

III. BIKEWAYS

The key element in encouraging people to select bicycling for their transportation needs is the provision of a safe and efficient network of bikeways.

This chapter discusses bikeway design standards, reviews the planning and evaluation process which was used to develop a series of recommended bikeway improvements throughout the County, and establishes priorities among the recommendations.

Bikeway Design Standards

The California Department of Transportation (Caltrans) has developed standards for three classifications of bikeways: Class I Bike Paths, Class II Bike Lanes and Class III Bike Routes. The County of San Luis Obispo uses these same standards for those bikeways which are already designated in the County Bikeways Ordinance, and will continue to use them as the minimum improvement standards for those projects recommended by this Plan. The following definitions are from Caltrans' Highway Design Manual, Chapter 1000 - Bikeway Planning and Design:

Bikeway means all facilities that provide primarily for bicycle travel.

- **Class I Bikeway (Bike Path)** provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized. The definition of Class I is nearly identical in the Streets & Highways Code. Figure 2 depicts the design standards for Class I Bike Paths, as presented in Figure 1003.1A of the Design Manual.

Class I bikeways can be implemented in phases if constrained by available funding. It is the recommendation of this Plan to consider acquisition of necessary rights-of-way or easements as a first phase. Such rights-of-way or easements could be developed with unpaved trails until such time as funding becomes available and demand is identified for construction of paved bike paths in accordance with the standards referenced above.

Figure 1003.1A

Two-Way Bike Path on Separate Right of Way

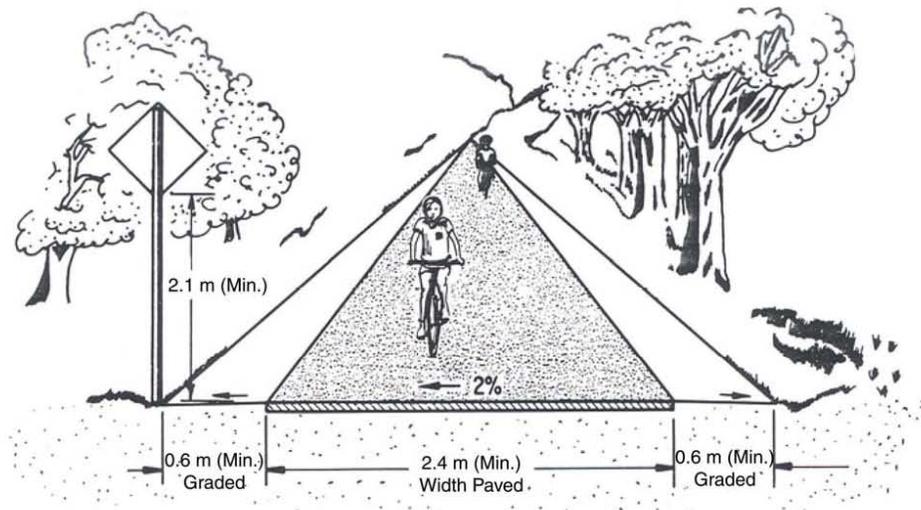
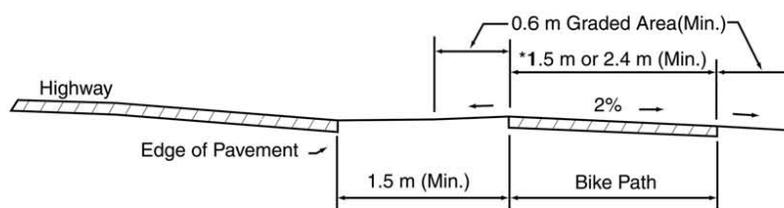


Figure 1003.1A

Typical Cross Section of Bike Path Along Highway



NOTE: See Index 1003.1(5)

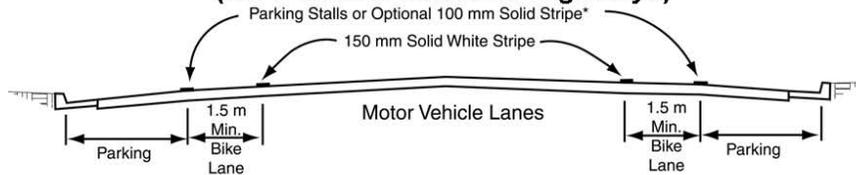
*One - Way: 1.5 m Minimum Width
Two - Way: 2.4 m Minimum Width

Figure 2. Class I Bikeway Design Standard

- **Class II Bikeway (Bike Lane)** provides a striped lane for one-way bike travel on a street or highway. Section 2373 of the Streets & Highways Code adds that these lanes are "for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians or motorists permitted." Section 21209 of the Vehicle Code clarifies this: "No person shall drive a motor vehicle in a bicycle lane ... except ... to park where parking is permitted." (That is, in a separately-delineated parking lane.) Figure 5 shows the standards for design of Class II Bike Lanes, from Figure 1003.2A of the Design Manual. The County will delineate bike lanes from parking lanes, where they exist, with either parking "T's" or a four-inch white stripe, as shown in drawing 1 of Figure 3.

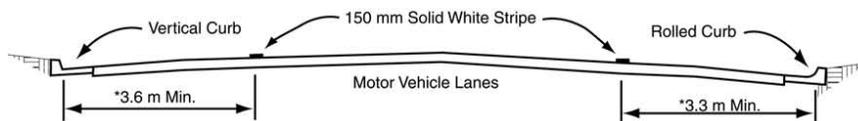
This Plan recommends that those rural roadways (both County and State) recommended for Class II bikeways be implemented in phases. The first phase would be the provision of wide paved shoulders which would comply with the dimensions in the cross-sections shown. High priority should go to those roadways which have existing wide shoulders along most of their length, with localized "hot spots" where the pavement narrows due to a bridge or other physical obstruction (one possible solution would be to detach the class II bikeway from the roadway for a short distance and rejoin the bikeway further down the road). These paved shoulders would be delineated with a white edge line at the time they are constructed. A second phase would be the installation of signs and pavement markings at such time as funding becomes available and demand is identified through the Bicycle Advisory Committee. Rural roadways are defined as roadways that are outside of a communities urban reserve line.

Figure 1003.2A
Typical Bike Lane Cross Sections
(On 2-lane or Multilane Highways)



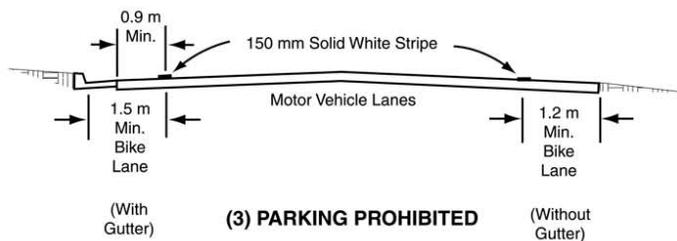
*The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

(1) STRIPED PARKING

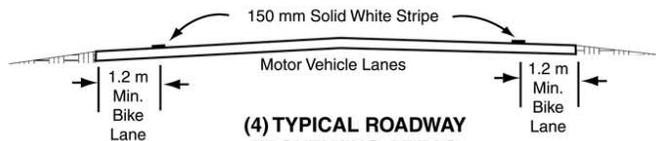


*3.9 is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

(2) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL



(3) PARKING PROHIBITED



(4) TYPICAL ROADWAY IN OUTLYING AREAS PARKING RESTRICTED

Figure 3. Class II Bikeway Design Standard

- **Class III Bikeway (Bike Route)** provides for shared use with pedestrian or motor vehicle traffic. Section 2373 of the Streets & Highways Code notes that Class III provides "a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists." In addition the County has a requirement at all class III bikeways on high speed or volume (3000 ADT) roadways have a striped fog line.

Additionally, a **Bicycle Boulevard** is a Class III bike route which is implemented with intermittent closures to motor vehicles - that is, barriers which bicycles can pass but cars cannot.

- **Class IV Bikeway (Bike Access)** is a roadway which has been identified as a satisfactory place to ride. These often are roads which travel to or through residential neighborhoods, or run parallel to major thoroughfares in rural areas. They share with Class III Bike Routes the characteristics of low traffic volume and low prevailing speed of motor vehicles. However, no specific improvements for bicycles have been provided on roadways with such a designation. It is recognized that these routes may lack adequate shoulders, and that bicycles will have little or no separation from the traffic lane.

The distinction that was drawn during preparation of the Plan is that Class III Bike Routes, which will have signs posted, are designated in places where they form a direct connection between Class I or Class II facilities. This will provide continuity for riders in the major corridors. On the other hand, Class IV Bike Access is intended to be communicated on a "Bike Map," that is, a map of existing bikeways. This category would inform potential riders that although there are no special improvements in place for bicycle travel, the roadway has been identified as a satisfactory place to ride because of low traffic volumes and speeds.

Class III Bike Routes and Class IV Bike Access are recommended for roads with low traffic volumes. These roads typically have volumes of less than 1,500 ADT (Average Daily Traffic). Unless otherwise started by the County Traffic engineer there roadways should have a striped fog line and a minimum of 1.5 foot shoulder.

Right-of-way acquisition

A copy of the current County Right of Way Policy regarding clearances for easements is in Appendix E

It is the County's policy that new bikeways be developed on public lands wherever possible. Where public lands are not available, or where significant environmental or economic impacts are identified, routing across private property may be considered only in the following instances:

- As funds are available, across those lands where a willing seller has been identified; provided that sufficient funds are available for ongoing maintenance

and the assumption of liability responsibility and insurance for as long as the public bikeway shall exist.

- As a condition of approval in conjunction with a significant development proposal or subdivision, excluding lands which remain in active agricultural production, i.e., crop production and grazing, nursery specialties, and specialized animal facilities, as defined by the Land Use Element of the General Plan; provided it can be clearly shown that the easement dedication being sought is in balance with the level of development being proposed.

Bikeways Planning and Evaluation

County Public Works Department staff worked together with the Bicycle Advisory Committee to develop a network of bikeway facilities throughout the unincorporated areas of the County. To aid in presenting the information, in the following sections, the bikeways have been classified as Regional and Local. Regional Bikeways are those which make connections between the County's population centers and major rural destinations, as well as connections to nearby destinations in Monterey and Santa Barbara Counties. Local Bikeways are those which serve bicycle travel within the County's unincorporated communities. These population centers and rural destinations were listed in Chapter II.

The bikeways planning process was first to identify these locations (and relative magnitude) of bicycling demand, then to identify corridors which connect to and through those points, and finally to evaluate the existing conditions in those corridors and recommend an appropriate bikeway facility.

In the appendices a series of maps (appendix a) and tables (Appendix B) which summarize the planning process and recommended bikeway facilities in each area are presented. The tables only describe the bikeways that would be in the jurisdiction of the County at this time.

The community maps also show the locations of local bicycling demand, including schools, parks and commercial areas. Note that the symbol for commercial areas is just a general representation of the approximate center of the business district. Please See Appendix C for a detailed list of bikeways and maps, broken down by community.

Priorities

Public Works Department staff worked together with the Bicycle Advisory Committee to prepare a set of criteria to be used for setting priorities among the recommended bikeway improvements (See appendix G). The criteria are as follows:

- **Consistency with other plans.** Projects rank higher which are consistent with other existing planning documents. These include the Regional Transportation

Plan, the Circulation Element of the County General Plan, the Clean Air Plan and the County Trails Plan. This category is scored from 0 to 4, tallying the number of other plans found consistent.

- **Land uses served.** High priority is given to projects which connect, or pass through, existing schools, parks and commercial areas. Lower priority is given to those bikeways intended to serve potential future demand. Regional bikeways, those which connect population centers through the rural areas, are ranked according to the magnitude of the centers they connect. This category and the next three are scored from 1 to 5.
- **Ease of implementation.** Higher priority is given to those projects which can be more easily implemented. This involves considerations such as environmental clearances needed, right-of-way required, bridge construction, etc.
- **Need for improvement along the route.** This category includes an evaluation of the corridor for such factors as traffic volume and speed, and width of existing lanes, for proposed Class II facilities; and distance and hazards involved in the necessary detour around a proposed Class I facility.
- **Cost.** Lower-cost improvements are ranked higher in this category. Such projects will provide the greatest amount of improvement in the shortest time, i.e., the most "bang for the buck," during the early stages of implementation of the Bikeways Plan.
- **Aesthetics/Recreation/Tourism Value (ART).** Members of the Bicycle Advisory Committee reviewed the list of recommended bikeways and evaluated each for its scenic qualities, recreational opportunities and potential to attract bicycle tourism. A score from 1 to 10 was possible in this category.

In addition an Environmental score will have to be looked at as priorities are set when funding comes from sources that require environmental documentation at the time that that grant is applied for. This causes a conflict since projects that would require additional environmental studies need to secure some funding from other sources. Due to this, projects with a lower environmental impact would be quicker to construct.

Each proposed bikeway improvement was given a numerical rating in each of these categories. The subtotal, without the ART category, has a maximum possible score of 24 points. The total possible score is 34 points. The total score is presented in the "Art Score" while the total without the ART elements included is represented in the "Score" column in each of Bikeways tables presented in Appendix B. Those bikeways already in existence, and those recommended for designation as Class IV Bike Access, are not scored.

Recommended Bikeway

Following is a description of the recommended bikeway facilities for several of the more significant corridors throughout the County:

Facility type. The tables and maps shown in the appendices identify which type of bikeway facility is recommended for each corridor. Except as noted below, the recommendation is for Class II Bike Lanes.

- **Class I Bike Paths** are recommended for the Highway 1 and 101 freeway corridors whenever a parallel local road is not available. Class I paths are also recommended for the Avila Bikeway well as Los Osos Valley Road west of Palisades Avenue and South Bay Boulevard from LOVR to Pismo Street.

Also included in this category are proposed Class I Bike Path along the Southern Pacific Railroad corridor between San Luis Obispo and Pismo Beach, and along the former Pacific Coast Railway corridor in the Nipomo Mesa area. These are included in this Plan as long-range recreational corridors which will require further study and lots of outside funding and involvement.

- **Highway 1 corridor From The City of San Luis Obispo to Cayucos.** At this time this section of roadway is marked as a Class II and has a substantial shoulder for most of the length, since Caltrans design standards call for a 8 foot shoulder. In the future it might be looked at developing a parallel route to this section as adjacent roadways and properties are developed. The parallel route would be a combination of Class II and III bikeways on parallel roads with Class I bikeways connecting them.
- **West Lodge Hill, Cambria.** It has been recommended to designate both Ardath Drive, and a roughly parallel Lodge Hill route as Class III bike routes, with Ardath to be implemented only upon installation of traffic calming measures. In the future A feasibility study should be done. Analyzing such options as providing improvements along the Lodge Hill Route, paving Fern Drive, designating other alternate routes (such as Berwick Drive), or creating a parallel Class I bike path along Ardath Drive for part or all of its length.
- **East-West Ranch, Cambria.** Part of this project is currently being developed by the Cambria CSD, this section would provide a connection between Windsor Boulevard and Cambria Drive. Development of a trail off of Main Street to Lodge hill is a project that currently is not being developed by any agency.
- **Santa Rosa Creek, Cambria.** The Cambria Community Services District (CCSD) has proposed construction of a Class I bike path along a district service road, parallel to Santa Rosa Creek. The path will consist of an 8-foot wide paved path, with two-foot gravel shoulders, extending 1.75 miles from Burton Drive to Windsor Boulevard. The path will include benches, a kiosk, an interpretive area, bike racks, a viewing platform and picnic facilities. Recently a bridge and portion

of this path was installed.

- **Tenth Street, Los Osos.** This project is completed except for some markings.
- **Pine Avenue/Broderson Avenue, Los Osos.** Pine Avenue is a north-south collector street serving the Cuesta-by-the-Sea neighborhood in the western portion of Los Osos. It had been improved with Class II bicycle lanes from Los Osos Valley Road to Ramona Avenue. However due to limited right-of-way width and close proximity of adjacent residences, front-yard landscaping has encroached into the bike lanes along much of the route. The recommendation is that development of Broderson Avenue as a Class I Bike Path to serve the same corridor. Until such time as the Broderson bikeway is constructed, the bike lanes on Pine Avenue need to remain in service.
- **17th and 18th Streets, Los Osos.** It is recommended to designate Class III bike routes on 17th Street/Mountain View south of Pismo Avenue, and on 18th Street north of Pismo Avenue. This will serve as an alternate route for those who do not wish to ride on the regional route on South Bay Boulevard. At the North end of 18th Street a Class I bikeway will need to be developed to connect the bikeway with Santa Ysabel Avenue.
- **Templeton-Atascadero connector.** There are local streets available which parallel Highway 101 in both Templeton and Atascadero. However, in the short segment between the two, the highway crosses Graves Creek and Paso Robles Creek, and no local streets make the same crossing. This Plan recommends the implementation of a Class I bike path parallel to Highway 101 through this corridor. Possible routings at the south end would be off of El Camino and Main Street at the north end, or sharing use of the existing railroad service road. Currently a residential development at the south end of the proposed bikeway has constructed a bicycle bridge crossing the railroad tracks for the bikeway to ultimately connect into. At this time there is no preferred alignment or funding available, the next project phase would be developing an environmental document.
- **Highway 41 - Salinas River crossing.** There is currently a Class II bikeway over the new Highway 41 Bridge and this crossing is important to the connectivity of bikeways to the east of Atascadero with the freeway and other access to the Cuesta Grade Trail. Although, the City of Atascadero is pursuing the construction of a crossing along the old Hwy 41 alignment that would include a class II bikeway.
- **Cuesta Grade.** Highway 101 crosses the Santa Lucia Mountains at a pass known as Cuesta Grade. This route serves as the major north-south regional and interregional transportation corridor. A separate trail has been constructed at this location utilizing parallel routes such as, Stagecoach Road and Cuesta Springs

Road and ties into Route 101 at the top and bottom of the grade, Caltrans also constructed a bike underpass as part of the Grade widening project to facilitate access to the parallel routes. There is also access over the grade using the 8 foot shoulders along the highway now that the shoulders are constructed to current state standards.

- **Santa Maria River crossing.** The City of Santa Maria, working in conjunction with the City of Guadalupe and the County of Santa Barbara, is proposing the construction of a Class I bike path atop the levee along the southern side of the Santa Maria River. This Plan proposes a connection between that bikeway and the intersection of Cuyama Lane with Hutton Road, adjacent to the Highway 101/166 interchange. This river crossing will also serve the purpose of providing for bicycle travel along the Highway 101 corridor where there are no parallel local streets.

At this location Caltrans and Santa Barbara Council of Governments are looking at replacing the 101 crossing of the Santa Maria River with a wider structure and a class I bikeway on the east side of the freeway, connecting the interchanges at Highway 166 to the north and 135 at the south.

- **Avila Bikeway.** The ultimate plan is to construct a Class I bike path along the alignment of the former Pacific Coast Railway right-of-way through the Avila Valley. The County Department of General Services, Parks Division, has constructed the segment between Ontario Road and San Luis Bay Drive. It is recommended that the County work with the developers to investigate improving the operation of the westerly end of the bikeway, by either installing a traffic signal at the intersection of Avila Beach Drive and San Miguel. Additionally, it is recommended to designate Class II bike lanes on Avila Beach Drive itself, for its full length, in order to serve destinations which take their direct access from the road, and therefore do not have direct access from the proposed bike path.
- **Highway 227/Los Ranchos Road bike path.** There currently exists a pathway, along much of the length of Los Ranchos Road, and along Highway 227 between Los Ranchos Road and Crestmont Drive. This pathway would need to be improved to current standards, as well as the construction needed to close the "gap" near the intersection of Los Ranchos and Highway 227.
- **Hacienda Avenue/Miraleste Lane connector.** As part of the subdivision of both the Rolling Hills area (Crestmont/Hacienda) and the Country Club Estates (Greystone/ Miraleste), an easement was reserved for emergency and public utility access which connects the two subdivisions. This connection would be in line with an extension of Hacienda Avenue from its southwesterly end near Machado Lane. The existing easement is not for public access, and this would need to be obtained from the appropriate parties at such time as the County might move forward with this project. The connector is seen as an important link

between the two neighborhoods, which would allow children to ride bicycles to Los Ranchos School from Rolling Hills without having to ride along Highway 227.