	10,400
12	Pismo Beach	8,600
13	Oceano	7,300
14	Cambria	6,200
15	Templeton	4,700
16	Diablo Canyon Power Plant	4,000
17	Montana de Oro SP	4,000
18	Cayucos	2,900
19	Edna area	2,400
20	Heritage Ranch	2,000
21	Santa Margarita	1,600
22	San Miguel	1,400
23	Avila Beach	1,000
24	Lopez Lake	1,000
25	Nacimiento Lake Resort	1,000
26	Santa Margarita Lake	1,000
27	Shandon	1,000

Table 3. Population Centers

The table lists all County communities over 500 population, according to 2004 estimated Census figures. Rural recreational destinations are listed by their "equivalent population," based on annual attendance. Other rural destinations are listed by their daytime populations. Figure 1 shows the locations and relative magnitudes of these destinations.

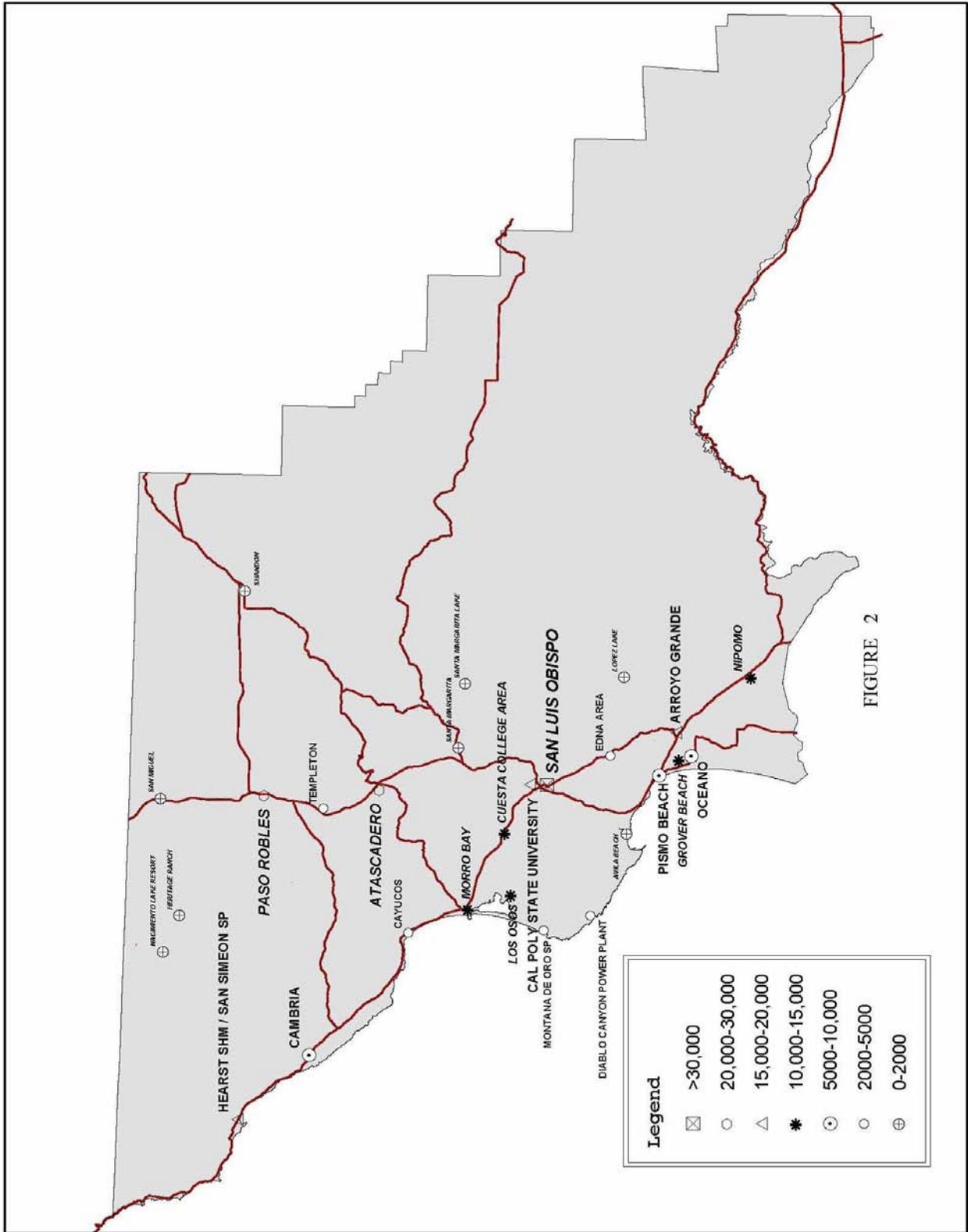


FIGURE 2

Figure 1. Population Centers

Chapter III includes maps detailing the trip destinations within the unincorporated areas of the county. In addition these maps include the existing and proposed bikeways thought the county.

Bicycle Usage

Existing Demand. The U.S. Census serves as the best source of information on existing levels of bicycle usage. Unfortunately, the census data only looks at work commute trips and excludes school related trips and recreational trips.

2000 Data

County total

Total number of workers	107,807	
Number who commute by bicycle	1,376	(1.3%)

Forecast Demand. As unincorporated communities expand and their commercial and business base develops. The number of associated number of bicycle commutes would be expected to increase gradually.

Based on the census data presented the forecasted goal would be to have 2% of all commutes by bicycle.

The Clean Air Plan, (San Luis Obispo Air Pollution Control District, 2001), includes bicycling and bikeway enhancements as one of its Transportation Control Measures. In this document, the stated goal is to shift 10% of short trips (trips less than 5 miles) from motor vehicles to bicycles. The Plan goes on to say that as "short" trips constitute half of all travel in this County.

Since this goal reflects all trips in a community and the 2000 Census data only reflects commute trips it is difficult to estimate the total percent increase in bike ridership that would be needed to meet this goal. However, there are types of trips that fall into the short trip category that can be looked at as areas were additional bicycle lanes, as well as education and awareness programs, will have the largest impact; local schools and business districts being two examples.

Regional Cities' Bicycling Plans and Programs

County Public Works Department staff conducted an informal survey of the bicycle transportation planning efforts ongoing in the County's seven incorporated cities, in order to plan for efficient connections between County and city facilities at city limits. Most cities have adopted Bikeways Plans or are in the process of adopting Bikeways Plans, with the majority of the plans being included in the Cities General Plan, Circulation Element. Paso Robles, San Luis Obispo, Grover Beach, Pismo Beach specifically had bikeways plans or draft plans available for the public to view.