

SAN LUIS OBISPO COUNTY BIKEWAYS PLAN



2010 UPDATE

<http://www.slocounty.ca.gov/PW/Traffic/BAC>

COUNTY BIKEWAYS PLAN 5 YEAR UPDATE

November 2010

(Adopted 11/23/2010 by the County Board of Supervisors)

Prepared by the County of San Luis Obispo
Bicycle Advisory Committee & the Department of Public
Works (Transportation Division)

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CHAPTER 1 - INTRODUCTION

San Luis Obispo County is located on the central coast of California approximately halfway between Los Angeles and San Francisco. Its seven incorporated cities (Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach and San Luis Obispo) range in population from 8,600 to 42,500. The population of the unincorporated areas and communities (Avila Beach, Cambria, Cayucos, Creston, Los Osos, Nipomo, Oceano, San Miguel, Santa Margarita, Shandon and Templeton) is approximately 108,000 people, with the total County population estimated at 275,000 in 2010. The County is characterized by mild climates and rolling terrain, making it a desirable location for bicycle enthusiasts year around.

The San Luis Obispo County Board of Supervisors promotes the increased use of the bicycle as a mode of transportation. The Board recognizes that bicycling enhances our quality of life by improving air quality, reducing vehicle demand, parking congestion and noise levels, and increasing physical activity for all ages.

San Luis Obispo County prepared the Bikeways Plan to identify and prioritize bikeway facilities throughout the unincorporated area of the County including, bike lanes, routes, parking, connections with public transportation, educational programs, and funding. The following chapters are included in the 2010 update of the San Luis Obispo County Bikeways Plan...

- **Chapter 1 - Introduction:** Plan goals, objectives, history, and requirements.
- **Chapter 2 - Bikeways:** Bikeway definitions, design standards (width, signage, striping), vehicle code regulations, and local planning documents.
- **Chapter 3 - Bicycle Circulation Network:** Bikeway planning, maps, existing and proposed facilities, safety analysis, demand, priority ranking, and funding.
- **Chapter 4 - Conclusion:** Mission and summary of public involvement.

BACKGROUND

On October 13, 1992, the Board of Supervisors adopted a Resolution establishing the Bicycle Advisory Committee (BAC). The BAC operates under the requirements of the Brown Act and is composed of two members from each of the five supervisorial districts. The BAC meets quarterly and is supported by staff from San Luis Obispo County Public Works, Department of Planning and Building, General Services Agency – Parks Division, and Air Pollution Control District. The Committee is also supported by staff from the San Luis Obispo Council of Governments, Rideshare, and Caltrans.

The County Bikeways Plan was originally prepared by the County Public Works Department and the Bicycle Advisory Committee in 1995 and is a "living"

document. It is subject to ongoing review and periodic updates by the BAC with recommendations from staff. Changes in existing conditions or proposed land uses may result in future modifications to the recommendations contained in this plan. Major updates to the plan are prepared every five (5) years.

The 2008-2009 San Luis Obispo County Grand Jury examined bicycle riding in SLO County. The Grand Jury recommended that, "The County should review and revise its *Bikeways Plan*, with the goal of setting priorities that will lead (to) the completion of one or more safe Class I and II bikeways that commuters can travel from their home neighborhoods to work (or school) and back."

The County Bicycle Advisory Committee and Public Works Department has implemented the recommendation in this update. A special effort has been made to prioritize linkages between City and County bikeways, especially those that provide access to regional destinations.

The Bicycle Advisory Committee has identified the following goals and objectives for the County Bikeways Plan Update:

- **Connect all Communities in the County with Bicycle Facilities**
- **Close Gaps in Existing Bikeways**
- **Identify and Break Down Barriers to Bicycle Commuting**
- **Prioritize Projects that Accomplish the Aforementioned Goals**

The BAC believes that the number of bicycle commuters could be increased if we could identify, quantify, and mitigate any perceived "barriers" that prevent people from bicycling. A major goal of the BAC is to deploy, analyze, and publish the results of a Bike Barriers survey. The survey and goals are discussed further in the Bicycle Demand & Barriers section of Chapter 3.

PLAN REQUIREMENTS

The County Bikeways Plan conforms to requirements of the California Bicycle Transportation Act (Streets and Highways Code Section 890-894.2). Section 891.2 of the California Streets and Highways Code specifies the elements required in a bicycle transportation plan as follows...

891.2 A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- **(a)** The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan. (Bicycle Demand & Barriers)
- **(b)** A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings and major employment centers. (Bicycle Demand & Barriers; APPENDIX B)

- **(c)** A map and description of existing and proposed bikeways. (APPENDIX A; APPENDIX B; APPENDIX C)
- **(d)** A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings and major employment centers. (Parking and Storage; APPENDIX C; APPENDIX E)
- **(e)** A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit vehicles or ferry vessels. (Multimodal Connections; APPENDIX C; APPENDIX E)
- **(f)** A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom and shower facilities near bicycle parking facilities. (Parking and Storage; Bicycle Circulation Network Recommendations)
- **(g)** A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation and the resulting effect on accidents involving bicyclists. (Bicycle Education, Outreach, and Safety; Bicycle Collisions; Bicycle Circulation Network Recommendations)
- **(h)** A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support. (Chapter 4 CONCLUSION; APPENDIX H)
- **(i)** A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting. (Local Planning Documents; Chapter 4 - CONCLUSION)
- **(j)** A description of the projects proposed in the plan and a listing of their priorities for implementation. (Bikeway Capital Improvement Projects; APPENDIX G)
- **(k)** A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area. (Costs and Funding)

() – Denotes section of the plan where the requirement can be found.

CHAPTER 2 - BIKEWAYS

The following chapter summarizes bikeway classifications, rules of operation, and design standards including local planning documents.

BICYCLE DEFINITIONS

BIKEWAY CLASSIFICATIONS

Per the Streets and Highways Code Section 890.4, a "bikeway" is defined as "all facilities that provide primarily for bicycle travel." The three (3) primary bikeway classifications are also defined below per the Streets and Highway Code:

- **Class I Bikeway (Bike Path):** "Provide(s) a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized."
- **Class II Bikeway (Bike Lane):** "Provide(s) a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted." Bike lanes typically provide for one-way bicycle travel adjacent to the motor vehicle lane.
- **Class III Bikeway (Bike Route):** "Provide(s) a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists." Bike Routes provide continuity to other bicycle facilities and have an advantage over alternative routes.

In previous County Bikeway Plans, **Class IV Bike Access** was also included. During the 2010 update the County BAC eliminated the non-standard classification. All Class IV facilities were evaluated and removed from the plan or modified to Class III Bike Routes.

Bikeway width, signage, and striping standards are discussed in the Controlling Documents section of Chapter 2. Vehicle statues are discussed in the California Vehicle Code section of Chapter 2.

ADDITIONAL TERMS

The following terms are also identified in the Bikeways Plan and are defined below:

- **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 through intersection control and limiting vehicle access.
- **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 or 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.
- **Channelization:** The separation or regulation of conflicting traffic movements into definite paths of travel by use of pavement markings (striping), raised islands, or other suitable means, in order to facilitate the safe and orderly movement of motorists, bicyclists, and pedestrians.
- **Multi-Use Trail.** A pathway or route designed and constructed to carry pedestrians, bicycles, and/or equestrians and commonly prohibiting or restricting motor vehicle access. Can also be known as “shared use paths.”
- **Shared-Lane Markings:** Also known as “Sharrows,” these are pavement symbols designed to improve the positioning of bicyclists on roadways with regular bicycle use. Sharrows can be used on Class III Bikeways with parallel parking to channelize bikes away from the door swing zone and on Bicycle Boulevards.

CONTROLLING DOCUMENTS

The State of California, Department of Transportation (Caltrans) is responsible for the design, construction, maintenance, and operation of the California State Highway System and also provides State standards for the design, signage, and channelization of roadways, including bicycle facilities.

Consistent standards increase the safety and usability of bikeways across jurisdictional boundaries. It should be noted that these are minimum standards and nothing precludes an agency from exceeding them.

HIGHWAY DESIGN MANUAL

The Caltrans Highway Design Manual (HDM) establishes uniform policies and procedures to carry out the highway design functions of Caltrans. The County of San Luis Obispo follows these standards per Section 891 of the Streets and Highways Code. Chapter 1000 Bikeway Planning and Design summarizes the bicycle planning and design criteria. Per the HDM, the following minimum width standards are required for each bikeway classification:

- Class I Bikeway (Bike Path): “The minimum paved width for a two-way bike path shall be 8 feet...”
- Class II Bikeway (Bike Lane): “... if no gutter exists, the minimum bike lane width shall be 4 feet. With a normal 2-foot gutter, the minimum bike lane width shall be 5 feet.”
- Class III Bikeway (Bike Route): minimum widths are not presented in the HDM. The County BAC recommends a minimum 1.5’ paved shoulder beyond the edge of traveled way.

The Highway Design Manual can be found online at:
<http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>.

CALIFORNIA MUTCD

The California Manual on Uniform Traffic Control Devices (California MUTCD) is published by Caltrans and is issued to adopt uniform standards and specifications for all official traffic control devices in California. The County of San Luis Obispo Public Works Department follows these standards on the County Road System per Section 21400 of the California Vehicle Code. Part 9 Traffic Control for Bicycle Facilities covers signs, pavement markings, and highway traffic signals specifically related to bicycle operation on both roadways and shared-use paths. The following signage and pavement markings are used on San Luis Obispo County bikeways in accordance with the California MUTCD:



- Class I Bikeway (Bike Path): No consistent signage or markings are used.
- Class II Bikeway (Bike Lane): Bike Lane (R81 (CA)) signage, bicycle symbol pavement markings, and 6" white edge line stripes are used on all existing Class II Bike Lanes. Share the Road (W11-1 & W16-1) warning signs are used on future Class II Bike Lanes with no existing bikeway designation.
- Class III Bikeway (Bike Route): Bike Route (D11-1) signage is used on all Bike Routes. On Bike Routes with speeds ≥ 45 MPH, Share the Road (W11-1 & W16-1) signage is also installed. 4" white edge line stripes are used on Bike Routes meeting all of the following criteria:
 - Speed ≥ 45 MPH
 - Volume $\geq 3,000$ ADT (average daily traffic)
 - Width $\geq 20'$

On Class III Bikeways designated as Bicycle Boulevards, shared lane markings are used.

Public Works is currently working on installing the aforementioned signage on all bikeways and it will be completed in the next twelve (12) to eighteen (18) months, depending on staff/budget availability. The following number signs were installed in the past five years (not including sign repairs):

- In 2005, 29 signs were installed on 12 roads.
- In 2006, 195 signs were installed on 38 roads.
- In 2007, 209 signs were installed on 31 roads.
- In 2008, 92 signs were installed on 30 roads.
- In 2009, 76 signs were installed on 28 roads.

Public Works will also implement new signal timing at all existing traffic signals within the next twelve (12) months to meet new California MUTCD Bicycle/Motorcycle detection requirements. Bicycle detector symbols will also be installed as needed.

The California MUTCD can be found online at:
<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/>.

CALIFORNIA VEHICLE CODE

The California Vehicle Code contains statutes relating to the operation of vehicles (including bicycles) in the state of California. Division 11, Sections 21100-21966 reference bicycles or bikeways.

In 2009, the SLO County BAC considered the use of motorized bikes on bike paths/bike lanes. The committee took no action, which is consistent with other local (San Luis Obispo City Bicycle Advisory Council) and state (California Bicycle Advisory Committee) recommendations. Therefore, motorized bicycles will continue to be prohibited on County Class I Bike Paths per the Vehicle Code.

The California Vehicle Code can be found online at:
<http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm>.

LOCAL PLANNING DOCUMENTS

This Bikeways Plan shares the goals of the County General Plan, Clean Air Plan, and local area circulation studies. In addition, when Specific Plans, General Plan amendments, or other large developments are proposed, the Bicycle Advisory Committee receives the referrals and provides input on bicycle circulation.

The County Bikeways Plan complies with the California Environmental Quality Act (CEQA). A copy of the Notice of Exemption is included in APPENDIX H.

SAN LUIS OBISPO COUNTY PUBLIC IMPROVEMENT STANDARDS

The San Luis Obispo County Public Improvement Standards establish the minimum requirements for the design and construction of any public improvement in the County of San Luis Obispo. Per the Public Improvement Standards, roadway cross-sections are designed based on the type of road (rural or urban) and the future average daily traffic (ADT) volume. A typical urban road section with greater than 5000 ADT would provide 5' of pavement for bike lanes and a typical rural road section with greater than 3000 ADT would provide 8'

paved shoulders. When a development is proposed that requires public improvements within or adjacent to the property, the County refers to the Public Improvement Standards as well as the County Bikeways Plan.

The San Luis Obispo County Public Improvement Standards can found at:
<http://www.slocounty.ca.gov/PW/DevServ/PublicImprovementStandards.htm>.

REGIONAL TRANSPORTATION PLAN

The San Luis Obispo Council of Governments (SLOCOG) is a voluntary joint powers authority representing the seven (7) incorporated cities in the San Luis Obispo region as well as the County. SLOCOG prepares the Regional Transportation Plan (RTP) which “acts as a blueprint for a transportation system that enhances our quality of life and meets our mobility needs now and in the future.”

The RTP is currently being updated and can be found at:
http://www.slocog.org/cm/Publications_and_Reports/Regional_Transportation_Plan.html.

SAN LUIS OBISPO COUNTY PARKS AND RECREATION ELEMENT

The Parks and Recreation Element establishes policies and programs to provide and maintain parks, recreation, and natural areas within San Luis Obispo County and supersedes the County Trails Plan. The Trails Advisory Committee (TAC) meets every other month and is an advisory body to San Luis Obispo Parks and Recreation Commission. The Parks and Recreation Commission meets monthly.

The County Parks and Recreation Element contains a network of Class I “Bike Trails” as well as “Multi-Use Trails.” The County Parks Department is the primary administrator of trails, including the planning, design, construction, and maintenance. Per the County Parks and Recreation Element, “A multi use trail may have originally been designed to provide a facility for bicyclists separated from other traffic, but trails often see greater use by pedestrians, joggers, and sometimes even equestrians. The planning and design of multi-use paths should therefore take into account the various skills, experience and characteristics of these different users.” There is significant value in Class I bike paths for new cyclists, especially young children who have the potential to become the next generation of bicycle commuters. Development of Class 1 bike paths also provides an economic value to the County through increased tourism and a recreational benefit to County residents.

Two way bicycle and multi-use trails have a 10’ preferred width. The County Bikeways Plan and the BAC support all the Class I Bikeways included in the Parks and Recreation Element. The Board of Supervisors adopted the County Parks and Recreation Element in December 2006, which can be found at:
<http://www.slocountyparks.com/information/parkprojects.htm#parksrecreationelement>.

BIKE PLANS IN INCORPORATED AREAS

The following cities in San Luis Obispo County have bicycle transportation plans:

- **City of Arroyo Grande:** The Arroyo Grande Bike Plan was adopted in November 2006 and is available at: <http://www.arroyogrande.org/city-hall/city-departments/community-development/planning/documents/>. The Arroyo Grande Bike Plan is not currently eligible for Bicycle Transportation Account (BTA) funding through Caltrans.
- **City of Atascadero:** Plan is currently being updated.
- **City of Grover Beach:** The Draft City of Grover Beach Bicycle Master Plan is currently being reviewed and is available at: <http://grover.org/pdf/>
- **City of Morro Bay:** Plan is currently being updated.
- **City of Paso Robles:** The Bike Master Plan was adopted in December 2009 and is available at: <http://www.prcity.com/government/departments/commdev/index.asp>.
- **City of Pismo Beach:** The Pismo Beach and Pedestrian Master Plan was adopted in June 2010 and is available at: <http://www.bikewalkpismo.org/>.
- **City of San Luis Obispo:** An update to the Bicycle Transportation Plan was adopted in May 2007 and is available at: <http://www.ci.san-luis-obispo.ca.us/publicworks/documents.asp#bicycle>.

CHAPTER 3 - BICYCLE CIRCULATION NETWORK

The following chapter summarizes the County's bicycle circulation network including existing and future bicycle facilities, education, demand, safety, and future funding priorities.

BIKEWAY PLANNING

The San Luis Obispo County Board of Supervisors has recognized that the greatest contributing factor to the environmental concerns of air quality, traffic congestion and noise levels is the reliance on the private automobile as people's primary mode of transportation. Bicycling is a viable and desirable option in a comprehensive system which must include all modes of transportation in order to meet the needs of the public as the County continues to grow.

The key element in encouraging bicycling transportation is the provision of a safe and efficient network of bikeways. County Public Works staff and the Bicycle Advisory Committee have developed a network of existing and proposed bikeway facilities throughout the unincorporated areas of the County. The facilities will serve bicycle travel within the unincorporated communities, connect population centers, and provide connections to Monterey and Santa Barbara Counties. The recommended bikeways have been designed to serve existing land use patterns as determined from the County's General Plan - Land Use Element.

The network of existing and proposed bikeways is summarized by road name in APPENDIX A. Projects deleted from the plan during the 2010 update are also included in APPENDIX A.

In order to enhance the viability of bicycle transportation along with adequate bikeways, auxiliary facilities such as bicycle parking and storage must also be provided. Additionally, the bikeway system must make efficient connections with other modes such as public transit, and bicycle transportation must be integrated into the relationship which exists between land use planning and circulation.

BICYCLE MAPS

Two (2) sets of maps are provided in appendices. The maps contain the following:

- APPENDIX B: Maps include land use per the County General Plan and the existing and proposed Class I, II, and III Bikeways.
- APPENDIX C: Maps include existing and proposed bikeways and bicycle parking facilities including existing restroom locations.

BICYCLE FACILITIES

Each class of bikeway has an appropriate application. The existing Class I, II, and III Bikeways are summarized by class in APPENDIX D.

CLASS I BIKE PATHS

The updated Bikeways Plan does not list all Class I Bikeways but fully supports all bike paths listed in the Parks and Recreation Element of the San Luis Obispo County General Plan. Class I Bikeways that are primary transportation corridors and have significant commuter potential are also included in the County Bikeway Plan and prioritized in the Bikeway Capital Improvement Projects section of Chapter 3. These routes parallel major transportation corridors including State Highways. The Class I Bike Paths will provide a direct route between destinations with crossflows by motorists minimized.

San Luis Obispo County's Class I Bikeways outside the road right-of-way, including the Bob Jones Trail, are almost exclusively administered and maintained by the General Services Agency – Parks Division. The Public Works Department and private groups such as homeowners associations also develop and maintain bike paths. An example of a project involving cooperation between the Public Works Department and the Parks Division is the Class I Bike Path in the road right-of-way on El Moro Avenue in Los Osos. Coordination between the Parks Division, Public Works Department, and private groups is a key component of Class I Bike Path development and maintenance.

The Parks Division can be contacted at SLOParks@co.slo.ca.us or by calling (805) 781-5930. The Public Works Department can be contacted at pwd@co.slo.ca.us or by calling (805) 781-5252.

The existing Class I Bike Paths and future interregional Class I Bikeways are shown in the attached bicycle maps. Additional Class I Bikeways are listed in the Parks and Recreation Element of the San Luis Obispo County General Plan.

The plan can be found at:

<http://www.slocountyparks.com/information/parkprojects.htm#parksrecreationelement>.

CLASS II BIKE LANES

On October 20, 1992, the Board of Supervisors adopted an ordinance creating a new chapter of the County Code (15.92.) for establishment of bikeways per the Streets and Highways Code. At that time, seven (7) county-maintained roads were designated as having official bicycle lanes. In 2010, there are approximately 61 miles of Class II Bike Lanes on 54 roads. An additional 120 miles of Class II bike lanes on 72 roads are proposed. The proposed Class II Bikeways are prioritized in the Bikeway Capital Improvement Projects section of Chapter 3. During the 2010 update, many future Class II Bike Lanes were also added as existing/interim Class III Bike Routes until funding is acquired for bike lane improvements.

Maintenance of Class II Bike Lanes is administered by the Public Works Department. Service requests can be submitted at:

<http://www.slocounty.ca.gov/PW/contactus/RoadWorkRequest.htm> or by calling (805) 781-5252.

State Highways, operated by Caltrans, are primarily interregional connectors within San Luis Obispo County. Outside city limits these routes generally do not have designated bikeway classifications and Caltrans strives for standard width shoulders (8'), where applicable, instead of Class II Bikeways. The County Bikeways Plan recommends standard width shoulders on all State Highways. The prioritization methodology for shoulder widening on these facilities is also included in the Bikeway Capital Improvement Projects section of Chapter 3.

Caltrans Service requests can be submitted at:

<http://www.dot.ca.gov/hq/maint/msrsubmit/> or by calling (805) 549-3111.

CLASS III BIKE ROUTES

Currently, approximately 91 miles on 81 County roads are existing Class III Bike Routes. In addition, 10th Street in Los Osos is designated a bicycle boulevard. These routes do not appear in the Bikeways Ordinance as CVC 21211 and other sections do not apply. Class III Bikeways require only signage to meet State standards, thus are not priorities for future capital improvements. There are only two (2) future Class III Bike Routes; all other Class III Bikeways are existing. Bike Route signage will be installed on Vaquero Drive when Duveneck Park is constructed and on Mesa Road when adopted into the County Maintained System.

Maintenance of Class III Bike Routes is administered by the Public Works Department. Service requests can be submitted at:

<http://www.slocounty.ca.gov/PW/contactus/RoadWorkRequest.htm> or by calling (805) 781-5252.

Per Caltrans, the Pacific Coast Bike Route on State Highway 1 is an existing Class III Bikeway and is shown on the attached maps.

PARKING AND STORAGE

In order to encourage people to choose bicycling for their transportation needs, secure and convenient bicycle parking facilities must be available at their destinations. APPENDIX E summarizes the 1995 and 2010 bicycle parking and storage inventories. The maps in APPENDIX C also show the general location of the existing bike parking and storage in the unincorporated areas of the County. Approximately 200 bike parking spaces were added between 1995 and 2010. Although over 13 spaces were added per year, there has been much variability with significant increases, and significant reductions, in many locations.

Per the Land Use Element, “parking lots with 20 or more spaces shall provide one bicycle rack space for each 10 (vehicle) parking spaces.” In addition to new development, proposed bike parking locations include beaches, parks, RTA

bus stops, Park and Ride lots, commercial areas, libraries, and schools. The proposed bike parking locations are also included in APPENDIX C and APPENDIX E.

Also important in encouraging people to choose bicycling, is the provision of water, restrooms, and showers. Restrooms are currently provided at most County Parks and other recreational areas as shown in APPENDIX C. Additional public restrooms may be provided at service stations, grocery stores, and other public facilities. County Parks with pools provide showers and changing facilities, but are only open Memorial Day through Labor Day. The recommended policy for providing shower, changing, and bicycle storage facilities is included in the Bicycle Circulation Network Recommendations section of Chapter 3.

MULTIMODAL CONNECTIONS

One way to facilitate bicycling is by providing effective links between bicycling and public transit. The San Luis Obispo Regional Transit Authority (SLORTA) provides bus service throughout the County in both the incorporated and unincorporated areas. The busses have racks on the front and rear allowing for 6 bikes each. At times, the demand is greater than the capacity of the racks. In this case, riders must leave their bikes or wait for the next bus.

Coordination with public transit systems is enhanced by the provision of bicycle parking at transit stops, park and ride facilities, train stations, and airports. The maps in APPENDIX C and inventory in APPENDIX E summarize the existing and proposed bicycle parking locations. Bike lockers are currently provided at the Las Tablas Road, Santa Barbara Road, and State Highway 58 Park and Ride Lots. Bike parking is also provided at the San Luis Obispo County Regional Airport and no train stations are located in the unincorporated area of the County. Future bike parking is recommended at RTA bus stops and Park and Ride lots.

The Regional Transit Authority and SLOCOG continue to explore ways to improve bikes-on-buses service. In 2008, Rideshare and SLOCOG conducted a bike transit survey via the internet and current transit riders. The survey recommended procedural, informational, and infrastructure improvements. All infrastructure improvements were in incorporated areas. For more information on the survey, visit:

http://www.slocog.org/cm/Publications_and_Reports/Home.html.

BICYCLE EDUCATION, OUTREACH, AND SAFETY

While the provision of safe and efficient bikeway facilities is important to encourage people to choose bicycle transportation, it is also important to get the word out about the benefits of riding, safe riding practices, and new facilities as they are implemented.

SAN LUIS OBISPO REGIONAL RIDESHARE

San Luis Obispo Regional Rideshare, a project of SLOCOG, is the “one-stop-shop” for transportation information. Rideshare staff is dedicated to reducing the number of single occupant vehicles on San Luis Obispo County’s roads. Rideshare offers many education, outreach, incentive, and safety programs including:

- **Bike Month:** Throughout the month of May, promotional and incentive events are held including the Online Commuter Bike Challenge, Executive Challenge, bike art, bike in movie, and bike breakfasts. Bike Month T shirts and buttons are also distributed.
- **IRideShare:** is a new online commuter resource for carpool, vanpool, and bike partner matching in San Luis Obispo County. The program also includes an Emergency Ride Home Program, Commute Cost Calculator, and incentive programs for participating employers. IRideShare is a component of Rideshare’s **Transportation Choices Program (TCP)** for employers and commuters.
- **Rideshare Month:** Rideshare Week has been expanded to Rideshare month and includes Ride the Bus for Free Week, Vanpool Week, Carpool Week, Bike and Walk Week, and the Commute for Cash Challenge, where participating teams are eligible to win their commute savings back in cash as well as other prizes.
- **Safe Routes to School:** Rideshare offers grants to schools who wish to establish a Safe Routes to School program to encourage walking and bicycling around schools. Rideshare works with the school and provides support throughout the process. Schools can also utilize the online commuter matching programs.
- **Workplace Bike Sharing Program:** Offers bikes and helmets to employer for employee use. The program also includes a safety education component.

Rideshare also produces the County Bikeway Map which fills the gap between the incorporated and unincorporated area of the County. The map also includes safety information and riding tips. Rideshare is currently working on updating and printing the maps.

For more information on Rideshare or their programs visit: <http://rideshare.org>

SAN LUIS OBISPO COUNTY AIR POLLUTION CONTROL DISTRICT

The San Luis Obispo County Air Pollution Control District (APCD) is a local agency that partners with the local communities and businesses and implements regulations and programs to reduce air pollution and reach air quality standards. Since motor vehicles contribute to over half of the air pollution in the county, the APCD also implements programs to promote alternative means of transportation, such as carpooling, telecommuting, and use of clean vehicle technologies.

In 2009, the APCD introduced a cooperative partnership known as **San Luis Obispo Car Free**. SLO Car Free promotes and provides tools to travelers on the pleasures and availability of traveling to our area without their cars, or by parking their cars once they arrive. By pledging to travel to or around San Luis Obispo without a car, visitors receive special incentives from participating hotels, restaurants, transportation services and attractions.

More information on the APCD and their partnership programs visit:
<http://www.slocleanair.org/>.

SAN LUIS OBISPO BICYCLE COALITION

The SLO County Bike Coalition is a local non-profit bicycle advocacy organization. The Bike Coalition is a primary source for promoting bicycle transportation throughout the County. The Coalition provides the following educational and outreach programs:

- **Bicycle Education Workshops** (Street Skills, Ride Right, & Brown Bag Seminars taught by League of American Bicyclists certified instructors)
- **Bike Forward** (bike mileage tracking)
- **Bike Kitchen** (bicycle education, camaraderie, parts recycling and do-it-yourself work)
- **Bike Valet** (volunteer service for events)
- **Bike Empowerment** (campaign with SLOCOG & Rideshare)
- **Kidical Mass** (venue for parents to teach their kids to ride safely)
- **Share the Road** (public service announcements)

For more information on the SLO County Bike Coalition visit:
<http://slobikelane.org>

ADDITIONAL PROMOTIONAL EVENTS

An added benefit of promotional activities is increased tourism. In addition to promoting “safe and legal bicycle riding for recreation and transportation,” the San Luis Obispo Bike Club, a non-profit organization, sponsors two Century rides each year as well as the Central Coast Classic. In addition, the Central Coast Double originates in SLO and several other long distance events pass through the County as well. The Great Western Bicycle Rally, with camping, riding, and competitions, has also been held in San Luis Obispo County for decades.

BICYCLE COLLISIONS

Table 1 summarizes the past five (5) years of bicycle collision data within the unincorporated areas of San Luis Obispo County. The average number of collisions between 2005 and 2009 was 12.4 per year, the average number of collisions between 2000 and 2004 was 13 per year. Overall, bicycle collisions have decreased slightly in the past 5 years.

Table 1 – Bicycle Collision Data 2005-2009

Year	Total Collisions	Type/Damage			Cause		
		Property Damage	Injury	Fatality	Bike Only	Bike at Fault	Auto At Fault
2005	7	-	7	-	-	1	6
2006	15	1	13	1	2	7	6
2007	11	1	10	-	-	8	3
2008	12	2	10	-	-	9	3
2009	17	3	14	-	1	9	7
TOTAL	62	7	54	1	3	34	25

Only 11% of bicycle collisions result in property damage only, 89% result in injuries or fatalities. The single bicycle fatality that occurred in the past five years occurred at dusk on a rural road. The cyclist was struck by a hit and run motorist and was not wearing a helmet.

The total number of bicycle collisions and causes continues to fluctuate. Between 2005 and 2009, cyclists were at fault (per CA vehicle code) in 58% of collisions with vehicles. This is a reduction from 1988 through 2004, where cyclists were at fault in approximately 69% of collisions with vehicles. It can be assumed that education and enforcement have led to the reduction. Safe biking, just like operating motor vehicles, requires constant education.

BICYCLE CIRCULATION NETWORK RECOMMENDATIONS

The County shall continue to support the completion of the bicycle circulation network as well as education, outreach, and safety programs through the following:

- Apply annually for Bicycle Transportation Account (BTA) funding for bicycle capital improvements.
- Apply each cycle for federal and state Safe Routes to School (SRTS & SR2S) Programs.
- Develop Bike Maps for commuter use in unincorporated areas.
- Develop comprehensive maps for unincorporated communities with existing and proposed facilities as shown in the County Bikeways Plan, Parks and Recreation Element, and local Area Plans.
- Encourage additional bicycle parking and storage facilities in the unincorporated areas at retail, office, school, public agency, and other locations as identified.
- Encourage Rideshare, APCD, and Bike Coalition promotional campaigns.
- Encourage enforcement of bicycle related traffic laws by California Highway Patrol.
- Work with school districts to develop safe routes to school as well as safe unloading/loading areas.
- Support Rideshare Programs including:
 - Bike Month

- IRideShare
- Rideshare Month
- Safe Route to School Program
- Support Ridshare staff in updating the San Luis Obispo County Bike Map

In addition, the BAC has requested that the County Planning Department explore the feasibility of establishing an employer-supported program where commuting or touring bicyclists can shower, change, and store their bicycles at athletic and fitness clubs and gymnasiums. The BAC recommends the following policy similar to the City of San Luis Obispo:

- Work sites, including multi-tenant work sites, with fifty or more employees shall provide showers and clothing lockers as follows:
 - Number of Employees 50-199, one clothing locker per 20 employees, two shower stalls
 - More than 200 employees, one clothing locker per 20 employees, four shower stalls
 - Full-length and well-ventilated clothing lockers are the preferred type of facility for storing personal gear and bicycling equipment.
- The County may require a particular land use to provide more than the minimum number of showers or lockers noted above when it determines that the use will generate higher demand for these facilities.

BICYCLE DEMAND & BARRIERS

The total County population is expected to grow from approximately 275,000 in 2010 to over 325,000 by 2035 (Source: Economics Research Associates 2009 for SLOCOG). In the past ten years, the unincorporated communities of Avila Beach, Nipomo, and Templeton have seen the most development. Nipomo is expected to continue to grow, while smaller areas such as San Miguel and Shandon will also see growth in future years. With an estimated population increase of over 20% and an employment increase of up to 40% in the next 25 years, bicycling in San Luis Obispo County will continue to grow.

Although County population is increasing, the average daily traffic volumes on arterials throughout the County remain similar to those observed in 2005, suggesting a reduction in vehicle miles traveled (VMT). The Federal Highway Administration also reports that Americans drove 12.2 billion miles fewer in June 2008 than June 2007, a drop of almost 5 percent.

The 2000 US Census found that 1.3% of the San Luis Obispo County commuter population commutes by bicycle. The 2001 San Luis Obispo County Clean Air Plan, compiled by the APCD, included bicycling and bikeway enhancements as one of its Transportation Control Measures with a goal to achieve a county-wide average bicycle mode share of 5% by 2005. It is unknown if this goal has been met and the 2000 US Census remains the best source of information for countywide bicycle usage. Using potential demand findings from a 2001 City of

San Luis Obispo Transportation Survey, **Table 2** summarizes the total existing and potential bicycle commuters in San Luis Obispo County.

Table 2 – Existing and Potential Bicycle Commuters

San Luis Obispo County		%	TOTAL
a.	Total Population (2000 Census)	-	246,681
b.	Commuter Population (2000 Census)	43.7%	107,807
c.	Bike Commuters (2000 Census - excludes school trips)	1.3%	1,376
d.	Non-Bike Commuters (2000 Census)	98.7%	106,431
e.	Non-Bike Commuters with travel time <10 minutes (2000 Census)	-	23,560
f.	% of non-riders respond to any inducements (2001 SLO City Transportation Survey)	91.7%	-
g.	% of non-riders that respond to bike plan improvements (2001 SLO City Transportation Survey)	54.4%	-
h.	Total Potential Bike Commuters (e x f x g)	10.9%	11,753
i.	Total Existing and Potential Bike Commuters (c + h)	12.2%	13,129

The 2001 City of San Luis Obispo Transportation Survey provides an estimate of the number of “non-bike riders” that would ride a bike for commute purposes if additional bikeways and parking were provided. Since the survey represented an urban incorporated city with different geography and demographics than the County, the Transportation Survey findings were applied conservatively to only non-bike commuters with a commute time of less than 10 minutes. With build out of bikeways in the incorporated and unincorporated communities of the County, the number of commuters by bicycle should exceed 10%.

Forty percent of the trips made in the United State are two miles or less and almost ninety percent are made by car (FHWA). It is assumed that the number of bicycle commuters could be increased if perceived “Bike Barriers” were identified and mitigated. The County BAC, along with members from the APCD, Rideshare, SLO Bike Coalition, and Cal Poly, have developed a Bike Barriers Survey. Goals of the draft survey include:

- Helping decision makers to recognize deficiencies and implement changes that will improve cycling as a more viable every-day transportation option;
- Supporting the missions of local agencies that seek to reduce vehicle miles traveled; and
- Providing statically valid background information for pursuing grant monies or other funding for proposed mitigation measures.

The draft survey prepared by the BAC subcommittee is included in APPENDIX F. A report based on the survey data would be produced summarizing the barriers, their priority and proposed mitigation measures. The Public Works Department is planning to pursue funding through the Community Based Transportation

Planning Grant Program for the Bike Barriers Survey. Stakeholder and public feedback will be sought throughout the survey process.

BIKEWAY CAPITAL IMPROVEMENT PROJECTS

BIKEWAY RANKING METHODOLOGY

Table 3 summarizes the bikeway ranking methodology developed by the BAC and staff. The following criteria were used to set priorities for funding of proposed bikeways:

Table 3 – Bikeway Ranking Methodology

Criteria	Condition	Points
Bikeway Need (50 points)		
Is it an Inter-community Route?	Yes =	10
Does it close a gap in existing bicycle facilities?	Yes =	9
Is it a Commuter Route?	Yes =	8
Is there no reasonable parallel existing bicycle facility?	If none =	8
Is it Consistent with RTP/PRE?	Yes =	5
Is it a School Route?	Yes =	5
Is it a Recreational Route?	Yes =	5
Existing Conditions (50 points)		
Is Existing rideable shoulder 0-2 ft?	Yes =	25
Is Existing rideable shoulder 2-4 ft?	Yes =	15
Is Existing traffic volume >10,000 ADT?	Yes =	15
Is Existing traffic volume 5,000 - 10,000 ADT?	Yes =	10
Is Existing traffic volume 1,000 - 5,000 ADT?	Yes =	5
Is Existing traffic speed > 50 mph?	Yes =	10
Is Existing traffic speed 35 - 50 mph?	Yes =	5
TOTAL =		100

Half the total points establish the “need” for the bikeway and the other half summarize the existing conditions “safety considerations” of the roadway. It was assumed that project cost or environmental difficulties have no bearing on the need for a bikeway project and those decisions can be made by staff and elected officials.

CLASS I BIKEWAY PRIORITIES

Table 4 summarizes the Class I Bike Path priorities for interregional routes of commuter significance. Since Class I Bikeways provide a separate right-of-way from motor vehicles, the facilities were ranked using only the Bikeway Need criteria (50 points possible). The detailed rankings are included in APPENDIX G.

Table 4 – Class I Bikeway Priorities

Roadway	From	To	Score
Connector	San Luis Obispo	Santa Margarita	45
Connector	Templeton	Atascadero	45
Connector (Bob Jones Trail)	San Luis Obispo	Avila Beach	37
Connector	San Luis Obispo	Pismo Beach	37
Connector	Cayucos	Morro Bay	37
Connector	San Luis Obispo	Arroyo Grande	37
Connector	San Luis Obispo	Morro Bay	33

The capital project priority list will be used to determine grant application candidates.

CLASS II BIKEWAY PRIORITIES

Table 5 summarizes the proposed Class II Bikeways with a score greater than or equal to 80. The entire list of future Class II Bike Lanes and the detailed rankings are included in APPENDIX G.

Table 5 – Class II Bikeway Priorities

Roadway	From	To	Community	Score
Hutton Road	Joshua Street	Highway 166	Nipomo	90
Joshua Road	Orchard Avenue	Hutton Road	Nipomo	90
Los Berros Road	El Campo Road	Pomeroy Road	Nipomo	90
Los Berros Road	Pomeroy Road	Highway 101	Nipomo	90
Orchard Avenue	Southland Street	Joshua Street	Nipomo	90
Price Canyon Road	Highway 227	Ormonde Road	San Luis Obispo	90
Theatre Drive	Main Street	Paso Robles City Limit	Templeton	90
Vineyard Drive	Bennett Way	Bethel Road	Templeton	90
Corbett Canyon Road	Deer Canyon Road	Arroyo Grande City Limit	Arroyo Grande	85
Corbett Canyon Road	Highway 227 (North)	Tiffany Ranch Road	San Luis Obispo	85
Corbett Canyon Road	Tiffany Ranch Road	Deer Canyon Road	Arroyo Grande	85
Los Berros Road	Valley Road	El Campo Road	Nipomo	85
Lopez Drive	Huasna Road	Cecchetti Road	Arroyo Grande	80
Main Street	Santa Rosa Creek Road	Highway 1	Cambria	80
Main Street	Ramada Drive	Theater Drive	Templeton	80
Main Street	Vineyard Drive	Gibson Road	Templeton	80
Pomeroy Road	Los Berros Road	Lyn Road	Nipomo	80
Pomeroy Road	Lyn Road	Willow Road	Nipomo	80
Thompson Avenue	Knotts Street	Highway 166	Nipomo	80
Thompson Avenue	Tefft Street	Knotts Street	Nipomo	80

The capital project priority list will be used to allocate future funding and determine grant application candidates. Future Class II Bike Lane projects that are currently under development by Public Works include the following:

- Division Street (Orchard Road to South Frontage)
- Hutton Road (SR-166 to Nipomo Creek Bridge)
- Hutton Road (Joshua Street to Vista Del Rio)
- Joshua Street (Orchard Road to Hutton Road)
- Main Street (Ramada Drive to 600' south)
- Orchard Road (Southland to Nancy Lane)
- Price Canyon Road (SR-227 to Corral De Piedra)
- Willow Road Extension (Pomeroy Road to Thompson Avenue)

The Public Works Department is currently designing a bike signal in Avila Beach. The traffic signal will be located on Avila Beach Drive at First Street and will connect to a realignment of the Bob Jones Trail.

CALTRANS BIKEWAY PRIORITIES

As previously mentioned, Caltrans strives for standard width shoulders instead of Class II Bikeways. Detailed rankings of proposed shoulder widening projects are included in APPENDIX G. The priorities are included in the Bikeways Plans for reference only. San Luis Obispo County will primarily be pursuing bikeways on County maintained roadways.

COSTS AND FUNDING

The Public Works Department maintenance crews expended between \$15,000 and \$35,000 annually over the past five years on the maintenance of bikeways including signage, striping, sweeping, and pavement repair. Currently an additional \$1,200 a month is spent on sweeping bike lanes by an independent contractor.

The following roadways projects included bicycle components and were constructed in the past five (5) years:

- Bennett Way (Las Tablas Road to Peterson Ranch Road): Class II Bikeway installed with new roadway. \$1,942,933
- Cambria Drive (SR-1 to Main Street): Class II Bikeway installed with flood mitigation project. \$3,382,068.
- El Moro Avenue (11th to South Bay Boulevard): Class II Bikeway installed from 11th to 12th. Class I Bikeway installed from 12th to South Bay Boulevard. \$488,516
- Florence Street (Las Tablas Road to Salinas Avenue): Class II Bikeway installed with pedestrian improvements. \$693,422
- Halcyon Road (SR-1 North to Halcyon Grade): Shoulders widened to 8' Class II Bikeway to be installed from ~The Pike to the Grade). \$896,287
- Hoover Road (Santa Fe Road to Buckley Road): New road with Class II Bikeway installed with Airport Runway Extension Project. Cost unknown.
- Los Berros Road (Pomeroy Road to Stanton Road): 4' shoulders

- installed. Mary Avenue (Tefft Street to Hill Street): New road with Class II Bikeway installed. \$803,507
- Main Street, Cambria (Cambria Drive to Old Grammar School): 4' shoulders installed. \$3,286,144
 - Oak Park Boulevard (Arroyo Grande City Limit to Equestrian Way): Class II Bikeway installed by development. Cost unknown.
 - Ocean Avenue, Cayucos (SR-1 to SR-1): Class II Bikeway installed north of Cayucos Creek Bridge and south of E street with overlay project. ~\$671,000
 - Orcutt Road (south of Avocado Lane): 4' shoulders installed with overlay project. ~ \$373,000.
 - San Luis Bay Drive Bridge (~300' north of Avila Beach Drive): Removed at-grade crossing with Bob Jones Trail. \$7,265,455
 - 10th Street (Santa Ynez Avenue to El Moro Avenue): Bicycle Boulevard installed. ~ \$25,000.
 - Thompson Ave (Tefft St to High School): Class II Bikeway installed. \$162,624.
 - Vineyard Drive (Bennett Way to Main Street): Class II Bikeway installed with Vineyard Drive Interchange Project. \$9,359,577.

The approximate cost of widening a roadway to accommodate two (2) 4' Class II Bike Lanes is \$500,000 per mile. The cost estimate includes the known cost of planning documents, environmental documentation, surveying, design, right-of-way, construction, inspection, and administration. All costs for construction activity are determined from typical experiences in San Luis Obispo County. Construction costs include clearing and grubbing, grading, paving, signing, striping, and mitigation. The cost per mile will vary significantly based on the existing conditions of a roadway. The total cost to build out the County Bikeways Plan would likely exceed \$60,000,000.

Many of the needed improvements are expected to be constructed by private development as County ordinance requires roadway improvements, including construction of pedestrian and bicycle facilities, at the time adjacent properties develop. Some of the recommended improvements are located in areas that are largely built out, typically characterized by older development that pre-date the current requirements. In such areas, the County will be responsible for identifying funding for the improvements, either from assessment districts, general funds, sales tax measures, or from federal or state grant sources. When feasible, shoulder improvements are also completed at the time of other maintenance activities such as Hot Mix Asphalt (HMA, formerly known as AC) overlays.

CHAPTER 4 - CONCLUSION

The Bicycle Advisory Committee promotes the expanded use of bicycle transportation by working together with County staff to develop the County Bikeways Plan; reviewing the Plan and presenting a recommendation to the Board of Supervisors for its adoption; by reviewing the policies and programs related to bicycling in the Circulation Element of the County General Plan and Local Coastal Plan and making recommendations on the goals and their implementation to the Board of Supervisors; and by reviewing the policies and programs related to bicycling in the Bikeways Element of the Regional Transportation Plan; and providing input to the Board of Supervisors on the goals and their implementation.

Prior to preparing the update to the County Bikeways Plan, all incorporated cities as well as the advisory councils in the unincorporated areas were contacted for input. After County BAC and Public Works review, the public review draft was placed online for stakeholder review. In August 2010, a community open house was held to facilitate comments, questions, and concerns about the plan. Representatives from the County BAC, City of San Luis Obispo, SLOCOG, and the Templeton Area Advisory Group attended. Following a three week public comment period, the County BAC voted unanimously to approve the Bikeways Plan Update. The Final Plan is a culmination of these efforts. Letters of support are included in APPENDIX H.

