San Luis Obispo County Bicycle Advisory Committee
Agenda - Tuesday, May 13th, 2014, at 6:00 p.m.
San Luis Obispo County Government Center
1055 Monterey Street Room 161/162
San Luis Obispo CA 93408

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.

1. **Call to order/ Thank you**

2. **Recognize New District 1 and District 4 Member**

3. **Announce District 4 Resignation**

4. **Roll Call/Contact List**

5. **Public Comment**
   Members of the audience wishing to address the Board on pertinent matters other than scheduled agenda items may do so at this time when recognized by the Chair. Upon recognition by the Chair, please state your name and address. Comments are limited to three minutes. In accordance with the Brown Act, the Board cannot discuss any matter unless it is listed on the agenda, but may agendize such matters for consideration at a future meeting.

6. **Reports**
   a. Rideshare
   b. SLOCOG
   c. Caltrans
   d. APCD
   e. County Planning & Building
   f. County Parks
   g. County Public Works
   h. Bike Coalition

7. **Business & Discussion**
   a. Minutes of 2/11/2014
   b. Price Canyon Wall Design
   c. K Street in San Miguel
   d. ATP Committee

8. **Adjourn -** Next meeting – August 12th, 2014, 6:00PM

Agendas and Minutes are available on the web @ http://www.slocounty.ca.gov/PW/Traffic/BAC

STAFF REPORT

San Luis Obispo County Bicycle Advisory Committee
STAFF REPORT - Tuesday, May 13th, 2014, at 6:00 p.m.
San Luis Obispo County Government Center
1055 Monterey Street Room 161/162
San Luis Obispo CA 93408

STAFF RECOMMENDATION ON AGENDA ITEMS

a. Minutes of 11/12/2013
Staff Recommendation- Approve the Minutes of Feb 11, 2014

b. Price Canyon Wall Design
The Public Works Department is soliciting feedback from various advisory bodies on the aesthetic wall treatment for the Price Canyon Road widening. There is no formal advisory body for that area of the County. The BAC is being asked to participate based on cyclists being a substantial user of the corridor. Staff Recommendation is neutral.

c. K Street in San Miguel
The Parks Department is in the process of converting a section of K Street in San Miguel into a small park. One of the features of the park is a short segment of Class 1 path. Staff Recommends supporting installation of the Class 1 path to provide cycling and pedestrian connectivity through the closure.

d. ATP Committee
The Federal and State Government has completely restructured several long running Grant Programs. This restructure includes BTA Grants which has historically provided our County with a source of bicycle improvement monies. This program has been dissolved and incorporated into the ATP at the State level and TAP at the Federal level. These programs combine the former Bicycle Transportation Account, Safe Routes to School and Transportation Enhancement Programs into one large program. As part of that restructuring it is necessary for agencies to now prioritize these various projects against one another. In the past these programs were stand alone and could be prioritized separately. It is necessary for the BAC to decide what may be the best way to prioritize Bike Facilities, Sidewalks, Trails and other non-motorized modes of transportation. Currently the BAC has a well-structured approach to prioritizing Bicycle facilities and this could serve as a model for scoring a Master ATP (Active Transportation Plan). Staff recommends discussion in preparation for the upcoming Joint Meeting with the Trails Committee. Options to consider would be combining the BAC and Trails Committee and possibly SLOCOG's Safe Routes to School Task Force. These existing groups serve these needs separately but do nothing to prioritize a bike lane against a river trail.

San Luis Obispo County Bicycle Advisory Committee
Agenda - Tuesday, February 11th, 2014, at 6:00 p.m.
San Luis Obispo County Government Center
1055 Monterey Street Room 161/162
San Luis Obispo CA 93408

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.

1. **Call to order/ Thank you**

2. **Recognize Visitors and Guests**

3. **Roll Call/Contact List**

4. **Public Comment**
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5. **Reports**
   a. Rideshare
   b. SLOCOG
   c.
   d. APCD
   e. County Planning & Building
   f. County Parks
   g. County Public Works

6. **Business & Discussion**
   a. Minutes of 11/12/2013
   b. Class 2 Bike Lanes on Orchard from Joshua to South Frontage
   c. Potential Legislation Related to Motorized Bicycles' use of Bicycle Facilities
   d. Ramona Ave at 4th Street in Los Osos
   e. 2014 Calendar has November 11th 2014 meeting on Veteran's Day
   f. Signing a Bike Route from Arroyo Grande to Santa Maria

7. **Future Agenda Items**
   a. Public Works Draft Sharrow Policy
   b. Evaluation of Class II Bikeways Along Avila Beach Drive – Proposed by AVAC
   c. Bike count program update- Proposed by Robert Davis
   d. Review of design standard compatibility between the Bikeways and Trails Plans for Class I bikeways.
   e. Have an open house meeting in Los Osos to discuss the next BAC Update – LOCAC

Agendas and Minutes are available on the web @ http://www.slocounty.ca.gov/PW/Traffic/BAC

f. Agendize a discussion about the next BAC update schedule

8. **Adjourn -** Next meeting – May 13, 2014, 6:00PM

Agendas and Minutes are available on the web @ http://www.slocounty.ca.gov/PW/Traffic/BAC

San Luis Obispo County Bicycle Advisory Committee
Draft Minutes - Tuesday, February 11, 2014 at 6:00 p.m.
San Luis Obispo County Government Center
1055 Monterey Street Room 161/162
San Luis Obispo CA 93408

The Bicycle Advisory Committee (BAC) 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.

1.**Call to order/ Thank you**

2.**Recognize Visitors and Guests**

3.**Roll Call/Contact List**

BAC Members Present:

Josh Olejczak (Chair)

Barry Lewis (Vice Chair)

Dan Thompson

Robert Davis

Ed Goshorn

Myron "Skip" Amerine

Dale Sutliff

Staff Present:

Ryan Chapman (Public Works, Secretary)

Elizabeth Kavanaugh (Parks)

Ron DiCarli (SLOCOG)

4.**Public Comment**

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5.Updates and Reports (Members and Staff to Request Prior to Meeting)

a.Highway 1 Resurfacing, North of Cambria. –

Aileen Loe () introduced **Steve Price** () and **Dr. Li** (UC Davis). **Dr. Li** presented a power point presentation summarizing the studies of the chip seal roughness and proposed sand seal treatments.

Dr. Li and **Steve Price** answered questions from the committee and the public.

The UC Davis research is providing valuable information to for modifying pavement management practices in the future. With considerations for bicycle ride quality built into future guidance and contract specifications, similar controversy on pavement projects will be avoided in the future.

UC Davis measurements on Highway 1 this December will determine whether ' objective to smooth the surface to within an acceptable range for bicyclists has been achieved with the sand seal. Steve Price indicated that if the desired result is not achieved, further discussion would be in order.

No action is taken

6. e. Update on the Salinas River Trail Master Plan. – Elizabeth Kavanaugh, County Parks

Elizabeth Kavanaugh presented the Salinas River Trail Plan and discussed the next steps for the plans approval by SLOCOG. There is currently a public comment period open and this period will most likely stay open until Dec 11th. On December 4th, the plan will be presented to the SLOCOG Board.

No action is taken

5.b. Bike Barriers Survey – Robert Davis

Robert Davis presented a history of the bike barriers survey and announced that there will be a meeting to discuss the item at next Thursday's (November 21) SLOCOG CTAC meeting. The full SLOCOG Board should consider the report at the December meeting.

No action is taken

6. d. Request to Reclassify Pine Avenue from a Class III to a Class II Bikeway

Allisa Feldman discussed her request to re-classify Pine Avenue as a Class II in the Bikeways Plan. This included the fact that there are a lack of north – south Class II connectors in Los Osos and the Class III facility is not friendly to younger cyclists.

Ryan Chapman provided historical information about the classification of Pine Avenue and current repair efforts as part of the Los Osos sewer project.

Myron "Skip" Amerine motioned that Pine Avenue be reclassified as a Class II in the bikeways plan. This action was seconded by **Robert Davis**. The motion passed.

6.**Business & Discussion**

a.Approve the minutes of August 13, 2013 – Ryan Chapman

Ryan Chapman announced that prior to the meeting Dale Sutliff pointed out an error in the minutes. The heading is mislabeled as Agenda instead of Minutes.

Robert Davis Motioned for the approval of the minutes as amended. This action was seconded by **Barry Lewis**. The motion passed.

b. Election of Officers – Ryan Chapman

Ryan Chapman introduced the item.

Robert Davis motioned for the approval of the minutes as amended (Josh Olecjzak and Barry Lewis accepted). This action is seconded by **Dale Sutliff**. The motion passed.

c. Establish the 2014 Meeting Calendar – Ryan Chapman

Dale Sutliff motions for the approval staff's recommendation. This action was seconded by **Robert Davis**. The motion passed.

7. Future Agenda Items

a. Evaluation of Class II Bikeways Along Avila Beach Drive – Proposed by AVAC

b. A Proposal for the Use of Sharrows on County Roads- Proposed by County Public Works

c. Bike count program update- Proposed by Robert Davis

d. Review of design standard compatibility between the Bikeways and Trails Plans for Class I bikeways.

e. Have an open house meeting in Los Osos to discuss the next BAC Update – LOCAC

f. Agendize a discussion about the next BAC update schedule

8. Adjourn Until Next Meeting

Informational Item - Status of Ongoing Capitol Projects

b.Price Canyon Road

c.Templeton Road Widening

d.La Panza Road Widening

e.Vineyard Drive Bike Lanes

f.Los Osos Valley Road Widening

g.Update on the County Bicycle Count Program

h.Pine Avenue Resurfacing

i.Division Street Bikelanes

j.Bob Jones Pathway

k.Morro Bay to Cayucos Connector

***

1. Call to order

2. Introductions: Standbys; liaisons; staff; Ken Price, San Luis Bike Safety Director; Steve Fleury, ? Paso Robles, Chair of the Stakeholders Committee; Jeremy Ghent, County Public Works Transportation Planning Manager (filling in for Michelle Matson);

Lea Brooks, SLO County Bicycle Coalition; Jan Harper, LOCAC

3. We have a sheet that we like to update at the beginning of each meeting to see if there are any changes for the excel spreadsheet. Jeremy will take notes and update the sheet.

Changes: ? Skip or Dale or Dan (they all made changes to the list) said he made changes 3 meetings in row and it never got changed. He wants a different email address listed.

Jeremy said he can assure him that it will get changed.

?: Said to route the copy around and mark up any changes to it and give Jeremy a shot at making the changes.

Chair: We had a resignation since the last meeting (Greg Carroll). There is an opening in District. 1 so we should spread the word that replacement is needed. He let the Board of Supervisors know about the resignation. We wish him luck.

Pub Comment:

A couple of people from the public and public comments from members.

Mr. Davis: The City of Morro Bay has developed a bike route map for the City using GIS files from Rideshare. SLO Bike Club contributed $900 toward printing costs and The Morro Bay Tourism Bureau contributed another $900. They printed 2,500 copies. On one side they have a regional map and also have a bunch of bike safety stuff.

He said he presented it to SLOCOG last week and they really, really liked it. Particularly the bike safety stuff that came from Dan.

Karen Ray has asked him to help her develop a map for Nipomo. She will talk to the Nipomo Chamber to see how they want to participate and she is also going to contact Dan & Michael about it.

Other comment: ***

Steve Fleury, Paso Robles Stakeholders: I'm from Paso Robles and have the Bicycle Stakeholders Committee in Paso Robles which is a non-official body and they report to the Paso Robles City Council. They are having their first meeting on Thursday. He met Josh on Sunday on their Sunday ride and was invited to this meeting. One of his missions for Paso Robles is called connect the dots. He sees a lot of people doing stuff in good ways and half don't know what others are doing. His mission is to figure out who is doing what and how we can help them and they help us. Everyone has good ideas.

Would like to see list of all committees and when meetings are held. Just got from John Falkenberg?, City Engineer and asked to lend some support as they are removing some parking spots on Riverside Dr. bike lanes will go on both sides. City Council is probably going to have issues on that. He will have 25+ people to support at the meeting. He has a group of volunteers who will support issues and problems other organizations in County who have this. How do we coordinate this in the cycling world. Cycling tourism is growing. Paso Robles. He has a specific cycling page on the tourism website. It can direct outside people on where to go in Paso Robles. Looking for map like that. Can apply to be on that as a business. Map has already been done. Would like this commission to assist. Does business with Rideshare and SLOCOG. Wants information on how to do this. Connect dots. Listed some ???

Connect to on-road trails. How do they get information out. Letters to editor, continue to fight will help

Chairman: So you're recommending a clearing house (chair) Mar 4 meeting regarding Riverside Ave. and 14th St. striping for Class II, no bike lanes were put in. The reason for that is they need to finish something else first. Will re-stripe everything when the job is finished. Steve Fleury, North Coast Engineering on Creston Ave., Paso Robles is the place of the meeting on Thursday night.

Comments: none

Reports:

5. a. Rideshare: Tim Gillham, SLOCOG, said he was not given information on rideshare month. It is occurring in May. SLOCOG had bicycle and pedestrian improvement public hearing last Wednesday in the chambers. The only request he has received is for continued maintenance on Avila Beach Dr. Two items scheduled on business agenda b. & f. are Class II bike lanes on Orchard Ave. and Joshua St. to South Frontage Rd. and signing a bike route from Arroyo Grande to Santa Maria. Requested at the board meeting on Wednesday. He wants to follow up on those two items. He said it has been a slow year for requests.

Chair: W asked when the unmet needs hearing is. It was last Wednesday. Tomorrow is the deadline for the current study. Unmet transit needs is required and mandated. TDA funds comprised of Local Transportation Funds and State Transit Assistance Funds. STA can only be used for transit. LTF can be used by transit and street and roads if all unmet transit needs are met.

SLOCOG solicits bike and pedestrian improvement requests. They are not required to do it but have been doing it for 10 years. They use it for planning & programming purposes. It strengthens bicycle transportation plans. If you submit for bicycle transportation cal funds…if requests come to him, he documents for his study and other jurisdictions can use his study to strengthen whatever ap they want to submit.

Chair: That can be an emailed request?

Tim: phone call, email…he has supplied them with all the information. Tomorrow is the deadline for the current study, but he will take them year round.

Question: name? Who do you solicit from and where do you solicit? (general public, county people, cities)

Answer: If you're talking about the unmet transit needs, he strictly deals with the transit operators. If he is talking about bike pedestrian requests, he has a flyer that he submits to the majority of bike shops. He gave the coalition multiple flyers to distribute at Farmer's & ? . Red was aware of it and the bike club. He tries to get the word out as best he can. He thinks the coalition should be a one stop shopping (clearing house).

They did a lot of programming in December in multi-millions of dollars. A number of projects approved by the Board were bike related. Some funds went towards Price St. and, hopefully, will get some bike lanes on Price St. He will provide Jeremy with a list of projects all around the county.

Chair: A question came up from a LOCAC member – where does the funding for the improvements come from? i.e., property taxes, gas taxes?

Answer: None comes from taxes. The majority of funds that were programmed in December were from CMAC funds (congestion mitigation/air quality) because the eastern part of the county is out of attainment, that's what they call it. Their pollution is bad and it's not the result of San Luis County, it's the result of Bakersfield.

Comment: Andy Mutziger? Primarily the emissions are washing in from the valley and from the bay area down the Hwy. 46 corridor. It's also coming up from the south coast as well. There are sources that we have in our local area that do pollute and go that direction. One is the Hwy 46 widening project that is happening now in the western part of the county. There are a lot of construction emissions that impacts the eastern area that is out of federal attainment for ozone.

Tim: There were other funds that they programmed during the December board meeting. – State highway assistance – It's complicated - there is a federal funding program where the state receives the money and they wash it into a different color of money

and that they then program. There is urban SHA and regional SHA. Each jurisdiction within the county is allotted a certain amount of those funds based on population. SLOCOG, at its discretion, programs the remaining money for regional insignificant projects. They used to program transportation enhancement funds. That was with safety ? federal authorization? Now map 21, which is the new federal authorization. Transportation enhancements has been changed to active transportation funds.

?: The active transportation pool of money has been broken into two parts, part of it is directly allocated to California's regions and the other part is competitive? The urban regions got a little bit more than the rural regions.

They basically took a hit but with the CMAC funds they will have about $2m per year. He doesn't know what the length of time will be but it makes up for the loss in transportation enhancement funds.

Chair: T2000 funds and all those funds and acronyms that we have had since the late 90's, is that what this is morphing into?

Tim: It's Federal reauthorization, so at one time, safety ? , which is where we got the authorization to ? enhancement funds from and then safety ? went away for the new map 21 reauthorization, which includes active transportation. So T is no longer and transportation replaced it.

Chair: Is there still such a thing as the bike account from the State?

Jeremy: No, the BTA stuff (bike transp and the TE enhancements and safe routes to school have all been rolled into this ATE Program and ATP is a State program and the State and Feds like to do this with acronyms just to confuse people. It's called TAP at the federal level and its transp alternatives program and its active transportation program at the state level. You will see those acron used and the words will be mixed up. All that's from gas tax (highway user tax) and the TDA is from sales tax that's collected and also diesel fuel tax.

Chair: There was a question at LOCAC mtg that at some point people somebody had stated that local roads, roads that are not basically niblick? Roads are funded somehow in a different way and perhaps from property taxes, not from transportation taxes.

Jer: The only thing I can say to that is from a property tax standpoint, there is a small amount of general fund money transferred to the road fund county operations but that would be the only thing that would be in the county's control and discretionary with the Board. Last year it was about $3.5m of general fund money that was given to roads and road maintenance but that was primarily for preventative maintenance, pavement overlays, chip seal, slurry seal, etc.

Jer thinks that would be co-mingled and would include property taxes

b. SLOCOG: Which part????

c. : Robert Davis informed the Committee that the district director reported last week that they have completed the Pitkin's Curve rock shed on Hwy 1 to south of Lucia. That's an area where rocks come tumbling down onto the roadway. They constructed a concrete roof over the highway so the boulders now bounce directly into the sea without hitting the roadway and also constructed a very nice bike lane. Also, and SBCAG and SLOCOG had a ribbon cutting ceremony two weeks ago at Santa Maria bridge and part of that is a Class I bike path across the bridge with a nice physical barrier between bicyclists and automobiles, which not only keeps the cars where they belong, it also keeps their trash where it belongs. This is called a protected bike lane. Lois Capps and Katcho were there

Andy: Us 101 corridor? study???

can't understand what is said here

san luis area, pr area

findings incorporated

primary focus is traffic on frwy

late comer: emailed Dan with coalition and would like to get added to group not currently listed.

Representative had mtg last night not on list, though Steve made excellent point but has some communication issues.

Air distr stuff: briefed before that their dist adopted greenhouse gas and all ? Projects going thru environ quality

act dev ? have to sometimes can do onsite and times have to pay fee to air dist or other agencies to reduce equitable

greenhouse emissions.

Does it include construction? Yes, basically take construc emissions and amortize over life of project. SB? 375 has to

do

with ? 375 help our area meet targets set for our area. Capa tr prog for minimizing capa trade credits to address

their

overall impacts.... capa trade can go across borders and industry in calif can buy that. we want to try to reduce in

cal

we want to find proj in cal that will reduce greenhouse gases and that can ??? Greenhouse gas RX platform and certain

projects are loaded into that and companies can buy those credits. They are verified redemptions. as an air dist, we

are interested in having some local

?? the can use the cal RX platform that gets reductions somewhere in cal. we want some to reduce locally.

Some examples are electrification of Ag engines. Fuels brings gr hs emiss.

On the bike side, there are some poss that can be loaded into one in Pismo is entertaining a bike share prog. We

would

like to see it as a quantified measure. If Pismo goes thru. we could/?? could help fun those bike share prog.

There is a very large prog in bay area that goes a long way thru area

with kiosks. could do in slo with kiosks.

Another thing Dan has talked about is separated bike lanes. On roadways, instead of having quasi bike lanes, ? have a

sep bike

lane on other side . they have a tool for attitude?? trying to help people getting out of cars and on bikes.

The key for us is quantification. Not just build bike counters that could be integrated not expensive to create

change.

minim cost... good opportunity to promote bikes for gen use. would like to have g=group consider.

Can't hear comment

has sensors that count speed and one thing imp to bike shares is put counters to give solid info about bike

traffic.

Agreed: 3 options we could as air disst use for diff meas. for people to choose from to secure option needed.

Sb375 is legis state is working on to reduce ??? slocog sustainable? It's 2014 now and was in first mtg today.

process is going to move forward. Goal is to try to plan cities better include buses and bike lanes that are diff

than ? goal is to reduce ? done thru siper? to be done this month.

Bike mth: will sponsor bike commute day national. One aspect to gr hs is working with cities to reduce and create

strategies. will ask all to have energy stations in cities to help promote folks to get on bikes and commute.

In past has gone thru ??? goal is to get more involved to show folks they can do it if they want and promote

energy

stations. They are primary sponsor funding it.

will try to get bike shops, etc. to be there with slime. just beg to dev. it. bike safety checks helmet checks.

did presentation on what it takes to be a bike commuter and will hand out info.

chair: questioned ...construction sites having ??

andy: have not had a lot of rain and have a lot of dust because of no rain. One thing req is to put in grates to rumble

off dirt coming out of constr sites. Watering for dust, various things used

quest: does it happen ag zone? wants to supp ag as much as poss but require that they not mess up the roads.

Andy: it is area air dist looking at develop ag track out. will be going to their board for adoption.

quest: safety issue as can't ride bike on shoulder areas.

Skip: ? Los Osos Valley Rd. and Lopez Dr. through winery is very messy. ??? and Johnson St. looking for grates.

Andy: and co. has numbers to call.

quest: took co. had air park fixed???

remark: depends who you talk to. Tank Farm Rd. someone talked to Paavo and it happened. when a hazard needs immediate

attention, it takes perseverance to get done. co. may not have enough money for shoulder ?

Skip: it’s one thing to call, write letters and attach letters....

Jeremy: he is intr in Tank Farm Rd., prior to this job was road manager. he did not receive a request on Tank Farm Rd. to fix

shoulders

after Paavo requested they will be filling shoulders tomorrow. doesn't know where breakdown is. gave receptionist's phone number 781-5252.

If just emailing something or telling Ryan at meeting there is not redundancy in place. There is an extra step taken to get

Requests into the system.

???: spoke with someone from Co. and it was decided not to dump in crack seal and would be out tomorrow to fix. It is a

bottomless

hole.

Jer: Tank Farm Rd. to be addressed this week.

Andy: if for whatever reason what you're seeing 7811592 and they will issue enforcement staff to check out site.

can addr issue if track out is creating dust.

chair: so you do have some kind of admin connection with constr sites.

Andy: yes, does not include Ag sites.

chair: official term is "track out"

other comments:

rep co. parks: updates on . pathway octagon barn mostly class 1 had draft eir circulated. a lot of

comments

101 ?? have alternative to go under. wants to increase study.??? undercrossing altern. had comments re section of

trail Monte Rd. that prop owner at apple orchard wanted/// add

alter in to look at as pt of project. will take

a few mths and recirculate alt fin eir summer of this ye to have circulated. by end of year go to bd

once eir done go back... then match?

comment unable to hear

pks: land conservancy owns acq a lot of prop private prop will need to negotiate??? Will have to work with them

land owners donate? ????

??: impr on l turn lane to barn cannot occur until???

000

Pks: ??

??: negative as procede include staging area which is a part of the project. if that should happen and st impr

not in whether trail in or not. It sounds like we should not proceed until road improvement in and get a safe crossing

back out on Higuera St. are you going to look at)

pref to stay on east side. have funds so parking lot as long as don't path

so those two things can proceed? can't happen

l turn lane can happen prior to eir.

won't be

go south on Higuera St. as now? when on Dunbarten side to go south on highway any safety prov to

l turn lane a good thing to bring up

? since this is going to be a while before we have a Class 8 bike lane, take Ontario sign make it safer than now.

one sect north bound adding to Class II bike lanes go down through there whispering something

that is one alternative whispering over talking

what we could do with that from our end consult bike lanes plan.

score 65 high score 90 looks like it's about ? total score 65 way down list.

if we consider some of these improvements, it could move up because it's a connector.. might trigger that once

doesn't think we should proceed with staging area until have safe passage.

move on went out for proposal sect that connects MB with studio most is Class I in between EIR certified a

while back

move into and construction documents went out for RFP ?

so our team is reviewing proposal to go to the Board in next couple of weeks. questions on Morro Bay Templeton to Atascadero similar phase a

strip of

corridor and to connect Templeton to Atascadero a mile section. SLOCOG just completed will use to move forward with design

right of way and construction document getting ready to put out RFP in next month or so.

consistency of design

have standards at park and recreation element do have to meet standards highway manual standards Bob Jones component is to have

it widened. looking at feasible to as Bob Jones. In some cases not enough looking at as we have more activity on trails.

???

there are a few pitch points same as Salinas trail similar to size and shape

some areas do have other parts would have to look at ? Seriously looked at widening

draft should be out end of month

design funding?

do not have construction funding

Conclusion

chair: had some ?? about air quality in your district.

Jer: emailed planner M Wilson assigned and received reviewing draft ERI and had no information whether there would be any shoulder improvements along Hwy. 58. There is talk about whether ?

haven't seen status of review BAC provided input some time ago. what’s going to happen to Hwy. 58.

Jer 58 is issue was meeting in development services group.

?: find out if there is going to be cemetery mortuary fund established.

?": if there is going to be considered and if we will we be notified as to disposition of our recommendation.

planner with Air District: they are looking at responses that came in on the EIR just like they do on all projects and are preparing

letter just like they do on all projects, that happened, they will either be grouped or/// they are still working on the project. As he has seen it happen, the draft EIR will become an EIR at some point. Their response to comments

is an appendix to EIR. You should be able to see your response to comments and whether or not you agree.

That draft goes to supervisor for final adoption and at public hearing anyone can respond at hearing.

Sometimes comments that come in will be adapted in EIR.

They don't go back to commenter...

He had meeting with and was told that they were limited in what they could do and the local agency could put a more stringent on project and

will go back to Planning or Public Works. If all they do is provide internally, the county could say before this can turn into

A draft EIR, we want this as a mitigation to truck use. So, it's up to the county and at this point, they don't see much more than we have included. Even if it is a road, the county is the lead agency for the project..

jer: on the Sequa, the county it's not our project but planning could condition stuff. Public Works doesn't have the ability to condition stuff in the right of way. on Sequa project

Andy: If it can't meet the Sequa findings, then the applicant has to meet the? The road improvements have to be made. Then it has to go to to attempt to negotiate those road improvements. The applicant has to pay for those improvements to the mitigations

Elizabeth: What kind of leverage does BAC have? Because it

sounds like a safety issue?

Chair: we can only do what we have already done. We submitted a letter and our comments to the Board of Supervisors for the EIR. I believe that's what we did

Eliz: persistence

Chair: As this is your district, anything to report?

Distr: I'd like to report at the next meeting, but we're still working.

Jer: OK, would you like me to get someone from Planning here or would you like me to agendize the discussion?

??: get somebody from Planning or other organization to give us an update on the process.

Chair: So, that could be on a future agenda?

: yes, agendize it so we could deal with it some other follow up, if necessary.

?: do we know of any critical time line that's going to happen between this meeting and the next with respect to that project?

Jer: I don't have any info on it other than what I already said about it being in draft EIR phase.

?: we are already in the loop ?? They're going to have to go through ??

5. g. Chair: County Public Works

Jer: We've covered a lot and the only other thing is I had a note to mention was that Price Canyon Rd. had been funded. That will also include bike lanes along the Price Canyon Rd. widening project.

?: last update that was scheduled for 2015?

J: construction will start, it's a 2 construction season project. So it wouldn't be until 2016 that that project would be completed.

The bike lanes on Vineyard Dr. (a short project about a mile long) has been completed.

Templeton Rd. widening work is complete.

Business & Discussion:

6. a. Minutes of 11/12/2013 – approved and seconded by??? Unanimous

Dan: mark me as abstain because I was absent.

6. b. Class 2 Bike Lanes (PW) bike lanes on Orchard from Joshua to South Frontage. There is a lot of interest right now for that particular route. Some due just because it's a popular corridor. We've had several projects that have completed on that corridor. Hutton Rd. and widening of Joshua St. has been widened for Class II bike lanes, so this has become a little segment that is not widened because there is no shoulder or bike lane through that stretch and with the completion of the Santa Maria bridge crossing, there is a desire to somehow possibly entertain re-prioritizing that. It's actually a score of 90 if you look at the right now and so that would be at the top anyways, but I forget whether it's in a three-way tie with some other projects around the County. And, I just wanted to present that to you that there's been a lot of interest and didn't know if and when you'd like to take action to consider changing that prioritization.

?question: Of those projects that were ranked at 90, Vineyard Dr. has been done, so that's off the list. Price Canyon is now scheduled

so in his judgment, that's off the list. So, Theatre Dr., he's trying to recall, did that get funded or is it in the pipeline or what? That was another one on the top. We went back and forth between Theatre and Vineyard and we finally got Vineyard done.

J: Theatre is not funded.

?: So, Theatre Dr. is still on the list, so really now it gets down to terms of the top ? projects. Oh, and Los Berros Rd., so we've been picking away at it. Some of these improvements in the corridor, you've just identified as having been partially completed. So that's where we stand and I think we can see where we go from here.

J: Just a note to the group, there is a stretch on Hutton, I don't know if any of you are from down there that use that bridge that gets narrow, that's going to likely continue to be narrow but just north of that bridge, there's also a segment probably 600 – 800' long without Class II on Hutton Rd. up to Maria Vista (should this be Mar Vista Dr.?), a development that kind of stalled for a period of time. If you're familiar above the race way there. So, that's a missing segment on Hutton Rd. that still needs to be completed. And the longer segment is about 1.3 miles on Orchard Ave. from Joshua St. south of Southland St.

?: So, both would have to be done to have a completed corridor?

J: The bridge issue would remain until a point where that bridge was deficiently rated that would trigger highway bridge replacement funding for replacing that bridge and at that point, it would be widened to include the bike lanes. But, I think just to elaborate on the discussion, some of the comments that we received was, can we get something signed in an official route all the way from AG, the 5 cities area. One of the suggestions was down Thompson. I did point out in my staff report that that's not even classified currently in the bike master plan even as a Class III route on Thompson Ave. And, so the most complete route would include this stretch of Orchard Ave. Also, as far as coming down that route, you would have the ability to go from the Five-Cities area to Santa Maria Ave. with the completion of

the Orchard Ave. and that small section of Hutton Rd.

Chair: At this point, from Traffic Way in Nipomo on Thompson to where it turns into Los Berros Rd., that's a Class II. Correction: From Tefft St. to basically to Hwy. 101 that was….

J: Correct, from Tefft St. to the north past the high school and past Willow Rd. up to Los Berros Rd. would be a Class II. South of town from Knotts St. (Tefft St.)..and south to Hwy. 166, it's not good. The shoulder is in disrepair like the cracks on ..

comment by? (the cracks have just been fixed.)

J: Good, I knew Marty was intending on working on it.

Safety Director: That section on Orchard Ave. is really high on the list because of the bridge and the bridge now gives a direct route, as everybody knows, from SLO County to Santa Maria Co. and Santa Maria City, so when you come off the bridge and you go south, you hit Hidden Pines, which is ?? bike lane and you go out to ? road. It's a four-lane road and you go… all the way down past Hwy. 166. So, that site's not a problem. South bound on Orchard Ave. when you get to that 1.2 or 1.3 miles northbound is kind of a border. Southbound is virtually nothing outside the fog line and the reason I'd like that is not so much for myself, because he's a hard core bike rider, most in the club do it for fun. Trying to get people out of their cars is the whole goal to get more people going to work and if you have Class II bike lanes, If I was not an experienced bike rider, I would not take that route. I do once in a while because I just do, but it's a "white knuckle" ride for that part. So if you could fix that, then you could publicize to the public saying now you have a better route from SLO, Pismo Beach all the way down to the river and Santa Maria. Often I see Latinos on bikes around Santa Maria and I thinks, do they come across the bridge? Now, they can. But, first you have to let them know it's there and then you have to put up signs. There's no signage up on either end. Santa Maria knows about it and I talked to people in Santa Maria and they are going to take care of the signs. The north end is going to have to be the County's responsibility to

sign. So, that would be my #1 to do list. Get that done and then you could publicize to the general public that you have a much safer way to get to ?? Because you've got Pomeroy Rd., Willow Rd., Highway 1, Thompson Ave. up to Willow Rd., and it's actually not a Class II but you have all the way to the freeway where it turns into Los Berros Rd., it's a pretty good piece of road for ?? That's the whole point I'm getting at. We want to get people out of the cars, we've talked about it, whether it's pollution and what not, you've got to get the work done. Price Canyon's going to get done, which will be great. If you get Ontario Rd. done, that's another piece of the puzzle for that to be a Class I.

J: So, the whole purpose of this committee is to basically come up with those priorities, because there are a lot of unmet needs and sometimes there's even needs that are already met, like we were talking about earlier that should somebody be considering widening Bob Jones. And, that just delays these unmet needs from these connections that don't exist from happening. Because the funding only comes in at a certain rate for these projects and it's ? so that's where this prioritization is important and right now we've got a three-way tie and what our Board of Supervisors is going to be looking for is direction from this Advisory Group to say do we prioritize Orchard Ave. or is Los Berros Rd. and Theatre Dr is still fair game? Because I'm completely with you that the change ..you don't have to sell me on it because it completely makes sense. I think if you read my staff report, it kind of indicates that it makes sense to change the priority but it's really at the discretion of this group if you want to take action on it.

?Chair: I'd like to see if I can propose an action. The issue that you pointed out, Jeremy, is that we had a list of six and now we have a list of three. One is this Orchard Dr./Joshua Rd./Hutton Rd. Corridor, whatever you're calling that. One is Los Berros Rd. and the other one is Theatre Dr., which I was less clear about. I think this committee is all at the same score, so I think this committee needs to make a recommendation as to whether that's the way we're going to deal with it. The first priority in the bike lane is connectivity and the arguments I'm seeing on the corridor is it completes that connectivity in South County. We can't say the same thing completely for Los Berros Rd. and/or Theatre Dr., although it contributes to connectivity.

So, I think that whether tonight or next meeting, we could make a decision as to taking another look at these three conditions and determining whether we want to adjust the score or simply make a recommendation, scores, not withstanding, to the Board to proceed with one of the others. Because that's what we're up against. We should choose one of these three.

Michael?: question. Where do we go on Orchard Ave.? How do you connect Orchard Dr. to Arroyo Grande? I know you have to go up Tefft St., turn Pomeroy Rd...(interrupted by Jeremy)

J: The route that I know of that exists is you would take Orchard Ave. to Tefft St. to Pomeroy Rd. to Willow Rd. to Hwy. 1 and then Hwy. 1 would be a dedicated Class III for the bike plan and that would take you into the Five-Cities area.

Michael: Down Hwy. 1 down off the Mesa, again there are a number of areas that there are gaps that a novice rider is not going to go down Hwy. 1 off the Mesa. Jeremy, how close are we? I understand that Thompson between 166 and Tefft isn't even on the list but there is a fog line as you call it and some shoulder sounds like there has been some recent repair and then we run all the way up to Valley Rd, Thompson becomes Los Berros Rd. and there's Valley Rd. in Arroyo Grande. It just seems to me it's a much more direct route that way. I'm all for giving whichever one of these a number 1 priority today and moving forward with this.

J: I'd have to do the math but from just shooting from the hip, Michael, that section you're talking about and the gaps that exist on Los Berros Rd., you're probably talking 4 or 5 miles of widening that would have to take place and to get that amount of funding in one year is probably unlikely.

Michael: Put that aside and let's look at that straighter route somewhere in the future and in the meantime, the County's ready to act, we've got some pretty clear good intent. And, then the one bridge section that is over Nipomo Creek is 40 or 50'.

Jer: It's a short bridge and even for recreational cycling, you can look for a gap and go across the bridge.

?: A couple more points, any way you look at it, cost is an issue. Just as an aside, repaving on LOVR between Foothill Blvd. and Turri Rd was $800,000 to repave the bike lane. So, to my mind, doing the 1.2 section you would not have to repave the road. I went out there to look at it and that's fine. All you have to do is figure out how much it's going to cost to add 4' to each side. That's the cheapest way to go. Thompson Ave. is going to be expensive and you could actually do from Willow to the freeway on that section, mostly you could just re-stripe it and put the bike lane on there. I've looked at it and it's wide enough and you wouldn't have to widen it. From Nipomo High School up there is a Class II but it ends ?? But you could probably go all the way to the freeway and you could probably re-stripe that if you had to and put the bike signs and I'm not sure .. much of that that you'd have to widen. I can't guarantee it but I've ridden enough of it to know that most of it has 3 (??does it all have to be 4'? or can some be 3'?)

J: It cannot be 3', you can have 4' and call it a Class II but it's not a class II if you have 3'.

? I've measured a lot of places but that one I haven't measured specifically. The cheapest way is Orchard Ave. because you can go up to cross Tefft St. to Pomeroy Rd., Willow Rd. to Hwy. 1 to Halcyon Rd. Halcyon Rd., if they widen that very top steep section, it's a pain in the ass but that section (most of it) is wide enough for a Class II.

J: Since we're on that subject, there is a project to widen that section. It's going in as a safety grant because there have been a number of fatalities on that grade and so it scores very highly with those type of issues for the grants. There's some massive utility stuff: a pressure oil line underneath the ground there that has prior rights to the roadway, so we don't even have eminent domain to force them to relocate their utilities and we'd have to work around that. That's the Halcyon grade. There's big issues with that but Genaro Diaz from Public Works has the project and is going after it. So, we will see if we get the funding for it. My point on that is Halcyon Rd.

might get widened.

Chair: I'd like to move that this committee recommend to the Board that the corridor from Orchard Ave to the Santa Maria bridge via Orchard Ave., Joshua St. and Hutton Rd. be moved as a higher priority than Los Berros Rd. and Theatre Dr. We can provide background and rational, but that actually is what's in the bike plan and not the other discussion.

Seconded by?

No discussion

Unanimous vote

? Revisit the scoring on the other projects. Might be a future agenda item. We're not far away from having to redo the plan again.

6. c Jer: On the motorized bicycles I think in the staff report they were looking for comments on proposed legislation. In my staff report I wrote that this group would provide that directly. I was corrected after the fact that, as you know, a letter to the board with your position on that and then the board would take whatever action they felt necessary as far as providing information on this legislation that's proposed by Cheseborough?? to allow motorized bicycles to use, not only Class II bicycle facilities which is currently permitted as the shoulder ? A motorized bicycle can be in those lanes but to also use trails in Class I pathways. From a Public Works Deptartment standpoint, we would not necessarily support that legislation due to operational and maintenance concerns of operating those type of facilities. Parks might want to weigh in on that because they are the primary operator of Class I's and trails but from a Public Works feedback, our point would be that we would not support a change in the vehicle code that would allow both electric and gasoline motor vehicles to use Class I facilities and trails.

??: So, in the first paragraph on ?? it says ? adjacent to the roadway

unless prohibited by ? Is that?? Law prohibits the use of it and this Cheseborough wants to reword it so it requires that? Prohibited if they don't want motorized vehicles?

J: Correct, so we would have to take action for each of our facilities. If this bill were to pass, we would have to take action for each of our facilities ordinance to pass. We're not being forced to, it would just default to being allowed and then we could take separate action to say no there's no motorized vehicles on the Bob Jones Path.

?: We talked about this last month and we were in agreement that we didn't see any value in having motorized transportation on these trails except those that are adjacent to the roadway.

J: So you talked about it at the last meeting. Was this on the agenda for the last meeting?

Chair: It was two meetings ago or longer. It's not a new item.

Skip: I made a couple of copies and they only changed one word. They added one word. "Including," which is terrible English.

?: Is that actually the way it's printed? That's what the staff provided the top part is the original existing vehicle code statute section 21.207.5. And the second one here is the proposed language and he has not read but highlighted the word "including." Maybe they meant included, not including. This is a bogus document and it's not anywhere on the assembly or senate bills. He doesn't know where it's coming from and Chesborough's office, but it affects everybody and every municipality that has any kind of bike lanes or Class I facilities, to boot. He thinks we ought to basically

(interrupted by - ?:Does anybody have an argument in support of the proposed change?

?No

Mr. Davis: I move staff recommendation

Chair: second

No discussion

Vote unanimous

6. d. J: So the background on that is it's a geometric problem that the department has been aware of for a number of years. There's development potential in that area post sewer construction that would be condition to improve that geometry and so from that standpoint it hasn't been a priority of our department to spend any discretionary funds for roadways or the community of Los Osos on correcting that geometric deficiency because, although it exists and causes some confusion, it's basically a road that enters on a curve and so there is some sight distance issues there but there's no accident, no injury history on that intersection, but it is difficult to navigate and so I don't know if this came up through Jan or what the venue was but I guess, so our department's position would be that we continue to do nothing with the intersection unless you have a specific concern that would need to be addressed there at that location.

Chair: any comments?

Jan Harper?: When you're coming from Ramona Ave. west towards Fourth St., there's a stop sign. Coming down Ramona Ave. going on to Fourth St., there's not a stop sign. What it becomes, it becomes an issue with any kind of non-vehicular traffic because the shoulders are zip. We have a lot of sand out there. I think it's a safety issue because of the non-visibility. What we want to do, do we want to sign it better. I don't know.

Chair: Years ago, we invited Dan Burton to come out here and he actually looked at that intersection and he thought the short term fix was the triangle. As temporary as may be the construction device

where some vertical rods day glow color or something like that. I'm not sure exactly what they had in mind or something a little bit more permanent like a curb. But, he set a triangle there. What I've noticed happening to me is when trying to make a left hand turn on to Fourth St. onto Ramona Ave. after going up the hill from Sweet Springs is that I literally had twice two cars drive behind him as I was waiting. I was waiting for them and instead of going in front of me, they actually went into oncoming traffic and rode behind me to go around that. That was just my personal experience on that road. I was a little surprised but wasn't injured.

?: Are you talking about a pork chop, a raised ?

Chair: I tried to nail Dan down on that and he said Engineering would have a solution for that. He's an idea guy.

J: The triangle thing was relayed to us via email and I spoke with Dave Flynn about it and both of our background is traffic engineering and Dave asked what it was. If they have this triangle idea, let's try it if they know what it is, but, he and I didn't know precisely... We know what a pork chop is or a raised island to kind of delineate traffic, but, kind of this concept, but if there is some simple fix. One of the things that Ryan was working on was supplemental stop sign that he was struggling with having it meet warrants. That's something I can pick up and look at and do my own evaluation of, but I think stop signs are, you know from the external, stop signs are simple. Just put up a stop sign there but there's a huge process that we've got to follow for installing a stop sign. It's not always easy for us to defend as traffic engineers because the public doesn't appreciate the .?. It's just one more stop sign and it would just slow people down and everybody would be safer, but without going off topic anymore, I'd just a ?.

Chair: I give it back to you (Jan)

Jan: So, we have this gigantic project going on in Los Osos. Can we just know (whispering over her talking made it difficult to hear her) …can we raise it up? Let's do it someday before we all die. Prioritize it That particular space. The other thing is when you go down the

hill, the shrubbery…there's no stop sign down there when you're coming down Fourth St. That's a difficult corner. If you have a stroller, we have a couple of young women on the LOCAC, and when they're strollering around, not only the bicycles. But then if you have a stroller, a bicycle and a car, that whole area is really dangerous. Not to say it's the only place that's dangerous in Los Osos, but, that is a place that's highly…Sweet Springs is right there, it's a pass to go to Baywood. (Chair: It's one of the few sidewalks in Los Osos.) Jan: How do we push it up? Again it's a prioritizing thing.

J: Is this a bicycle concern or a LOCAC traffic and circulation concern or both.

Jan: I'm traffic regulation so I'm multi ?

Chair: I think it's a combination thing. I think we may want to look at this as the gestalt? And maybe as a District 2 rep, I will make a motion that we ask traffic engineering to take a look at this problem and see if we can come back with solution that will alleviate any safety issues to pedestrians and cyclists since it is a destination …that has sidewalks in it. It's favored by families and the community.

Seconded by ?

J: Is it the street or the intersection? Are we talking about the intersection or Fourth St. all the way down to the ?

Chair: I would say that we would have to take a broad look at this.

?: I would say Fourth St. all the way down to where it turns into Third St. because, again, we've got one stop sign and through left turn traffic which is almost ?.

J: I completely agree that the right of way is not clear and defined for whoever is using that intersection.

Robert Davis?: We have a similar intersection in Morro Bay which has kind of unique striping and signing at the corner of Sandlewood and Java that's a through left turn. If that would be of any assistance.

Chair: The spirit of my motion is to have experts look at it.

J: we can absolutely look at it and come back in May and give you a report with some exhibits on what some low cost options and what possibly the ultimate fix would be .. post funding source that would allow us to take reconstruction. It is a project that's identified in the Los Osos Capital project list. Much like you have your list, there's specifically a list for Los Osos that Jan is familiar with so it is a project listed on there and they can take a look at how that prioritizes for what funding would come available in the future.

Chair: Motion

Seconded? Unanimous

Chair: Calendar for next meeting and also may I interject here since we do have Parks and Rec here, we usually once a year have a joint meeting with your trails committee and we may want to put that on the radar because there was some confusion last year on that. Would this be one of those dates that would be convenient?

?: The November date?

Chair: Yes, the issue here is that it's falling on Veteran's Day.

?: can we bump it a week to the 18th?

Motion by ? Move the November meeting to the 18th.

Seconded by?

Discussion: Parks will check to see if the trail committee is available

for that date.

Unanimous

6. f. J: I believe it's covered. It was just another item that wasn't specific to the orchard, it's just getting the signing from…

Ken Price: I would suggest that we take a look at whether or not this should be a Class II or whatever from Hometown Nipomo down 166 which this is talking about.

J: Well, that was the request that came in and so yes, staff I didn't see that as a complete route that was open to discussion. The intent of the item was do we want to place signs to actually do a signed route from the five cities all the way down that actually says bike route. We sign bike lanes, we don't have a lot of signed bike routes. They are discretionary, so it is something our department would defer to this committee on installing them if you wanted them. I don't know that a motion to put them everywhere would be something we would be on board with, but something like this we would be in general support of. Our concern would be the incompleteness would be the hesitation to put the signing in place now and possibly lead somebody down to a choke down point.

Ken? I wonder if this is a concept that we could incorporate into our next update of the bike plan to have an element that talks about signed bike routes.

Chair: I agree

On our next update, one of the things we should do is an inventory of where we stand and where do we stand on the completion of these corridors. And part b of that would be what Red suggested ?? and how do we delineate these corridors?

Chair: Is that going to take care of our immediate concern today?

And, are we going to advise Public Works? Is there a motion?

?: …a clear route and that is part of the problem. Are we going to just start putting bike route signs everywhere. I think I like that idea as we consider that as we make our connection paths then how do we delineate those? I like that suggestion.

Member from the public: The point I was getting at as far as the bridge across the river is having a sign at the bottom of Thompson Ave. and Hwy. 166 telling people there is now a bike lane across the river and at the bottom of Hutton Rd. having a sign there that's crossing the river. The counterpart is the people there in Santa Maria said they were going to put signs up on the south end letting people know the bridge is??

J: OK, I think that was relayed to me from Dave Flynn a little bit differently. Wanting complete signage from the Five-Cities area. So, that would be something we could do.

?: the actual entry to the bridge is kind of hidden.

J: It is and I can understand the need for signs if people didn't know that they existed, they might think that they have to go to Hwy. 1 to get into Santa Maria.

? said, that's not their problem.

?: A nice route sign when coming into the County might be an idea.

J: So, basically, a sign at Cuyama Ln. and Hutton Rd., which is Hwy. 166, and over at Thompson Ave..

?: At Thompson Ave., you have to go under the freeway and unless you know it's there, people coming down are not going to have a clue because this is brand new. So, if you say bike lane across the Santa Maria River, or however you do it, go under the freeway and make a

left and you hit the bike lane right there.

J: You said there are signs on the other side? Oh, neither side has signs. I guess I'm just curious what the legend should be. I just want to be consistent to what the sign should be.

Kenon : Give me your card and I'll contact the people in Santa Maria and see if you could coordinate with them.

J: My intent would be to make them the same.

?: Ok, I'd like to so move.

Chair: What is the motion?

?: Motion to put the minimal signs as we just discussed to direct traffic to the bridge.

Chair: So, the minimal amount of signs needed to guide people to the bridge. And we will need to revisit our conceptual at another date or at the update.

Seconded by?

Unanimous

Future agenda items

Red?: I would like to have a discussion item on removing bollards on County bike paths and particularly on Collin Riley bridge. Presented attachments for agenda package and can send digital

Chair: Is this the one in Morro Bay?

Red?: Cayucos, Collin Riley Bridge across Old Creek Rd.

?: for us, it would be a policy County wide.

Chair: Do you have any examples where they used alternatives, Red?

Red: I have some alternatives we can use.

J: Removal of and use of bollards policy.

?: Discuss alternatives to fix metal

Chair: I noticed that we have removed them on LOVR at Pine St.

J: Correct. I was never sure why they were there. I didn't know what they did.

Jan: Does the County even have a bollard standard? If they just pop up are they consistent and is there a policy? How do they show up?

J: Right now what we should be doing is use the highway design manual; however, these bollards wouldn't be consistent with, and we can talk about that…I don't want to discuss stuff that's not on the agenda.

Jan: This consistent policy can be on your agenda item.

J: There is what I think is good guidance in the highway design manual, which is you start with signing and then you start with a yielding device and then, like if you still have vehicular access that would pose danger to cyclists, then you can move the fixed objects. And, so it's this progressive guidance that they give on how and when you should use these and I think our department has, like many departments, have just started with bollards to prevent access. There are some pedestrian bridges down in Nipomo Ave. off of Price

St. and Tefft St. that we did a safe routes to school project and we didn't put bollards in and then we had to go back and put them in because people were driving across these pedestrian bridges. It might get to that, I think my point is it might escalate but we should at least start with signs for the manual and then go to a yielding and look at some other possible alternatives that they also mention in there that would not pose as much of a hazard as a fixed metal object.

?: Like a sign that says no vehicles?

J: A sign that says no vehicles but they can still drive through.

Jan: I guess the question is, when you do your presentation next meeting, is how did the Cayucos Cemetery trail end up with this awful bollard? How did that happen and what was the process that led to that bollard being installed there?

J: I can look into that and, without knowing, is that your facility or PW's facility?

Shaun?: I think its PW's facility.

J: That bridge probably would technically support vehicular loads and, I don't know, it's speculation.

?: County Parks and Rec does have a detail of standard bollard that they use and typically, if a vehicle can fit through a spot, they're going to go so we typically put up a bollard to prevent vehicles from driving onto the bike paths.

?: If people are in a car, they're going to go wherever they can take their car.

J: That's been our experience.

Some discussion about a helicopter on ? alto

?: asked when they were going to start the plan update.

Chair: When is that scheduled? I don't have the date on that.

?: That would be in 2015.

?: It has to be adopted in 2015.

Chair: So we should put that on the agenda to start a draft.

?: I would recommend that we start in May. In fact, we had a future agenda item to meet in Los Osos to get it started.

Chair: Item 7. e. Open house

J: That was something in the minutes that I inherited from Ryan and I didn't really have an understanding and that's specifically why I didn't carry forward these agenda items because I just couldn't provide any…

Chair: It think, personally, that's more about when we start the update, that we get specific input from the different CSD's.

: part of a road show

J" That makes sense

Chair: and then we could coordinate that with LOCAC Jan?

Jan: Sure

Chair: So… you're thinking May would be the latest we could get this draft going?

?: We need to start doing something because if we're going to ask the Board to adopt our plan in December of 2015, it takes a long time to get there.

?: Here's the way to look at it, Jeremy is going to be here ?? and Michelle is going to be back for the November meeting.

J: August meeting.

?: Michelle was the one involved with this one, so it'll work out perfect.

Chair: OK, so future agenda item would be to start our update.

J: To start five year update. On that note, I was reading through the by-laws and there was an annual report due to the Board…

?: in December

Chair: So we should probably get our annual report approved by that date.

?: Usually the chair writes that in January to cover the events of the preceding year.

J: So, I think it should have been…technically by the by-laws, it says proposed schedule in the by-laws, so I don't think we're in violation of anything. That annual report should have been passed around at this meeting that we're sitting in right now. And I just read the by-laws before I walked over here.

Chair: How about if I emailed one around?

J: You're the chair.

Chair: I will do that.

?: I had an item that I requested to bike count program and what that was Jeremy was that Ryan was planning to place cameras around the county and did we give him high-volume areas to take some counts in ??

J: Yes, I've used the camera a lot so I'm very familiar with the process but I'm not familiar with if he's passed on any locations. I can check through the files…

>?: reported key sections throughout the county wherever it was that they would be documented and I don't recall what minutes they would be in. that's the last I recall Ryan reporting. It was going to get underway but I don't know what that translates to.

R: I'll have to check with our contact program to see if he has included bicycles. This isn't a camera program, it's a ? A lot of them is just t? counts. They're not counting bicycles. I'll have to look into it. I can still call Ryan.

?: To my recollection, Ryan said there would be cameras set up at these key places. We've gone over that somewhere in the last year.

Chair: 7. A. Sharrow

?: I talked to Dan a little bit about the sharrow policy and I think it would be good if you talked with Dan with the bike coalition because he got some reports that he might be able to couple with you and share it to the BAC on sharrows.

?: Discussion with the city bicycle committee on sharrows with

Monterey .. down to Santa Rosa there are sharrows and shared road signs and the indication was to replace the shared road signs with the ?? And as the sharrows deteriorate, they will move..from the right hand side of the road to the middle as a policy where there is parking on one lane. So, if there's a wide road way where a bike can.. and share the lane and still park..we can still have the offset sharrow to the right. But, where there is a lane with 11' or less, 12' or less, we still want that sharrow in the middle. So our policy ..upgraded to where you have these narrow lanes and there is no way to share the lane simultaneously, you need to have the sharrow in the center..

J: Does anybody know if the city has an adopted policy?

?: I think they do have an adopted policy and when you have .. on the item. You talked to Peggy Van? The staff to the city bicycle committee, so it would be really nice for all the cities and the county to have a consistent policy. So, no matter where you're riding within the county, the sharrows and signs are all the same.

J: And, I assume that the city is only using those on Class III bike facilities. That's kind of an obvious thing.

?: Right, and as Skip was just indicating, they're going to be changing their signs from share the road to bike can take the lane.

?: As an example, if there isn't enough rif, …there's no place to share the road.

J: Is anybody aware where there is a vehicle volume trigger for when they apply them?

?: Peggy knows

J: Clearly they don't have ? bike facilities so there's got to be some sort of volume related trigger, either vehicular or bicycles to say if there's over ? we're going to put sharrows on…

?: Yes because they're only on Monterey and Broad St. right now so that indicates high volumes of traffic.

Talking over each other…

Chair: Adam has a youtube out on that from when he was director and you might want to look at that. The coalition in San Francisco had one and he basically copied the San Francisco one. And, their policies, so, It was more of a promotional video but he did make some comments on the use that might link to something.

J" And so, we might have to adjust it because what you might find is San Francisco might have a 5,000 adt trigger and would not be on any of our roads.

?: It's not just limited to an adt trigger, or bike count, it has to do with width, too. If you cannot safely share a lane with a car and bike, in the same width, ..

Jeremy interrupted…

???

J: If there's room on the side, we would have a Class II.

?: Yes, in this case we would have parking and we're not going to take the parking away in the case in Monterey.

?: Another city is Long Beach and they're using a lot of sharrows. Long Beach has gotten very successful with their sharrows.

Chair: OK, 7. b.

?: Avila to Hartford Pier path, we are in the process of developing a concept … the road isn't wide enough to accommodate both a separated path and a Class II bike lane so the action was to amend

the bike plan to make it remain Class III along Avila Beach Dr. so you could accommodate separated use on Avila to Hartford Pier??? That was two meetings ago

?: There were two things that came up, one is the segment that you're talking about that goes out to Hartford Pier. In the last meeting, we discussed with Ryan, too, …Avila Beach Dr. up to Ontario Rd, which, because of the issues with the , whether or not that should be Class II and that sort of stuff. So, I think it's the full extent of Avila Beach Dr., not just that one segment.

J: It should be scored, Dale, somewhere that it's shown as a proposed Class II in the bike plan. It wouldn't likely score that high because of the parallel facility ??

?: Right, but that was one of the issues that we were going to discuss. So, it's yet to happen.

?: It needs to be clarified and get it on the agenda.

J: so I've got nine items at this point for future agenda

Chair: Bike count with Mr. Davis, trails plans ..we've got that for the agenda?

?: We should address that at the joint meeting.

?: The parallelism, … and the open house in Los Osos, we'll probably coordinate that with our plan update. So we'll do that. And then, 7. f. we have the BAC update schedule, which we've already discussed.

?: If we have a joint meeting with the trails committee, we'd better bring our sleeping bags with the agenda we just laid out there.

Chair: This is going to be up to them what they want to pick and it will come back to us. This is just for our next meeting.

?: So one topic could be for the joint and the rest for???

Chair: We'll save that for our next meeting. Is that understood?

J" so don't include that for May?

Chair: Yes, unless that becomes our joint meeting. Probably not, so I'd leave that off.

J: so the only question I have is the LOCAC one, would that also be eliminated in May?

Chair: If that's OK with you Jan? We'll save that until we're ready to do our ?

J: so d and e would be …I mean I would intend on carrying them over as listed as future agenda items. But, not as business items.

Chair: Motion to adjourn. Signal by walking out the door.