

San Luis Obispo County Bicycle Advisory Committee
Agenda - Tuesday, February 14, 2012 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.

6:00 – 7:00 PM BICYCLE ADVISORY COMMITTEE MEETING

- 1. Call to order/ Thank you**
- 2. Recognize Visitors and Guests**
- 3. Roll Call/Contact List**
- 4. 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 agendaize such matters for consideration at a future meeting.

- 5. Reports (Agency to Request Prior to Meeting)**
- 6. Business & Discussion**
 - a. Approve the minutes of 10/8/2011
 - b. Policy Regarding the Placement of Rumble Strips on County Roads
 - c. Discussion on Protected Bike Lanes
 - d. Discussion of Colorized Bike Lanes
 - e. Discussion of Complete Streets
 - f. Status of Class II Bikeway along Los Osos Valley Road
 - g. Status of the Unmet Bike Needs Requests
- 7. Future Agenda Items**
- 8. Status of Ongoing Capitol Projects**
 - a. Willow Road Phase 2
 - b. Price Canyon Road
 - c. Templeton Road Widening
 - d. La Panza Road Widening
 - e. Vineyard Drive Bike Lanes
 - f. Los Osos Valley Road Widening
- 9. Adjourn Until the Meeting of May 8, 2012**

**San Luis Obispo County Bicycle Advisory Committee
STAFF REPORT – February 14, 2012 at 6:00 p.m.**

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5. Reports

1. Rideshare
2. SLOCOG
3. Caltrans
4. APCD
5. County Planning & Building
6. County Parks
7. County Public Works – Bike racks in Cambria
8. BAC Chairperson
9. Bike Education Subcommittee

6. Business & Discussion

a. Minutes of 11/8/2011

STAFF RECOMMENDATION: Approve the November 8, 2011, minutes included in the agenda package.

b. Policy Regarding the Placement of Rumble Strips on County Roads.

Public Works has received a request to install rumble strips on Willow Road. One of the concerns that Staff had was how this would affect the cycling community and requested the input of the BAC regarding a policy for placing Rumble Strips on County Roads. Rumble strips are a proven method of reducing the number of run off road automobile collisions.

CalTrans has prepared a Design Information Bulletin looking at several issues with rumble strips including their effects on cyclists. These have been incorporated in the rumble strip details in the 2010 CalTrans Standard Plans, Sheets A40A and A40B (attached). These details address issues with rumble strips by requiring that a 5 foot area behind the rumble strip be made available where bicycles are permitted. This is reduced to 4 feet where bicycles are not permitted. The rumble strip is also designed so that if it is necessary, a bicycle can ride on it without losing control.

The CalTrans 2010 Standard Plans has been incorporated by reference in the County Public Improvement Standards. Staff feels that it would be beneficial to clarify that in locations where rumble strips are installed, adequate room needs to be provided along roadways that are class II bikeways. This would require a minimum 6 foot shoulder on these roads (5 feet for the bike lane and 1 foot for the rumble strip).

In the case of Willow Road the shoulder is 8 feet wide so the location would meet the proposed policy.

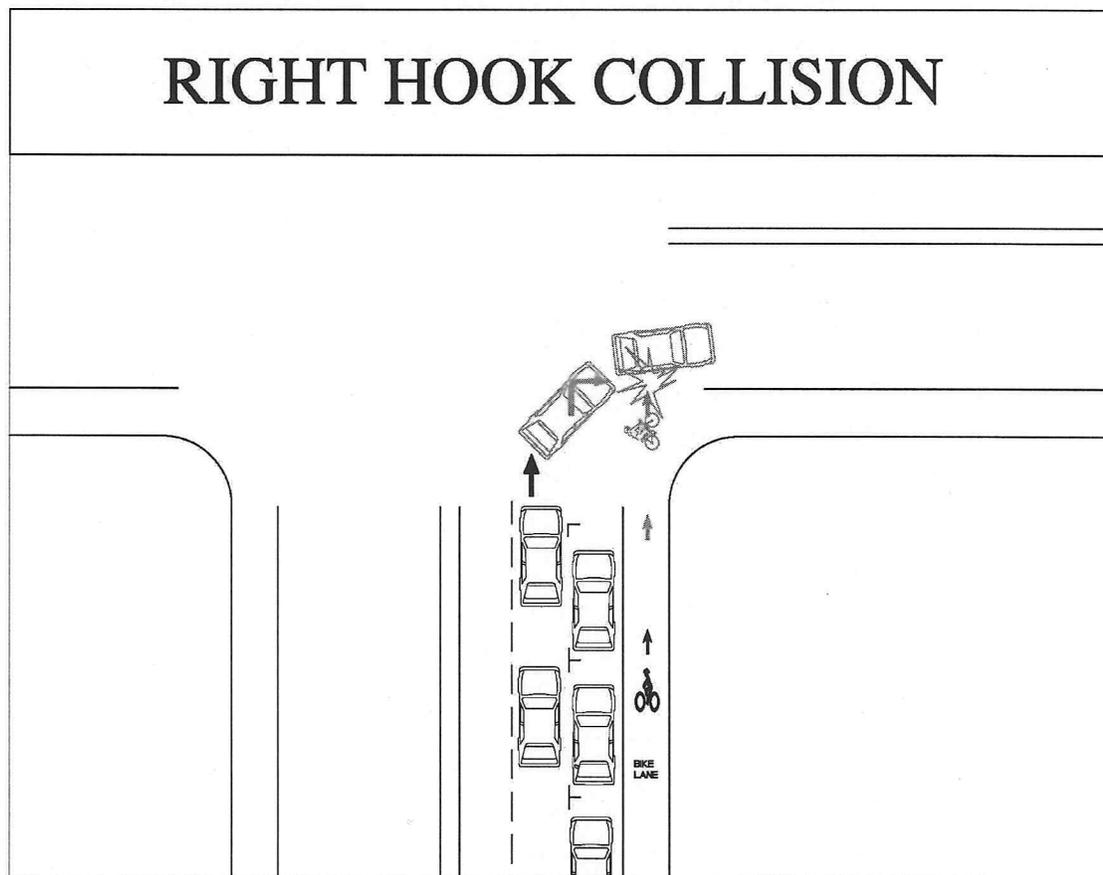
STAFF RECOMMENDATION: Recommend that the San Luis Obispo County Public Improvement Standards be amended to include language indicating that if rumble strips are installed on any County maintained road that is identified as a class II bike lane in the Bikeways Plan that a 5 foot bike lane be provided between the edge of pavement and the rumble strip.

c. Discussion on Protected Bike Lanes

Protected bike lanes are class II bike lanes that are separated from the adjacent travel lanes by a narrow median or, in some cases, automobile parking. These bike lanes appear to be beneficial in that they seem more bike friendly compared to traditional class II facilities and might encourage

more people to consider cycling as a mode of transportation. However, there are concerns about incorporating protected bike lanes on roads with several driveways since there could be issues with conflicts at driveways and intersections.

The concerns relates to the potential increase of right hook collisions at driveways and intersections. A right hook collision is a collision where an automobile makes a right hand turn in front of the bicyclist that is traveling in the same direction as the automobile (see diagram below). In order to reduce these collisions automobiles are required to merge into the bike lane prior to making a right hand turn (CVC §21717). Protected bike lanes eliminate the ability of automobiles to do this.



There are additional issues that need to be addressed in the design of protected bike lanes; including, the need to make the bike lane accessible to a street sweeper, the location of driveways along a corridor with a protected bike lane, and the CVC requirement that automobiles park within 18 inches of a curb.

STAFF RECOMMENDATION: Receive the report on protected bike lanes.

d. Discussion of Colored Bike Lanes

There has been quite a lot of discussion about colorized bike lanes in various news outlets. Currently, the FHWA has permitted several experiments where portions of a road are painted green to indicate that bicycles and automobiles both, use that portion of the road. These locations include the approaches to intersections where automobiles might merge into the bike lane, midblock locations where the bike lane shifts to the right to accommodate a right turn lane, bordering bicycle boxes, and other uses. The experimentation with this has been promising so far.

Colored bike lanes are also used as a cosmetic treatment to raise the profile of the bike lane. These are normally painted a terracotta or brick red and are not meant to supplement the normal markings and signage for a bike lane. The County recently completed a demonstration project using this color on two blocks of Ocean Avenue in Cayucos. This project included narrowing the travel lanes to 11 feet and painting the bike lanes terracotta as a potential method of reducing vehicle speeds on this stretch of road. Before and after speed data was collected. The results found that there was actually a slight increase in speeds after installation of the colored bike lanes.

Placement of the colored lanes can be achieved by one of two methods:

1. Paint – The paint method is normally used in locations where the treatment is short term since it wears off, however it is considerably less expensive than other methods.
2. Colored slurry seal – This treatment consists of resurfacing the areas with a colorized asphalt and sand slurry. It is more durable than the painted method and has been the Public Works Department's preferred method of coloring bike lanes where the treatment will be permanent, such as the El Moro Bikeway.

STAFF RECOMMENDATION: Receive the report on colorized bike lanes.

e. Discussion of Complete Streets

In 2008, Governor Schwarzenegger signed a law that ensures that roadways are planned and developed to accommodate all roadway users and transit modes. This action was part of a larger national effort called Complete Streets.

While the legislation is directed towards assuring that the Circulation Elements of local agency General Plans address these issues, the County has several plans and programs that already address these roadway users and transit modes. Including the:

- Bikeways Plan
- Sidewalk Ordinance
- Public Improvement Standards

- General Plan
- Various Community Plans
- Various Community Circulation Studies
- Various Other documents

In addition, these plans also look at the integration of several modes of transit; such as the Bikeways Plan's discussion of multimodal connections.

STAFF RECOMMENDATION: Receive the report on Complete Streets and discuss any language that the BAC would like to include in future Bikeways Plan updates.

f. Status of Class II Bike Lane Along Los Osos Valley Road (LOVR)

The east bound class II bike lane on Los Osos Valley Road between Pecho Road and Alexander Street was originally established as a class II bikeway between the hours of 9 a.m. and 8 p.m. In the evenings, this area was designated parking for the adjacent residences since there was insufficient width to accommodate both a class II bike lane and parallel parking on the road and there was not sufficient off street parking for residential uses.

The Los Osos Circulation Study has identified a project that would widen LOVR from Doris to Palisades and would include installing class II bike lanes. This would allow for sufficient width to accommodate all of the roadway needs.

As an interim solution, it appears that the westerly section of LOVR has sufficient width to add an additional stripe indicating the limits of the bike lane and remove the time restrictions on the lane. The location directly across the street from Monarch Elementary would be restriped in conjunction with the sewer to accommodate the bike lane and parking as separate lanes. In conjunction, these improvements would eliminate the parking on the bike lane from Pecho Road to Doris Avenue.

STAFF RECOMMENDATION: Move that staff review the striping of LOVR between Pecho Road and Doris Avenue and make necessary changes to remove parking from the existing class II bike lane.

g. Status of the Unmet Bike Needs Requests

At the November 2011 meeting the BAC approved a new policy for addressing unmet bike needs that came from the SLOCOG process. The process that was adopted is below:

- 1) All bikeway maintenance requests such as sweeping, pothole filling and shoulder repair should be reported directly to the County so that the issue can be addressed as soon as possible. These items can be

reported to us by phone at 781-5252 or through our website at <http://www.slocounty.ca.gov/PW/contactus/RoadWorkRequest.htm>.

- 2) If it is an item that is consistent with the bikeways plan, then a status update will be generated and added to the next BAC agenda as an informational item. A response may also be sent to the requestor as appropriate.
- 3) If the item is a new proposal or is not consistent with the Bikeways Plan the item will be forwarded to the BAC for consideration by the BAC.

The table below is a summary of the requests received from SLOCOG as of January 24, 2012, what category they are part of, and staffs comments. At this time there are no projects that are not already included in the bikeways plan. Any additional unmet needs that the County received will be added to the May BAC agenda.

Request	Category	Bikeways Plan Rating	Comment
Add bike lanes to Halcyon Road from Hwy 1 to AGCL.	2	NA	This is currently a class II facility.
Request to Complete the bike lanes on Price Canyon Road.	2	90/100	This is the Bikeways Plan and there is a project nearing construction that will partially complete these bike lanes.
Add a class I connecting Templeton and Atascadero.	2	45/50	This is in the County Trails Plan. County Parks is working on an environmental document for this project.
Request to repair pavement cracking on Creston Road.	1	NA	Public Works is addressing.
Request sweeping of Price Canyon Road between Ormonde and Hwy 227.	1	NA	Public Works is addressing.
Request a multi-use path connecting Pismo Beach and San Luis Obispo.	2	37/50	This is identified in the Trails Plans as the Juan Bautista de Anza Trail.
Request to complete the Bob Jones Trail.	2	37/50	This is in the County Trails Plan.
Request to Complete the class II bike lanes on Valley Road.	2	72/100	This is in the Trials Plan. The only portion that is not complete is the portion over the bridge just north of Los Berros Road.
Request to add bike lanes on Orcutt Road.	2	77/100	This is the County Bikeways plan.

STAFF RECOMMENDATION: Move that the BAC has reviewed the unmet bike needs presented above and concurs with Staffs assessment.

7. Future Agenda Items

8. Status of Ongoing Capitol Projects

a. Willow Road Phase 2

This project extends Willow Road from Thompson east to the current end of Willow Road at Hetrick Avenue and constructs a freeway interchange at the US 101 crossing. This project includes class II bike lanes and will provide class II access to Black Lake, The Woodlands, Nipomo High School and downtown Nipomo through Pomeroy Road. Construction is expected to be complete in October of 2012.

b. Price Canyon Road

This project widens Price Canyon Road just east of Highway 227 to the south-east approximately ½ of a mile and replaces the two bridges in this area. The roadway will be striped for class II bike lanes and the County is pursuing funding to complete the widening of Price Canyon Road between the City of Pismo Beach and this project. Construction is expected to be complete in December of 2012. The Public Works Department is also working on securing funds to continue the bike lane widening from the end of the current project to Ormonde Road. This would complete the bike lanes on Price Canyon Road.

c. Templeton Road Widening

This project will widen the shoulders on Templeton Road between El Pomar Road and Bluebird Hill Lane. The final roadway section will have 4 foot shoulders through this location but the striping of class II bike lanes would be delayed until there was a way to connect this bike lane to another class I or II segment. Construction is expected to begin in the summer of 2013.

d. La Panza Road Widening

This project will widen the shoulders of La Panza road between Ryan Road and Horde Valley Road. The final roadway section will have 4 foot shoulders through this location and continue to be a class II bike route. Construction is expected to begin in the summer of 2014.

e. Vineyard Drive Bike Lanes

This project will construct class II bike lanes along Vineyard Drive from Bethel Road to Bennett Way. With the completion of this project there will be class II bike lanes along Vineyard Drive from Vineyard Elementary to the intersection of Vineyard Drive and Main Street, creating a freeway crossing and accessing the business district. Construction is expected to begin in the summer of 2014.

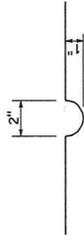
f. Los Osos Valley Road Widening

This project will add a two way left turn lane and address issues with a class II bike lane that becomes parking in the evenings along Los Osos Valley Road from Palisades Avenue east to Broderson Avenue. This will create a link between the east and west sides of Los Osos connecting schools, residential neighborhoods, and the business district. Construction is expected to begin in the summer of 2013.

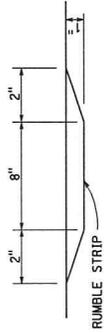
9. Adjourn Until the Meeting of May 8, 2012

DISTRICT	COUNTY	ROUTE	POST MILEAGE	SHEET NO.	TOTAL SHEETS

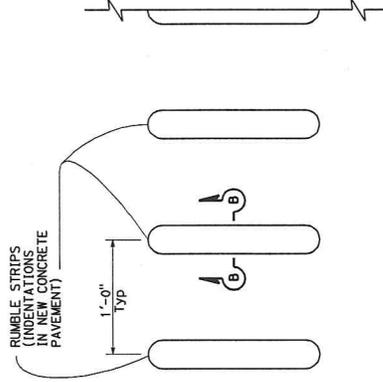
Paul A. Copeland
 REGISTERED CIVIL ENGINEER
 MAY 20, 2011
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
 COPIES OF THIS PLAN SHEET.



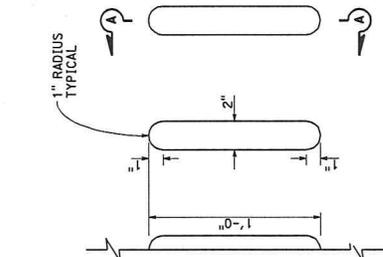
SECTION B-B



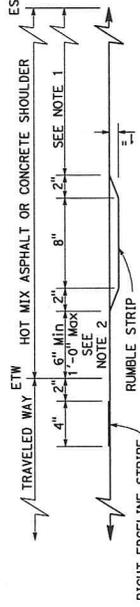
SECTION A-A



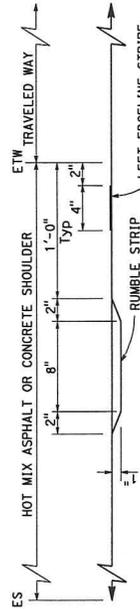
PLAN
CONCRETE PAVEMENT
ROLLED-IN INDENTATIONS
DETAIL B



PLAN
HOT MIX ASPHALT SURFACING
ROLLED-IN INDENTATIONS
DETAIL A



RUMBLE STRIP PLACEMENT
RIGHT OF DIRECTION OF TRAVEL



RUMBLE STRIP PLACEMENT
LEFT OF DIRECTION OF TRAVEL

TYPICAL ROLLED-IN RUMBLE STRIP SHOULDER PLACEMENT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SHOULDER RUMBLE STRIP DETAILS ROLLED-IN INDENTATIONS

NO SCALE

A40A

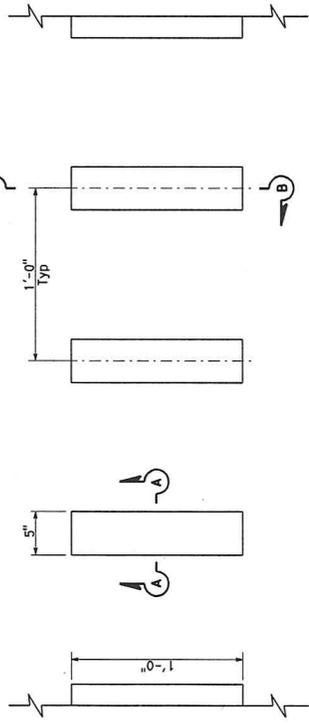
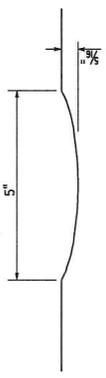
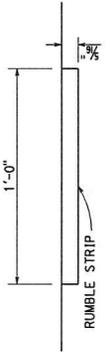
NOTES:

- Where bicycles are permitted, shoulder rumble strips should not be used right of direction of travel unless a minimum of 5'-0" of clear shoulder width for bicycle use is available between the rumble strip and the outer edge of the shoulder. Where bicycles are not permitted, a minimum of 4'-0" of distance is required between the rumble strip and the outer edge of the shoulder.
- Unless otherwise shown on the plans or specified in the special provisions, the 6" offset from the edge of traveled way to the edge of the rumble strip shall be used for rumble strip placement right of the direction of travel.

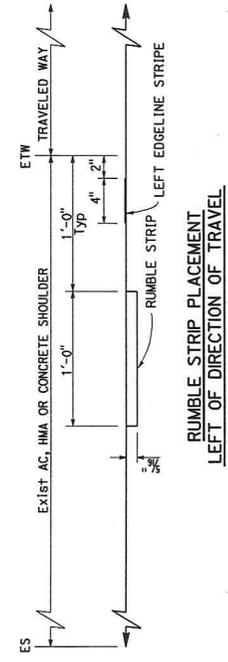
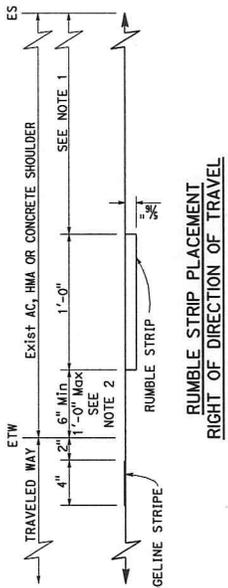
DIST.	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER
Paul A. Cooper
 No. C-26301
 Exp. 5-30-12
 STATE OF CALIFORNIA

DATE: May 20, 2011
 THIS DRAWING IS THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.



GROUND-IN INDENTATIONS



TYPICAL GROUND-IN RUMBLE STRIP SHOULDER PLACEMENT

- NOTES:**
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STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION

**SHOULDER RUMBLE STRIP
 DETAILS
 GROUND-IN INDENTATIONS**

NO SCALE

A40B