San Luis Obispo County Bicycle Advisory Committee
Agenda - Tuesday, May 12th, 2015 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 Members 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 agendize such matters for consideration at a future meeting.

5. **Reports (Members and Staff to Request Prior to Meeting)**
   A. County Parks
   B. SLOCOG
   C. County Public Works

6. **BAC Business & Discussion**
   A. Minutes of 2/10/2015
   B. LOVR Class IV – Michelle
   C. LOVR Bikeway Naming for Robert Davis - Michelle
   D. Bike Plan
      i. Goals - Dale
      ii. Ranking Update – Michelle
      iii. Comments

7. **Future Agenda Items**
   - CHP officer JW Townsen
   - Bikes May Use Full Lane Sign
   - Planning Department Referrals
   - Bikeway Class Modifications

8. **<u>Adjourn BY 8PM</u> - Next meeting – August 11th, 2015**

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
Tuesday, May 12th, 2015 at 6:00 p.m.

6. **BAC Business & Discussion**

A. Minutes of 02/10/2015
Staff Recommendation- Approve the Minutes.

B. Class IV Buffered Bike Lanes on Los Osos Valley Road
Public Works has received a proposal for Class IV/buffered bikeway with green paint in Los Osos following the upcoming surface treatment projects. See PDF for attachments.
At this time, Public Works will support buffered bike lanes between 9th Street and Fairchild Way for westbound traffic and Bush Drive to South Bay Boulevard for eastbound traffic. West of Bush Drive, the existing pavement width does not provide the width necessary to accommodate buffered bike lanes. East of South Bay Boulevard is outside the business district, has reduced conflict points, low side street and driveway volumes and parking is not allowed.

Costs for continuous colorized bike lane installation and annual maintenance preclude Public Works from using at this time. Green bike lanes will be installed at the 9th/10th and Pecho Road intersections where there are right turn lanes and lateral offsets to the bike lane. There are currently no warrants for colorized bike lanes, but should be considered for conflict areas.

NOTE: The Cost for microsurfacing Los Osos Valley Road between South Bay and San Luis Obispo Creek is approximately ~150k. The additional cost to paint 6' of green bike lanes on each side in the same segment is estimated to be an additional ~$250k. Grant funding would need to be pursued for painting of bike lanes and the project would need to be ranked against projects that would construct new bike lanes (Orchard, Theater, etc.).
A reclassification of Los Osos Valley Road went to the Board of Supervisors BOS on May 5th. Currently portions of LOVR are on the National Highway System. Roadways on the NHS must have 12' lane widths. Approval of the reclassification will allow reduced lane widths and other design flexibility on Los Osos Valley Road.

Currently Caltrans is working on design guidelines for Class IV bikeways, under the Protected Bikeways Act (see attached PDF) the criteria will be released by 1/1/2016. County Public Works will consider Class IV bikeways on a case-by-case basis based on land use, access points, volumes, collision history and pavement width on arterial surface treatment projects prior to the document being released. Class IV bikeways and County Public Works policy will be agendized again following the statewide criteria.

As with other traffic devices and treatments (traffic signals, in pavement flashing lights, etc.). The devices need to be analyzed using a warrant system or other criteria to be cost effective and have driver compliance.

***Staff Recommendation*- None**

C. LOVR Bikeway Naming for Red Davis

The County Board of Supervisors received a request from the Bike Coalition to name the bike lanes on Los Osos Valley Road between South Bay Boulevard and Foothill Boulevard the "Red Davis Bikeway" based on his service to the cycling community in this area. The County Board of Supervisor adopted the Bikeway Naming Policy at the May 5th, 2015 meeting. The policy was previously reviewed by the BAC at the November 2014 meeting. The draft resolution is attached.

Staff Recommendation- Support Los Osos Valley Road between South Bay Boulevard and Foothill Boulevard being named the "Red Davis Bikeway".

D. 2015 Bike Plan

i. Goals - Dale

See attached for the latest goals prepared by subcommittee. Public Works major comments are summarized below. In general, Public Works does not support goals which do not follow board adopted policies. The Administration office also does not support policies which will not be met.

Public Works will be working with other County Departments, SLOCOG and the BOS in the coming months to take the Bicycle Advisory Committees' recommendations and come up with revised goals for the 2015 Bikeways Plan. Public Works understands that these are the Bicycle Advisory Committee goals. However, the County Bike Plan must have goals supported by all parties.

Goal 6: Provide full-time Multi-modal coordinator

We (Staff and the BAC) cannot commit the Board of Supervisors to adopting positions. As such, the "Provide" would need to be changed to ""Recommend". Public Works is getting a new position in 15/16FY which will assist our abilities in transportation for grants and implementation but, it is not dedicated to a particular function. Would be good to have discussion regarding SLOCOG staff areas of interest versus City/County staff time. Currently, SLOCOG is providing much in the way of bike planning and grant processing as well as functions in the rideshare coordinator to provide bike safety/education elements.

Goal 7: Ensure that mode share of transportation funding is spent for bicycle facilities and programs

Public Works cannot commit the current and future Board of Supervisors to an expenditure plan independent of needs. Policy 1.0 as stated "Steadily increase..." is likely flexible enough but the following implementation measures need to be broader and not so specific.

1. Funding to be proportionate with mode share... should be change to "Encourage funding to be propionate..." When funding revenues trend down, then basic maintenance may need all the funding.

2. Quantify mode shift per the APCD and bi-annual bike counts…Public Works will establish five year count program consistent with Bike Plan updates.

5. Consider developing a bond or special facilities tax.... is general enough but realize that the County has many infrastructure needs which we are not currently advocating this funding mechanism as the Board must decide priority and vote/district formations.

NOTE: Review of the Road System Goals will go to the Board of Supervisors on September 1st at which time we'll review the status of the system, the needs, funding shortfalls, and reconsideration of existing priorities/funding.

Under the Policy 2.0 Modify the Road System Goals and Policies...."
Item 1 says "Include all road users in the goals." How does the existing policy exclude users? The priority set was surface condition first and foremost, then address specific safety locations, then betterments based on funding.
Item 2 " Include pavement management of Class II shoulders" Is this something not done? Paving or seal costing the shoulder is part of the normal effort.
Item 3 "Incorporate Complete Streets criteria where applicable" is the appropriate goal covers item 1 and 2.

Goal 9 "New quantifiable ranking"
Per February 2015 meeting the new ranking was already developed by the subcommittee. Goal should read "maintain"

Goal 10: "Provide for bike facilities.....as part of freeway facilities..."
County cannot mandate Caltrans freeway projects. On Policy 1.0 "Reduce motor vehicle widths to 11'" should be changed to "consider reducing".

ii. Ranking Update - Michelle

- Collisions: Public Works is currently completing the 2010-2014 Roadway Safety Report and the points will be updated.
- Bike Traffic: Public Works will count all the peak hour locations again during the summer midday ~11AM-1PM to update the Bike Traffic points. The previous counts were during the AM and PM peak hour and may not have captured cyclists. In addition, we will be collecting 24 hour bike counts at the following 19 locations to establish a baseline:

Corbett Canyon Rd*	North of Arroyo Grande CL	Arroyo Grande
Ontario Rd	W/o Higuera St	Avila Beach
Windsor Blvd	btw Moonstone Beach and SR-1	Cambria
South Ocean Ave*	North of 13th St	Cayucos
South Bay Boulevard*	South State Park Rd	Los Osos
Hutton Rd	s/o SR 166	Nipomo
Los Berros Rd*	South of El Campo Rd	Nipomo
Tefft St*	West of Mary Ave	Nipomo
Halcyon Rd*	South of Arroyo Grande Crk	Oceano
Nacimiento Lake Dr*	East of Chimney Rock Rd	Paso Robles
Foothill Blvd	West of Los Cerros Dr	San Luis Obispo
Los Osos Valley Rd*	West of Foothill Blvd	San Luis Obispo
Orcutt Rd	s/o SLO CL (east of Tank Farm)	San Luis Obispo
Price Canyon Rd*	South of Highway 227	San Luis Obispo
Tank Farm Rd*	West of Highway 227	San Luis Obispo
River Road	west of Indian Valley	San Miguel
El Camino Real	N/o SR58	Santa Margarita

Theatre Dr*	s/o Templeton Cemetery Rd	Templeton
Vineyard Dr*	West of Highway 101	Templeton

*Resource Management System location

- Class I paths: Will be ranked with adopted methodology modified for a weighted system versus 0 or 100. Dale's Commuter points weighted criteria will be the baseline.
- Commuter Route: Assign points based on Dale's weighted methodology.
- Public Input: To be discussed by ranking subcommittee.

The final ranking and any changes to the adopted methodology will be brought back to the August meeting.

iii. Comments – Michelle
The comments received to date are in a separate PDF. Staff will use these and the BAC's recommended goals to develop the draft Bikeways Plan.

Staff recommendation: None.

San Luis Obispo County Bicycle Advisory Committee
Minutes - Tuesday, February 10th, 2015 at 6:00 p.m.
San Luis Obispo County Government Center
1055 Monterey Street Room 161/162
San Luis Obispo CA 93408

1. **Call to order/ Thank you**
Josh Olejczak called the meeting to order at 6:10 PM.

2. **Recognize Members and Guests**

3. **Roll Call/Contact List**
Lea Brooks was in attendance.

BAC Members Present: Robert Davis, Ed Goshorn, Bill Kennedy, Ken Price, Josh Olejczak (Chair), Barry Lewis (Vice Chair), Skip Amerine, William Van Orden, Dale Sutliff

Staff Present: Michelle Matson (PW Secretary), Shaun Cooper (County Parks), Jeff Brubaker (SLOCOG), Dave Flynn (Public Works), Andy Mutzinger (APCD)

4. **Public Comment**

Andy Mutziger noted that he sent a letter in December as well as recent email with thoughts on the goals.

Lea Brooks provided update on Las Pilitas Quarry. Project was denied on a 3-2 vote and has been appealed. BAC wrote letter regarding project in the past and may need to write another.

Michelle Matson noted crosswalk on LOVR item was forwarded to LOCAC.

5. **Reports**

A. County Parks
Shaun Cooper provided update on the Bob Jones EIR. On January 22 the Parks and Recreation Commission certified the EIR. On February 24th the BOS will hopefully certify the EIR and approve the conceptual alignment. Following certification, NEPA document can be completed then can negotiate with property owners. 2017 first phase is on east side of Higuera between the Octagon Barn and Clover Ridge.

For the Morro Bay to Cayucos connector and the Templeton to Atascadero connector, the RFP was awarded for documents through construction.

B. SLOCOG
A public meeting will be held on 2/24 from 5:00-7:30 at Los Ranchos Elementary School regarding the Edna Valley Anza Trail from San Luis Obispo to Pismo Beach. Can visit sloanza.com.

Jeff Brubaker noted draft CTC guidelines. SLOCOG will have their own, matching funds are higher.

C. County Public Works
Michelle Matson passed out project update for the Price Canyon Road project. A newly identified endangered species which will require realignment of the road. Construction would begin in the summer of 2016.

Michelle also passed out a bike counts summary sheet with AM and PM peak hour volumes from throughout the County. Members were concerned where saw zero volumes. Video is next best technique.

Five year CIP list with project priorities from Parks, Public Works and other County Departments.

Michelle has created a new website and contact us link. Find at http://www.slocounty.ca.gov/PW/bicycles.

D. BAC Member

i. Gravel Trucks on Orcutt Road - Skip

Skip presented video from ride on Orcutt Road. Video demonstrated truck not following three foot rule and opposing vehicles off road. Project allows for a 100 truck trips a day. Ken Price questioned why BAC was not notified. Josh noted were on the list in the past and then stopped. Skip to write letter to Planning Director and forward to Josh for BAC Chairperson Signature.

6. BAC Business & Discussion

A. Minutes of 11/18/2014

Dale Sutliff motioned to approve meeting minutes as provided. Ken Price seconded. All in favor.

B. Bike Lane Ordinance – Michelle

Michelle went over changes to the traffic regulation codes as included in the staff report and noted there are more that need to be edited in the future. No action was requested of the BAC.

C. Shared Lane Markings and Signs

Michelle Matson discussed new bike signs included in the CAMUTCD and went over draft Shared Lane Markings and Signs Policy included in the staff report.

Skip wants sharrows in the middle of the lane and to include the bikes may use full lane sign. Michelle noted Policy on Bikes May Use Full Lane Sign has not yet been developed and there is little guidance in the CAMUTCD. After the procedural memorandum is approved, Pine Street would be happing this summer. Dale would like to see this year and update on when requests meet or do not meet policy be reported to the BAC.

D. 2015 Bike Plan

i. Advisory Council Attendance

Members attended the Avila Beach, Creston, Los Osos, Santa Miguel and Templeton advisory committee meetings. Members to attend additional meetings and request comments by the end of March.

ii. Goals

Dale led the discussion on the draft goals included in the staff report. Thinks overall staff is okay with the following goals with edits: 1, 2, 3, 4, 9, 10, 11 and 12. Staff is not ok with the following: 5, 6, 7, 8. Robert's goals are a goal regardless. Dale want support from Public Works staff and the BOS. Dave Flynn noted Administration office does not support policy's which cannot be realized.

Michelle to provide current Road System Policies. BAC members to meet with their Supervisor and discuss the goals. BOS needs to support the goals. Subcommittee to meet 2/18. Any additional members should provide comments via email on goals prior to 2/16.

iii. Rankings

Michelle Matson passed out current ranking. Using the adopt criteria from the November meeting and the rankings submitted by the District members, staff filled in the gaps and compared to 2010 since many of the categories are the same. Michelle also noted that only one Class I was ranked so staff fill those in as well. Dale has suggested commuter score be a weighted system and will come up with system. BAC member support Dale proposal.

Michelle, Robert (coastal), Dale (SLO/South County) and Bill (North County) will meet and peer review ranking and recommend any changes.

iv. Bikeway Class Modifications

Item tabled due to time.

v. Status
No discussion.

7. **Future Agenda Items**
- Las Pilitas Quarry?
- CHP

8. **Next meeting – May 12th, 2015**

Buffered Bike Lanes on Los Osos Valley Road

David Abrecht to: Olejczak Josh, Matson Michelle 04/21/2015 09:32 AM

History: This message has been forwarded.

4 attachments

LOVR buffered lane.pdf slobc-logo-sig-200.png Diagram Bush to Fairchild.pdf Diagram South Bay to Creek.pdf

Hi Josh and Michelle,

I would like to schedule an item on the May 12 BAC Meeting Agenda.

While attending Los Osos Community Advisory Committee (LOCAC) and Traffic and Circulation Committee meetings, I learned that the County is planning to resurface a stretch of Los Osos Valley Road through “downtown” Los Osos. Community members, including the president of our local Chamber of Commerce and bicycle advocates in the San Luis Obispo County Bicycle Coalition and the San Luis Obispo Bicycle Club would like to see the adoption of some innovative and accepted bicycle infrastructure improvements included in the resurfacing project. Specifically, we would like to see the removal of parking on both sides of the roadway and the addition of a buffered bike lane that would provide greater safety for both motorists and bicyclists on LOVR.

My hope is that the County BAC will take a position supporting these improvements to LOVR and encourage County Public Works officials to improve safety for bicyclists in Los Osos.

Below is more information about buffered bike lanes and the fact that they are now approved in the 2014 edition of the California MUTCD.

Thank you for your consideration.

David Abrecht
Bicycle Advocate
San Luis Obispo Bicycle Club
LCI #4415

Would You Like to See Safer Conditions for Bikes on Los Osos Valley Road?

As early as mid-May, the County is planning to resurface and restripe Los Osos Valley Road (LOVR) as part of the sewer project. This resurfacing/restriping project presents a great opportunity for our community to improve conditions along the corridor for kids, families and others to safely ride bikes through Los Osos on LOVR. Currently there are no bike lanes between Fairchild and Bush since the shoulder is designated for parking.

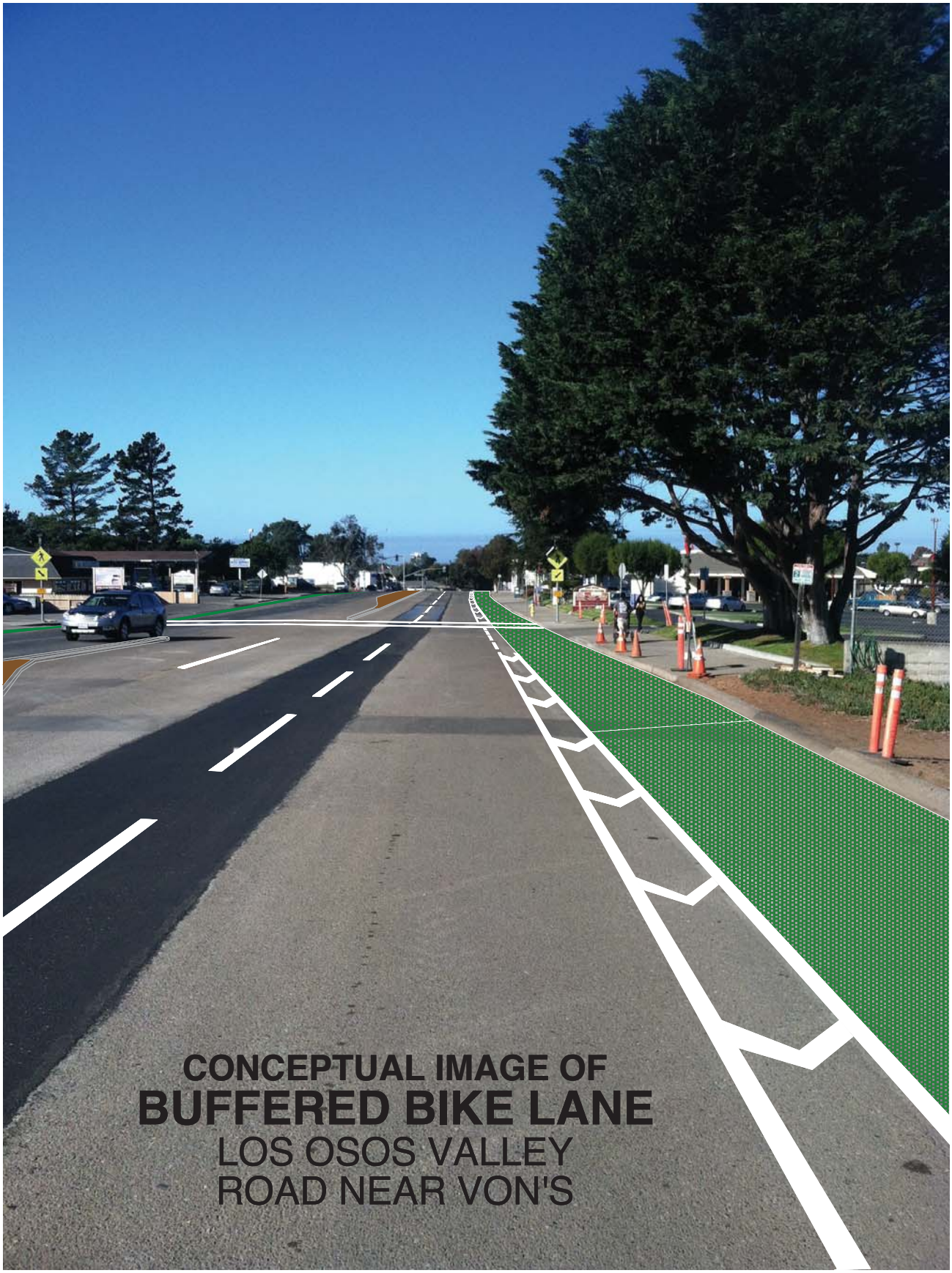
A number of local organizations have recently discussed the need for safer conditions, including the Chamber of Commerce, the Los Osos Community Advisory Committee, and the SLO County Bike Coalition. Improved bike lanes were also a topic of discussion at the recent Los Osos Community Plan Update community kick-off meeting. Several community members have volunteered their time in support of improved conditions and are seeking to gauge community support for striping bike lanes as part of the upcoming repaving project.

Preliminary Concept for Improved Bike Lanes

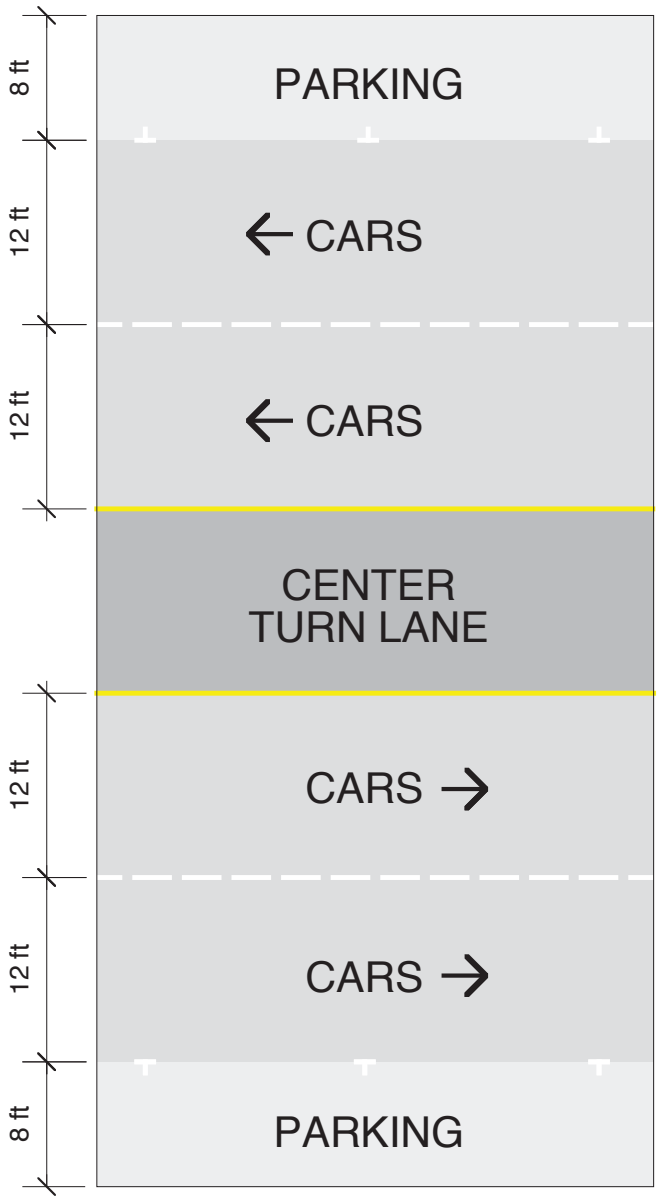
A preliminary concept includes buffered bike lanes along LOVR from Los Osos Creek to Bush Drive, potentially designated with a green color similar to some of SLO's green bike lanes. These improvements can provide a visual cue for traffic to slow down through town. A buffered bike lane is regular a bike lane

with painted double lines between the bike lane and the vehicular travel lane. This is a tested approach that is part of the engineering standards included in the state's Manual for Uniform Traffic Control Devices. Follow this link for more information on the design of buffered bike lanes: http://nacto.org/cities-for-cycling/design-guide/bike-lanes/buffered-bike-lanes/.

See below for some conceptual graphics:


CONCEPTUAL IMAGE OF
BUFFERED BIKE LANE
LOS OSOS VALLEY
ROAD NEAR VON'S

Los Osos Valley Road
FAIRCHILD TO BUSH



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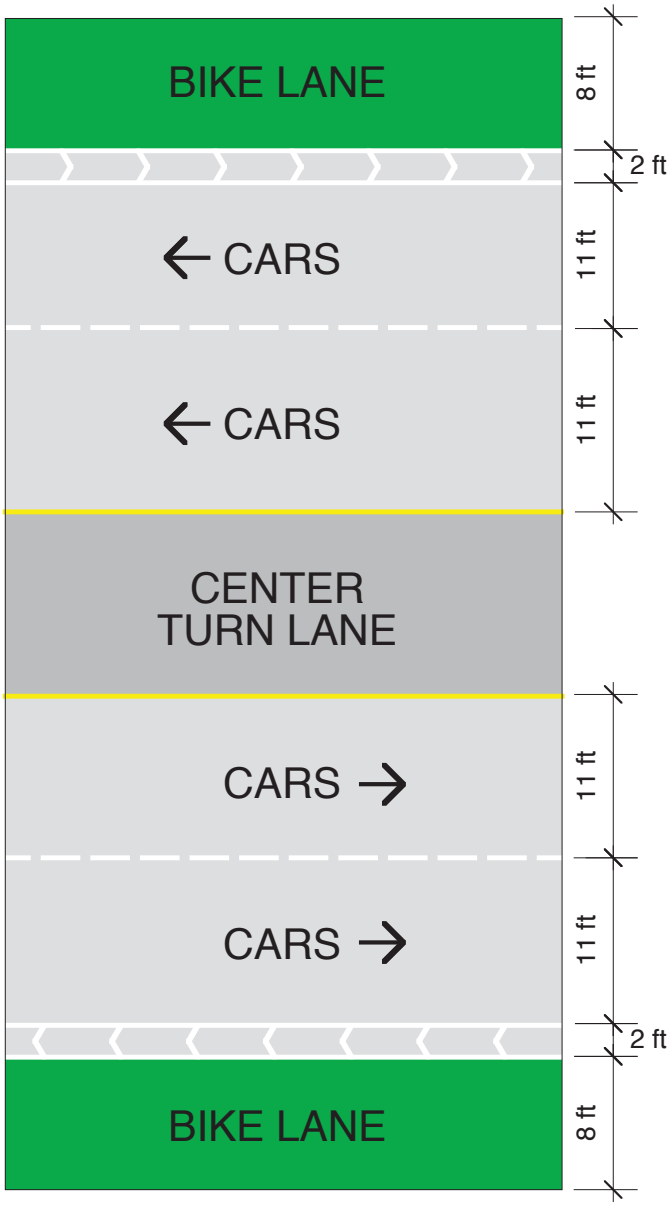
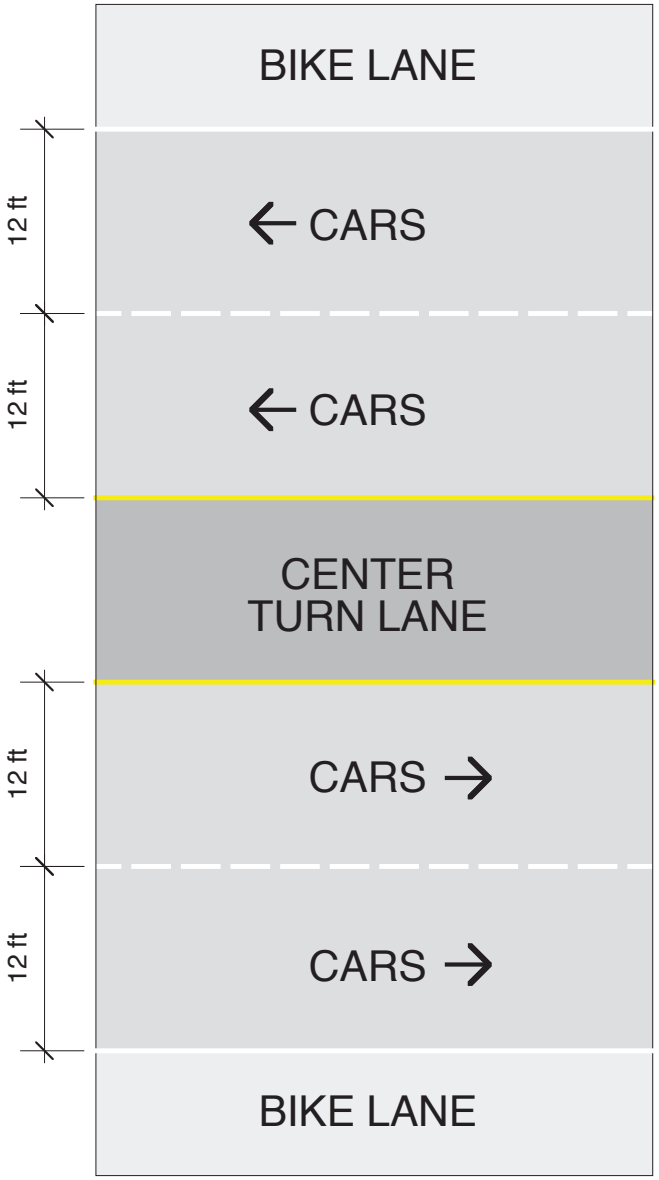


PROPOSED

Los Osos Valley Road
SOUTH BAY BOULEVARD TO LOS OSOS CREEK



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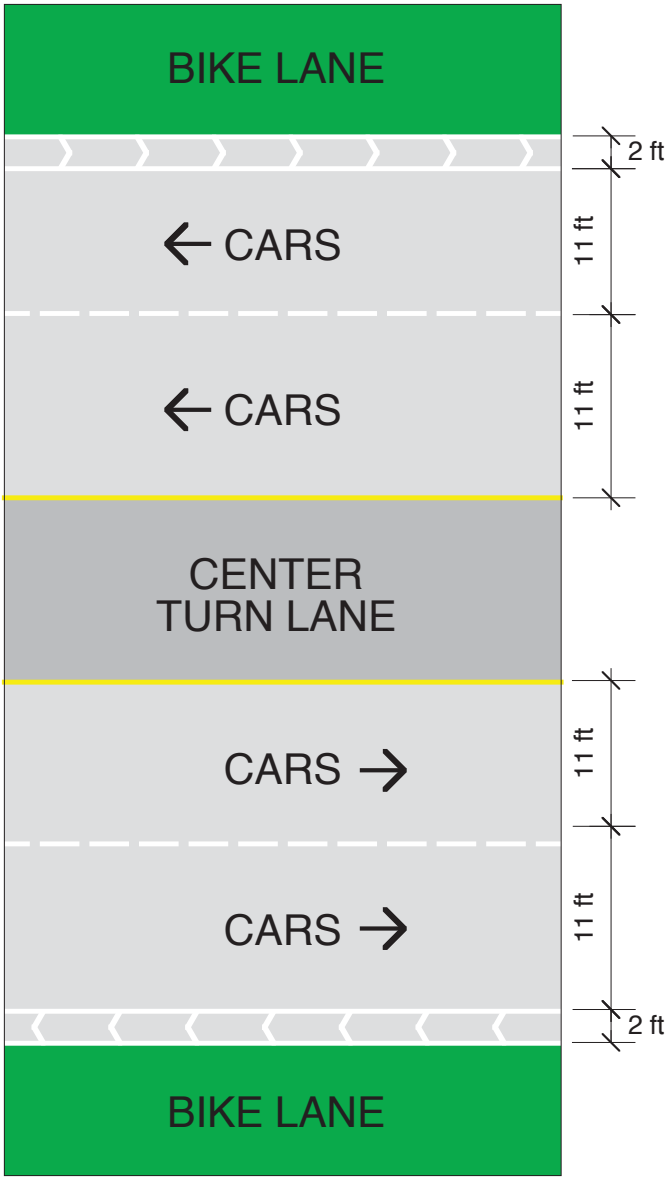

PROPOSED

IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

_____day _____, 20___

PRESENT: Supervisors

ABSENT:

DRAFT RESOLUTION NO. _____

RESOLUTION DESIGNATING LOS OSOS VALLEY ROAD BIKE LANES BETWEEN FOOTHILL BOULEVARD AND SOUTH BAY BOULEVARD THE "RED DAVIS BIKEWAY"

The following resolution is now offered and read:

WHEREAS, Red Davis was a founding member of the San Luis Obispo County Bicycle Coalition and has served on the County Bicycle Advisory Committee for over ten years; and

WHEREAS, Red Davis has served as Chair of the County Bicycle Advisory Committee, President of the Morro Bay Citizens Bike Committee and Vice President of the San Luis Obispo Bicycle Coalition; and

WHEREAS, Red Davis is a longtime advocate of bicycle transportation, facilities and safe riding; and

WHEREAS, Red Davis has worked and continues to work for improved bicycle conditions countywide; and

WHEREAS, Red Davis has mentored cyclists and community groups through advice, education and leadership; and

WHEREAS, Red Davis is a role model for using the bicycle as a mode of transportation.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California that the County's bike lanes on Los Osos Valley Road between Foothill Boulevard and South Bay Boulevard be designated the "Red Davis Bikeway."

Upon motion of Supervisor _____, seconded by Supervisor _____, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

the foregoing Resolution is hereby adopted.

_____
Chairperson of the Board of Supervisors

ATTEST:

_____
Clerk of the Board of Supervisors

[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

RITA L. NEAL
County Counsel

By:
Deputy County Counsel

Dated: May 6, 2015

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STATE OF CALIFORNIA, }
County of San Luis Obispo, ss.

I, _____, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this _____ day of _____, 20 _____.

_____
County Clerk and Ex-Officio Clerk of the Board of Supervisors

(SEAL)

By _____
Deputy Clerk.

Introduction:

The following goals identify the desired and necessary actions important to realizing significant bicycle use as a key component of the transportation options for San Luis Obispo County residents over the next twenty years.

Goal 1: **Increase bicycle usage to meet mode split of 20% by 2035**

Incrementally Increase bicycle usage in San Luis Obispo County for all trips to meet 20% by 2035. Promote bicycling as a healthy transportation option that improves physical fitness and community well-being. Implementation of the Bikeways Plan will promote and help to realize clean air, reduced traffic congestion, reduced vehicle miles traveled, and will contribute to healthier traveling and living conditions and cost savings for users and providers. Reducing conflicts between bicyclists and motor vehicles will contribute to lowering climatic issues by giving users cleaner travel alternatives.

Policy 1.0 In accordance with the county Climate Action Plan goals, provide for the development of bicycle planning and increased bicycle mode split and funding.

Policy 2.0 Develop safe, comfortable, low-stress bikeways such as bicycle boulevards and paths

Policy 3.0 Provide for a Complete Streets program

Policy 4.0 Review proposed bicycle projects in regard to the county's Climate Action Plan for conformance and support of the plan

Policy 5.0 **Remove barriers that discourage bicycling**

Implementation measures

1. Provide for additional Class I and Class II bikeways.
2. Increase street sweeping and debris removal to promote safety through programmed budgeting and grants.

Policy 6.0 **Connect communities through bikeways** (per AB1193)

1. Plan and provide for Class I multi-use paths and Class II bike lanes that connect population centers.

Policy 7.0 **Close gaps**

1. Complete projects that connect existing bikeways.
2. Ensure connectivity between and through communities.

Policy 8.0 **Continue to develop facilities that encourage bicycle use**

1. Bike racks and lockers.
2. Workplace showers and lockers.
3. Secure bike facilities at transit centers.

Policy 9.0 **Promote bicycling as a healthy transportation option**

1. Increase bicyclist confidence through education and training.
2. Increase bicyclist safety by providing proper bikeways.

Policy 10.0 **Provide a safer bicycling environment**

1. Motorist education about bicycle rights and responsibilities.
2. Increase law enforcement.
3. Public service campaigns aimed at increasing bicycle and motorist awareness

Policy 11.0 **Continue and upgrade bike counting**

1. Establish a systematic schedule for bike use measurement at key locations using best methods and equipment, including automated bike count devices.

Goal 2: **Reduce bicycle collisions and injuries by 50%**

Reduce all causes of bicycle injuries on the road by 50 percent of 2010 levels every five years. This reduction will result from infrastructure improvements and education, encouragement, and enforcement programs.

Policy 1.0 **Continue to maintain and update the bicycle accident data base**

Implementation measures

1. The annual collision report is to be shared with the Bicycle Advisory Committee.

Goal 3: **Complete the top 20 listed projects in the bike plan**

Implement the Bicycle Plan, which identifies existing and future needs for all levels of bicyclists.

Policy 1.0 **Complete the development of the highest ranked Class II bike lanes that connect cities within the county at a rate of at least one, or more, each year as funding is available**.

Implementation measures:
Produce a funding plan and strategy to increase the number of bicycle facilities (storage, lockers, racks) at destinations along connector routes.

Goal 4: **In coordination with cities and other agencies, provide consistent design criteria throughout the county for Class I multi-use paths**

Consistency of Design, construction, and management of Class I multi-use trails throughout the county is important. Interagency coordination and

application of the same standards will help assure that all Class I trails are uniform in nature, increasing safety and user understanding and expectations.

Policy 1.0 **Class I multi-use paths may perform both functional (commuter) and recreational roles, and may perform key connecting functions between and through San Luis Obispo County communities.**

Implementation measures

1. All Class I multi-use paths should be constructed to the same design and dimensional standards (See Appendix A - Design Standards and Cal Trans Design Manual, AB1193, and NACTO).

2. Existing Class I paths should be brought up to the standards identified in this bike plan as early as possible.

3. Class I paths should have a minimum number of crossings or intersections with motor vehicles.

4. Class I paths should include informational and behavioral signing at key locations. (See Appendix B)

5. Class I paths should not parallel existing streets where possible, e.g., Cal Trans Highway Design Manual.

6. San Luis Obispo County Class I paths should connect with the existing and proposed Class I paths of incorporated cities within the county.

7. Class I paths should be linked with Class II and Class III bike paths and bike routes, with way-finding signage.

(Previous Goal 5 removed and incorporated into Goal 1)

Goal 5: Collaborate with city and regional agencies to coordinate design, planning and development of county bikeways (Class II bike lanes on roads and highways and Class I bike paths) to support a regional bicycle network.

(prev. Goal 6)

Many proposed roads or Class II roadways with bike lanes and Class 1 routes (such as Price Canyon Road, Orcutt Road, Corbett Canyon Road, the Chorro Valley trail, Bob Jones trail, de Anza trail, and the Salinas River trail, etc.). They will become Significant Regional Corridors (routes) and connector facilities, and be more than just recreational trails. They will be transportation facilities and commuter routes. These facilities should be recognized as such and obtain funding not just as recreation facility funding.

Policy 1.0 **Maintain a list of Significant Regional Corridors (routes) - roads, highways and Class I bike/multi-use facilities including, but not limited to:**

Salinas River Trial –San Miguel to Santa Margarita
Atascadero to Templeton
San Luis Obispo to Santa Margarita
The Rail Road Safety Trail
California Coastal Trail –Morro Bay to Cayucos
Bob Jones City to Sea Trail –San Luis Obispo to Avila Beach
Chorro Valley Trail – San Luis Obispo to Morro bay
Southern de Anza Trail –San Luis Obispo to Pismo Beach
Orcutt Road and Corbett Canyon Roads – Arroyo Grande to SLO
South Bay Blvd. - Hwy. 1 to Los Osos Valley Road
Los Osos Valley Road from Los Osos to US 101 and Higuera Street and the Octagon Barn Trail Head

Policy 2.0 **Encourage continued bicycle plan adoption in all cities and counties in San Luis Obispo County and the connectivity of bicycle facilities between cities and towns.** (ref.: SLOCOG)

Policy 3.0 **Construct a continuous regional Class I bike path network in conjunction with major economic attractors and events and greenways along major state, natural, and manmade corridors; and where otherwise feasible.**

Policy 4.0 **Adopt Class I Trails/Paths general Design Criteria**

Implementation Measures:

1. Consider the County General Plan and Trail Plans as a unit bound together by a system of hiking, pedestrian and bicycle trails and roads.

2. Consider trails are key elements in the county, regional, and State trails networks with access and trails enhancing connectivity within the county and to adjacent communities.

3. Consider the different needs of pedestrians and bicyclists when designing trails with sufficient width and shoulders to reduce conflicts between users and to help ensure a safe and enjoyable experience for all. (See Goal 4)

4. Provide general guidelines for cities and county facilities listing consistent design criteria for Class I Trails (Paths) as defined by AB 1193 Streets and Highways Code and Chapter 1000 (California Highway Design Manual) using NATCO guidelines as appropriate.

5. Provide for the following General Guidance for Class I Facility Design Specifications (Also see Goal 4 and Appendix B and C):

• Streets and Highways Code and Chapter 1000, CalTrans Highway Design Manual.
• Easement minimum 25 feet width.

• Twelve (12) feet wide paved trail (Open Grade Asphaltic Concrete or Rubberized Asphaltic Concrete).
• Shoulders on each side two (2) feet minimum width (3-4 feet recommended) rolled decomposed granite.
• Sight Distance and turn radii as per Chapter 1000 - 25 MPH design criteria.
• Grades: ADA 5 percent or (5-8 percent bicycle range).
• Drainage slopes 2 percent (both paved surface and shoulders).
• 12 feet paved width to provide for maintenance and emergency vehicles (fire, police, sheriff, ambulance, etc.).
• Posted trail rules, Mileage markers and way-finding signs.

Policy 5.0 **Develop consistent trail rules (courtesy rules) and post on county signs for the bikeway and multi-use network**

Implementation measures

1. Take positive measures to inform users and reduce accidents and conflicts on trails due to a high and varied amount of users, with the possibility for accidents to occur.
2. Educate users to obey the rules of bike trails to ensure that all trail users have a positive and safe experience, regardless of skill level.
3. Endeavor to see that facility designs are the same throughout the County for the trails system including Regionally Significant Corridors. (See: Appendix B Design Standards and Appendix C for Trail Rules).

Goal 6: **Provide a full-time Multi-modal Coordinator**

(prev. Goal 7)

Provide for a full time Multi-modal Coordinator, bi-monthly meetings of the BAC, and increase supporting staff for planning, grants and program funding and general staff support. The increasing use of bicycles and other modes of active transportation warrant the full attention of staff and the Bicycle Advisory Committee.

Policy 1.0 **Establish a position to serve as a full time multi-modal coordinator** (bicycling, transit, pedestrian, Ride Share, ADA)

Policy 2.0 **County staff to coordinate with SLOCOG staff to provide support for planning, grants, programs and other activities for bicycle, pedestrian, and ADA needs and requirements**

Goal 7: **Ensure that mode share of transportation funding is spent for bicycle facilities and programs**

(prev. Goal 8)

Consistent with Goal 1 (increase bicycle usage to meet mode split of 20% by 2035), establish the means to structure the achievement of more bicycle usage in San Luis Obispo County over the next 20 years.

Policy 1.0 **Steadily increase the percent of transportation funds for bicycle facilities and programs such that by 2035 the funding rate achieves mode share**

Implementation measures

1. Funding to be proportionate with mode share of transportation programs and facilities.
2. Quantify mode shift per the APCD and bi-annual bike counts concomitantly with motor vehicle counts.
3. Update, or amend, the bike plan, as needed, to reflect any changes in funding or related actions and opportunities that assist bicycle support funding.
4. Encourage and pursue multi-jurisdictional funding applications in order to package/bundle priority bicycle and pedestrian improvements.
5. Consider developing a bond or special facilities tax directed to walking and bicycling infrastructure for unincorporated communities.

Policy 2.0 **Modify the Road System Goals and Policies of the County to reflect increased bicycle usage of the system**

1. Include all road users in the goals.
2. Include pavement management of Class II bike shoulders.
3. Incorporate Complete Streets criteria where applicable.

Goal 8: **Increase bicycle parking spaces at destination and employment centers**

(prev. Goal 9)

Secure and convenient bike parking is critical in the effort to encourage bicycling. Bike racks should be provided at all new commercial and industrial sites. Some businesses in older infill areas of the County may not have bike racks because the businesses pre-exist the County's bike parking requirements. Showers and clothes lockers should be encouraged at major employment centers.

Policy 1.0 **Encourage bike rack installation as a condition for all commercial, industrial, and multi-residential permitted projects**

Policy 2.0 **Encourage funds to install bike racks and secure bike parking facilities at all government buildings**

Implementation measures

1. Assess the needs for existing and future buildings.
2. Establish a program within five years to meet this goal and policy.

Policy 3.0 **Encourage on-street bike parking such as parklets and bike corrals at commercial establishments**

Policy 4.0 **Encourage secure long term bicycle parking at all transit transfer points**

Goal 9: **Develop new quantifiable ranking criteria for the next bike plan update**
(prev. Goal 10)

It is important to have annual data updates and GIS/ARC View type mapping to support the project ranking criteria used in the Bikeways Plan.

Policy 1.0 **Provide for annual data updates and maps supporting bicycle needs ranking criteria.**

Implementation measures

1. Staff should continue developing data and public interface access.
2. Develop county and city roads, streets, and highways maps as well as bike facilities maps and data, and GIS/ARC View programs with shape files, supporting, but not limited to, the following:

• Location of schools, colleges, universities and bicycle facilities and roads, streets and bike ways serving same
• Location of bicycle accidents, collisions, hazardous conditions and other items effecting bicycle safety
• Location and type of existing Bicycle facilities (Class I, II, III, and IV) and linear miles of each type of bikeway. Including the widths and length of shoulders and bike lanes where existing on the roads (AB1193) with yearly updates
• Proposed location and type of bicycle facilities (Class I, II, III, and IV) and linear miles of each type of proposed bikeway, including the widths and length of shoulders and bike lanes where existing on the roads (AB 1193)
• Bicycle maps (hard copy paper and web based maps) of the county streets, roads, highways, freeways, rail roads and water ways and bicycle facilities and bicycle routes, etc.
• Roads, streets and highways indicating existence of shoulders or lack thereof and/or bicycle lanes and the width of the bike lane or shoulder.
• Bicycle pedestrian and vehicle counts in addition to vehicle counts at same locations for peak hours with five year updates
• Bike facility ranking criteria as established by the BAC and staff for Significant Regional Corridors, Gaps. Commute Routes, School routes, Recreational routes, bike ADT, vehicle ADT, and other information needed to support bicycle project funding and ranking.
• Waterways (rivers, screams, creeks) and Rail Roads, Freeways, etc. that act as barriers to cyclists.

Policy 2.0 **Create measurable reporting and tracking procedures for Bike Plan monitoring and evaluation**

Implementation Measures

1. Track and report annually to the BAC and the Board of Supervisors the success of the Bicycle Plan based on percent completed of the total bikeway system for new Class I, II, III and IV bicycle facilities (linear miles of Class I, II, III and IV added to the system per year (see AB 1193 in Appendix A).

2. Annually review the Bike Plan funding priorities and criteria contained in Appendix __ with the BAC for on- and off-road bikeways and bike bridges.

3. Monitor bicycle collision/incident data to identify trends and specific problem areas, including monthly reports and yearly collision/incident data.

4. Coordinate with enforcement agencies to target locations with high numbers of bicycle-vehicle collisions.

5. Create, maintain, and publicize electronic Web pages and a paper map of county bicycle facilities and update every three years.

6. Develop and implement an effective signing and mapping (way finding) system to guide users of County bicycle routes (especially where barriers exist, such as rivers, freeways, and railroads).

7. Conduct bicycle counts and bicycle intercept surveys at selected locations (including choke points) and major Class I and II facilities annually during the same days and times to monitor changes in bicycle trips and opinions about bicycle facilities.

8. Provide for and maintain Bicycle counts on major connector routes between each city and town in the county.

9. Measure the success of the Bike Plan through user satisfaction surveys every five years.

10. Use census data, household survey data, bicycle counts, and other sources to determine the bicycle mode split for the County.

11. Adopt the APCD recommendation for Measurability of Modal Shifts per letter from APCD of Dec. 31, 2014 recommendations to this Bike Plan.

Goal 10: **Provide for bike facilities on county roads and as part of freeway** *(prev. Goal 11)* **facilities and in compliance with Complete Streets requirements.**

It is important, in order to accomplish the County's Bike Plan, that all projects that might affect the improvement of bicycle access and travel be evaluated for the inclusion of such improvements.

Policy 1.0 **Reduce motor vehicle lane widths to 11' when practicable to widen bike lanes**

Implementation measures

1. When County Roads are to be acted on or as Bike Plan routes are indicated when a road width is sufficient (or when a road is widened and/or

resurfaced) the county should review the project to look to re-striping and providing 11 feet wide vehicle lanes to give more usable and wider shoulders or bike lanes.

Policy 2.0 **When the county is planning work on county roads or highways, or in concert with Cal Trans on freeways, that county staff include design criteria for bicycle facilities as part of the planning, design and construction of new or widened roads and streets for expanding highways and roads.**

Implementation measures

1. When the road width is sufficient (or when a road is widened and/or resurfaced) the projects look to re-striping and providing 11 feet wide vehicle lanes, therefore providing more usable, wider, shoulders or bike lanes.
2. Review all Capital Improvement Projects for conformance with the Bike Plan.

3. Support the San Luis Obispo Area Council of Governments' (SLOCOG) guidelines and policies for Complete Streets (AB 1371 and AB 1193), including the use of NACTO standards.

4. Eliminate gaps in the bicycle network to improve connectivity between destinations, and expand the network of bikeways that offer bicyclists an array of route choices that meet shoulder, bike path/trail, and bike lane standards identified in this plan, for example: provide for continuous Class II bike lanes with a minimum 5 feet width and/or shoulders 4 feet min. width (See: Appendix A: AB 1193).

5. Stripe bicycle facilities in accordance with the Bike Plan when performing street/road resurfacing projects.

6. Require Class II bike lanes on all new arterial and collector streets. See (Appendix A: AB 1193).

7. Consult with the BAC on any project that eliminates or reduces bikeways or facilities prior to project implementation.

Policy 3.0 **All new freeway over-crossings and under-crossings, on and off ramps, or interchange projects will incorporate the needs of pedestrians and bicyclists as part of the project design and construction or alternate, separate, pedestrian and bicycle facilities are to be developed and constructed concurrently with the projects for motor vehicles.**

Goal 11: **Assure bicycle needs and interests are included for planning and**
(prev. Goal 12) **development projects in the county based on the priorities contained in this Bicycle Plan.**

With increasing bicycling growth it is important that the structure be in place to plan, review, monitor, and advise on a regular basis to achieve the County's goals for transportation and recreation.

Policy 1.0 **Provide for the BAC review of proposed bicycle projects, and/or for the determination of bicycle needs early in the planning process, and at the design development level.**

These include General Plans, Specific Plans, Project Plans, Road and Highway projects - including resurfacing and new striping, widening and new shoulders or bike lanes, redesign of intersections, over-crossings of freeways, and freeway on/off ramps and new or modified interchanges.

Implementation measures

1. Add the Bicycle Advisory Committee to the list of of reviewers of proposed county developments.

2. See that projects are routed through the Planning, Public Works, and Parks and Recreation Departments for compliance with bicycle and pedestrian needs and goals.

3. See that projects are evaluated for adherence to the county Bike Plan.

4. Establish appropriate development fees and/or facility construction requirements to assure the completion of bike/pedestrian paths related to projects that are affected by, or incorporated in, this Bike Plan.

Appendix A: Design Standards

BILL NUMBER: **AB 1193** CHAPTERED Signed by the Governor Sept. 20, 2014
BILL TEXT

CHAPTER 495
FILED WITH SECRETARY OF STATE SEPTEMBER 20, 2014
APPROVED BY GOVERNOR SEPTEMBER 20, 2014
PASSED THE SENATE AUGUST 25, 2014
PASSED THE ASSEMBLY AUGUST 28, 2014
AMENDED IN SENATE AUGUST 21, 2014
AMENDED IN SENATE JULY 1, 2014
AMENDED IN SENATE JUNE 18, 2014
AMENDED IN ASSEMBLY JANUARY 23, 2014
AMENDED IN ASSEMBLY JANUARY 6, 2014
AMENDED IN ASSEMBLY APRIL 25, 2013
AMENDED IN ASSEMBLY APRIL 16, 2013
AMENDED IN ASSEMBLY MARCH 21, 2013

INTRODUCED BY Assembly Member Ting
(Coauthors: Assembly Members Bloom, Gatto, Lowenthal, and Wieckowski)

FEBRUARY 22, 2013

An act to amend Sections 890.4, 890.6, and 891 of, to add Section 885.1 to, and to repeal Section 891.1 of, the Streets and Highways Code, relating to bikeways.

LEGISLATIVE COUNSEL'S DIGEST

AB 1193, Ting. **Bikeways**.

(1) Existing law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Existing law categorizes bikeways into 3 classes of facilities.

This bill would additionally categorize cycle tracks or separated bikeways, as specified, as Class IV bikeways.

(2) Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish and update minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all of those minimum safety design criteria and uniform specifications and symbols.

This bill would revise these provisions to require the department, in cooperation with local agencies and in consultation with the existing advisory committee of the department dedicated to improve access for persons with disabilities, to establish minimum safety design criteria for each type of bikeway with consideration for the safety of vulnerable populations, as specified, and would require the department to publish the new criteria by January 1, 2016. The bill would authorize a local agency to utilize other minimum safety criteria that meet specified conditions if adopted by resolution at a public meeting, as specified.

(3) Existing law requires the Department of Transportation to establish, by June 30, 2013, procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use design criteria and uniform specifications for purposes of research, experimentation, testing, evaluation, or verification. Existing law requires the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014, inclusive, for those exceptions, and the reasons the department rejected any requests for those exceptions.

This bill would repeal those requirements.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) It is the goal of the state to increase the number of trips Californians take by bicycling, walking, and other forms of active transportation in order to help meet the state's greenhouse gas emissions reduction goals, improve Californians' health by helping more people be active, and stimulate the economy.

(b) Protected bikeways are part of a vital transportation infrastructure used by many to commute to and from work and other destinations. Unlike trails or pathways used for recreation, protected bikeways provide alternatives to vehicles that otherwise would transport citizens across the state's roads and highways.

(c) Property and businesses adjacent to protected bikeways experience increases in real estate values and sales compared to unimproved streets.

(d) Bicycling accounts for 2,000,000 trips every day in California, showing the important role that bicycles play in transportation.

(e) Safe street-level bikeways are proven to reduce bike riding on the sidewalk, wrong-way riding, and other illegal or unsafe bicycling practices.

(f) It is the objective of the state to encourage the planning, design, and construction of protected bikeways, so as to foster bicycling as a means of transportation, in a manner that improves safety for all users, including motorists, transit users, pedestrians, and persons with disabilities, with special attention to the needs of visually impaired persons.

SEC. 2. Section 885.1 is added to the Streets and Highways Code, to read:

885.1. This chapter shall be known, and may be cited, as the Protected Bikeways Act of 2014.

SEC. 3. Section 890.4 of the Streets and Highways Code is amended to read:

890.4. As used in this article, **"bikeway" means all facilities that provide primarily for, and promote, bicycle travel. For purposes of this article, bikeways shall be categorized as follows:**

(a) Bike paths or shared use paths, also referred to as "Class I bikeways," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) **Bike lanes, also referred to as "Class II bikeways,"** which provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) **Bike routes, also referred to as "Class III bikeways,"** which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

(d) **Cycle tracks or separated bikeways, also referred to as "Class IV bikeways,"** which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

SEC. 4. Section 890.6 of the Streets and Highways Code is amended to read:

890.6. (a) The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of each type of bikeway identified in Section 890.4 and roadways where bicycle travel is permitted.

(b) The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety, with consideration for the safety of vulnerable populations, such as children, seniors, persons with impaired vision, and persons of limited mobility. The criteria shall be published by January 1, 2016, and updated biennially, or more often, as needed.

(c) The criteria shall be established in consultation with the existing advisory committee of the department dedicated to improving access for persons with disabilities.

SEC. 5. Section 891 of the Streets and Highways Code is amended to read:

891. (a) All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize the minimum safety design criteria established pursuant to Section 890.6, except as provided in subdivision (b), and shall utilize the uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Section 890.8.

(b) An agency may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

(1) The alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs.

(2) The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment.

(3) The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

SEC. 6. Section 891.1 of the Streets and Highways Code is repealed.

National Association of City Transportation Officials

See http://nacto.org/urban-bikeway-design-guide-second-edition-change-list/

Appendix B: Bicycle Trails descriptions and Design Standards

The bicycle trails are corridors for county and city destinations, providing access for bicyclists and in-line skaters between cities and towns throughout the county. The trails system will become a well established commuter route and vital recreational asset. Bicyclists require wide trails and a smooth surface to accommodate a large number of users, a wide range of speeds (up to 15 mph plus speed limit), and often, long distances. An all-weather, rubberized asphalt concrete (RAC) surface is preferred

As part of this program, the trails management will have to develop a schedule for non-routine maintenance of the trail, such as resurfacing and re-striping, to prolong the integrity of the bike trail surface.

The needs of bicycle commuters are somewhat different than those of recreational users of the trails systems. Bicycle commuters often ride the bicycle trail before dawn and after sunset, especially in winter. To safely use the trail, bicyclists should have a white front light, a rear red reflector, side reflectors located front and rear of center, and pedal reflectors visible from front and rear. In addition, bicycle commuters believe the 15 mph speed limit is slow and suggest that enforcement be based on speed that is unsafe for conditions.

The Trail Managers should continue to work with the City and County Bicycle Advisory Committees and other BACs and cycling groups that advise the jurisdictions within the Trails System regarding maintenance issues and promoting the trail as a safe, convenient and fun transportation route.

Appendix C: Trail Rules (Courtesy rules)

For Bicycle Riders:

- **Pass on the left** - Be sure that when you are passing someone, stay on their left side and move to the right after you have passed them. Call out "passing on your left" so you don't startle the person you are passing.
- **Pull completely off the trail if you need to stop** - By pulling off the trail, you are less likely to get hit by bike trail traffic and cause an accident.
- **Wear a helmet** - It's required for children under 18 years of age and it's a good idea for adults as well.
- **Obey all traffic signs** - Be sure to yield to traffic signs and follow any detour signs. Make sure you watch for car traffic, particularly where it crosses the bike trail.
- **Pay attention when you ride** - Don't wear headphones and make sure you keep your eyes on the road to look for potential hazards. Stay in your lane.
- **Ride in single file** - Even if you are in a group, riding single-file helps keep the trail clear of congestion and reduces the chances of an accident.
- **The speed limit is 15 mph** - The trail is not designed for extreme biking and too much speed can be a hazard to you and those around you.
- **Stay on the paved trail** - Bicycles are not allowed on non-paved trails on the Parkway.
- **The trail is best used by experienced riders** - While there is no age limit for bike riders, the bike trail is probably not the best place for someone to learn how to ride a bike. Children and adults who visit the trail should know how to ride.

- **Riding in the dark** - When riding in the dark, bicyclists are required to wear a forward-facing white light that is bright enough to be visible from 300 feet in front and from the sides of the bicycle.

For Pedestrians:

- **Use the left shoulder when it is accessible to you** - Joggers and walkers should stay on the dirt shoulder off the pavement to minimize the chance of an accident.

- **Stay single file** - This reduces the chance of people straying onto the paved trail and potentially being involved in an accident. If you want to walk with a group of people, it is recommended that you either walk along the levee or move away from the bike trail.

- **Keep your dog on a short leash** - Dogs are not allowed to be off-leash within the trail. The maximum length of a leash is six feet. This includes retractable leads.

For Other Trail Traffic

- **Equestrians** - Horses are only allowed on the horse trails. Be sure to let people know when it is safe to pass your horse when you encounter others. It is recommended that equestrians wear helmets and only use the trails during the day to avoid potential hazards or obstacles that may be hidden from view in the dark.

- **Skaters** - Both roller skating and rollerblading are permitted on the trail, and all skaters must obey the same rules as bicyclists. Skateboards are **not** permitted on the trail.

- **No motorized traffic** - No motorized traffic is permitted on the trail.

If you have an emergency while on the trail, you can find an emergency call box to call for help. Be sure to let them know your location on the trail by reading the closest mile marker to you and reporting it to emergency personnel.

Emergency Contacts: **Phone Numbers HERE**

10/14/2014 Public Works sent letter.

PDF #	Date	Name	Agency/Group	Comment
1	10/30/2014	Jane Nichols	School District (CL Smith)	Would like bikes to legally ride on the sidewalk.
2	10/30/2014	Stephen Gade	School District (Morro Bay School)	Concern with cars in bike lane on South Bay between Los Osos and Morro Bay.
3	11/25/2014	Dan Woodson	South County Advisory Committee and T&CC Chair	Constructability concerns for bike lanes on Division west of Las Flores.
4	12/10/2014	Tony Church	North Coast Advisory Committee and T&CC Chair	More bike racks in town. Top three locations given. Concerns with bikes and diagonal parking.
5	12/12/2014	Kathy Petker	City of Grover Beach Parks and Recreation	Consistency with Grover Beach Bicycle Master Plan
6	12/17/2014	Jennifer Ford & Heather Schultz	Del Mar Elementary PTA and Los Osos Middle School PTSA	
7	12/31/2014	Andy Mutziger	Air Pollution Control District	see letter
8	1/11/2015	Jan Harper	Los Osos Community Advisory Council and T&CC Chair	see letter
9	1/12/2015	Michael Sanders	San Miguel Community Advisory Council	community prefers K to San Luis over 10th for bikeway.
10	1/16/2015	Elizabeth Kavanaugh	County Parks	Comments on ranking methodology
11	1/21/2015	Terry Taylor	Avila Valley Advisory Council Attendee	see email
12	1/19/2015	Jim Woolf	San Luis Obispo City BAC	see letter
13	2/10/2015	Andy Mutziger	Air Pollution Control District	see email
14	3/1/2015	Dave Albrecht	San Luis Obispo Bike Club	see email
	SHARROW REQUESTS			
	1/22/2015	Cherie McKee	Cambria Trail Alliance via District 2 BOS	Moonstone Beach Drive (All)
				Main Street, Cambria (all)
				Santa Rosa Creek Road (Main to HS)
	2/4/2015		Cambria Trail Alliance	Ardath, Burton

{In Archive} Biking
Jane Nichols
to:
mmatson
10/30/2014 08:54 AM
Hide Details
From: Jane Nichols <jnichols@slcusd.org>

To: mmatson@co.slo.ca.us

Archive: This message is being viewed in an archive.

Hello Ms. Matson,
I was wondering whether there are other communities, or perhaps SLO can be the first, to implement the use of sidewalks for bicycle riding. As it is, it is illegal to ride bicycles on sidewalks, however I feel it is safer than navigating around parked cars, drain gutters, and such to ride on sidewalks, providing one is cautious of driveways and of course, pedestrians. I see it the same as riders and walkers sharing something like the Bob Jones Trail or the Madonna Trail with care, caution, and respect. As there are often more bikers than walkers out and about, I thought this might be something to look into. I do not ride my bike as much as I would like as I do not feel safe on the on the roadways, yet I must admit, I ride on the wide open, empty sidewalks when I can. It feels safer. Just wanted to give you my input to the Bikeways Plan as something to discuss. The walk and ride sidewalk combo put in by Laguna Middle School is wonderful! I do ride that and love it. The sidewalks are already there, let's change the

laws and use them!

Regards,
Jane Nichols
San Luis Obispo

--
Jane Nichols
Food Services
CL Smith
596-4094, ext. 2665

{In Archive} bikeways plan comment
Stephen Gade
to:
mmatson
10/30/2014 02:33 PM
Hide Details
From: Stephen Gade <sgade@slcusd.org>

To: mmatson@co.slo.ca.us

Archive: This message is being viewed in an archive.

Greetings
South Bay boulevard between Los Osos and Morro Bay:
Treacherous on the curvy part. Narrow and cars often swerve into bike lane.
Thanks
Steve

--
Steve Gade
Science Department
Morro Bay High School

{In Archive} Bicycle Plan
D W
to:
Michelle Matson
11/25/2014 02:45 PM
Hide Details
From: D W <william_woodson@hotmail.com>

To: Michelle Matson <mmatson@co.slo.ca.us>

History: This message has been replied to.
Archive: This message is being viewed in an archive.

Hi, Michelle:

I looked for the most recent Bicycle Plan and all I could find was the 2010 Plan. If the most recent plan includes a Class II lane down Division Road between Los Flores and River Road you need to take a look at the topography. If you add a lane to either side of the road the cut and fill slopes will not catch until they encroach on private property. If the slope angle is increased there will be a severe erosion problem. The only solution will be 1/2 mile of retaining wall. Can that expense be justified?

In the recent Oceano/San Miguel/Templeton/Nipomo infrastructure improvement plan fiasco sanctioned by Planning, it was indicated that a concrete walkway should added to Division. More of the same problem.

Cordially,

Dan Woodson

{In Archive} Bikeways Plan
agcfam
to:
mmatson@co.slo.ca.us
12/10/2014 12:30 PM
Hide Details
From: <agcfam@aol.com>

To: "mmatson@co.slo.ca.us" <mmatson@co.slo.ca.us>

Archive: This message is being viewed in an archive.

4th December, 2014

Dear Ms. Matson,

I am writing concerning the San Luis Obispo County Bikeways Plan update and the request for suggestions. I am currently the Traffic Chair of the NCAC, reside in Cambria and have noted that there are very few bicycle racks in town. There are several areas where racks could be placed and would suggest the following be considered:

1. The parking lot located on the corner of Sheffield and Cornwall
2. The parking lot at the Veterans Memorial Building on Main Street
3. The parking lot located on Centre Street (behind the Medical Building)

In addition perhaps the following businesses could be approached for consideration:

4. The Main Street Grill
5. Rabo Bank
6. Heritage Bank
7. The parking lot at JJ's Pizza
8. The Brambles
9. The Redwood Centre

As always funding is an issue and I would suggest contacting the Cambria Tourism Board Members who

are always looking for ways to increase visitation. I would also suggest that if once the program is initiated, that the Chamber of Commerce be contacted so that when they print the next brochure of the Cambria locale that the location of bicycle racks be denoted on the map.

As slanted parking places are in place in the West Village, it makes it somewhat dangerous for cyclists on Main Street with cars having restricted vision, when they back out of spaces. Possible consideration might be to give direction to cyclists, by means of signage, to use Cornwall when approaching either end of the West Village. This would be particularly good if there were bicycle racks as indicated in #1 above.

Many thanks,
Tony Church,
2998 Ernest Place,
Cambria,
805 927 1442

Sent from Windows Mail

{In Archive} Grover Beach Bikeways Plan Update
Kathy Petker
to:
mmatson@co.slo.ca.us
12/12/2014 12:08 PM
Hide Details
From: Kathy Petker <kpetker@grover.org>

To: "mmatson@co.slo.ca.us" <mmatson@co.slo.ca.us>

Archive: This message is being viewed in an archive.

Hello Michelle:

Please note comments regarding Grover Beach information in the SLO County Bikeways Plan – 2015 Update

- Grover Beach Bicycle Master Plan, final adoption, January 2011, can be found here: http://www.grover.org/documentcenter/view/1941
- Would like to see our findings incorporated throughout the document including connectors to GB, trails, transit hub

Please contact me if you have additional questions, thank you.

Kathy Petker
Parks and Recreation Program Director
Parks Make Life Better!

City of Grover Beach
154 S. 8th Street
Grover Beach, CA 93433
(805)473-4580
kpetker@grover.org
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December 9, 2014

To Whom it May Concern,

On behalf of the Del Mar Elementary PTA and Los Osos Middle School PTSA, we are writing this letter to bring an important matter to your attention. The matter of Bicycle safety!

We are specifically concerned about the unmet bicycle safety needs pertaining to Los Osos Middle School. We work hard to instill a healthy lifestyle through cycling to school at a very young age. By the time our students are old enough to attend Middle School, many of them have been riding their bikes to school for years. However, the lack of safe routes, reminders to close-proximity drivers and clearly designated “safety zones” for our kids has become a very big concern.

We are asking that you consider support for improvement to school routes for the growing number of students excited about a healthier form of transportation.

At the most recent Del Mar Elementary PTA and Los Osos Middle School PTSA General Association meetings, the attendees agreed to support improvements towards:

- Speed reminders/small bumps on South Bay, especially as you come up from Morro Bay over the blind hill to LOMS.
- Create a safer bike/walk path that runs along South Bay to avoid being on the street, or a safe dedicated separate path (like the bike path that runs perpendicular to LOMS).
- Create a bike path to connect from Morro Bay (along the estuary at south bay) to LOMS. Extended to Los Osos Valley Rd.
- Create a bike path perpendicular to the bike path that already exists, giving bikers/walkers a safer way to get from the southern part of Los Osos to Baywood/LOMS etc.

These were merely a few of the ideas mentioned but the above items were the most agreed upon. Our ultimate goal is student safety, and with your help and support we have no doubt that we can help create an environment for all of our combined communitys’ children to prosper mentally and physically.

Thank you for your consideration.

Sincerely,

Jennifer Ford
Del Mar Elementary PTA President

Heather Schultz
Los Osos Middle School PTSA President

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SLO COUNTY apcd | Air Pollution Control District
San Luis Obispo County

December 31, 2014

Michelle Matson, Bicycle Advisory Committee Secretary
Department of Public Works
County Government Center, Room 206
San Luis Obispo CA 93408

SUBJECT: Initial Input from APCD for the SLO County Bikeways Plan 2015 Update Process

Dear Ms. Matson and the Bicycle Advisory Committee,

Thank you for including the San Luis Obispo (SLO) County Air Pollution Control District (APCD) in the initial request for input on the SLO County Bikeways Plan 2015 Update (2015 Update). The County Bicycle Advisory Committee (CBAC) has begun work on this 2015 Update in order to identify and prioritize bikeway facilities throughout the unincorporated areas of the county.

The following are APCD comments that are pertinent to this project.

GENERAL COMMENT
As a commenting agency in the California Environmental Quality Act (CEQA) review process, the APCD provides input to government agencies and advisory bodies on developing general policies and plans that will minimize air quality impacts from future development.

SPECIFIC COMMENTS
The APCD recommends that the CBAC ensures that the following items are incorporated into the 2015 Update and the bikeway facility priorities it establishes:

- Expanding the Priorities beyond Facilities: The 2010 Update focused the priority ranking on bikeways as the plan's title suggests. The APCD recommends that the 2015 Update include priorities for other items that promote the expansion of bicycling as a mode of transportation. Some examples could include:
  - Strategies to address the many bicycle barriers identified in SLO County; see the 2013 SLOCOG Bicycle Barriers Survey, and multi-modal recommendations included in the SLOCOG's 2015 Regional Transportation Plan / Sustainable Communities Strategy.
  - Ensuring that future updates to the Land Use and Circulation Element of the County General Plan incorporate better complete streets/bicycling infrastructure policies.

- Bicycling Health Benefits: The 2015 Update should identify the health benefits that are realized when people are provided the bicycle infrastructure/connectivity needed to help them feel safe to shift their personal transportation mode from vehicle to bicycle. This shift also allows people to realize the benefit of becoming more connected to the

communities that they ride through than they can when they drive a vehicle. This human scale interaction may have its own health benefits.

- Reduce Vehicle Miles Traveled: The vehicle to bicycle travel mode shift that is enabled with bicycle infrastructure/connectivity also results in reduced vehicle miles traveled (VMT). Vehicles represent more than half of the air pollution in SLO County and therefore, a 2015 Update that helps SLO County realize a larger mode shift to the bicycle would reduce VMT and air pollution impacts.

- 2013 SLOCOG Bicycle Barriers Survey (Barriers Survey): Please include a summary of the results/conclusions from the Barriers Survey. Also, please ensure that the 2015 Update includes an "Effectiveness at reducing current identified bicycle barriers in SLO County," in the prioritization of needed bikeway facilities.

- Urban Priorities: When considering priorities for the unincorporated towns and connections to these towns, please make selections that promote the opportunity for bike/bus connections. Also, please prioritize infrastructure that provides better safety for cyclists to help reduce the current barriers to more people choosing their bike for their personal transportation (e.g. bicycle share programs, bicycle boulevards, Class I and II bikeways, sharrows and when possible, separated bike lanes within existing streets).

- Cycling Friendly Requirements/Policies: Please have the 2015 Update summarize applicable cycling friendly requirements/policies (e.g. California's new 3-foot law, Caltrans' Deputy Directive Number DD-64-R1 Complete Streets - Integrating the Transportation System, cities/county Climate Action Plans, pending 2015 SLO Council of Governments' Regional Transportation Plan/Sustainable Communities Strategies, etc.). Also, please ensure that the 2015 Update includes a "Measure of the support for cycling friendly requirements," in the prioritization of needed bikeway facilities.

- Measurability of Modal Shifts: To better quantify the shift in transportation mode from single occupancy drivers to commuting by bicycle, the APCD recommends that the 2015 Update places high priority to the measurement of existing baseline bicycle utilization and future use as barriers to bicycling are lessened. One concept that the San Luis Obispo County Bicycle Coalition has recommended to the APCD is the use of bike counters that allows the county to count, collect, analyze and communicate trends.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,

Andy Mutziger
Air Quality Specialist

AJM/arr

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San Luis Obispo Bicycle Advisory Committee November 20, 2012
Josh Olejczak, Chair
Ryan Chapman, Secretary

BAC Members,

The Traffic and Circulation (T&C) Committee of the Los Osos Community Advisory Council (LOCAC) has identified a Bikeway Loop within Los Osos, which we would like to see in its entirety, as a Level II Bikeway. The loop begins at Santa Ysabel and South Bay Boulevard in the NE, runs south to Los Osos Valley Road, west to Pine Street, north to Ramona, east to 4th Street, north on 4th to Santa Ysabel, west on Santa Ysabel ending at South Bay Boulevard. I have attached a map.

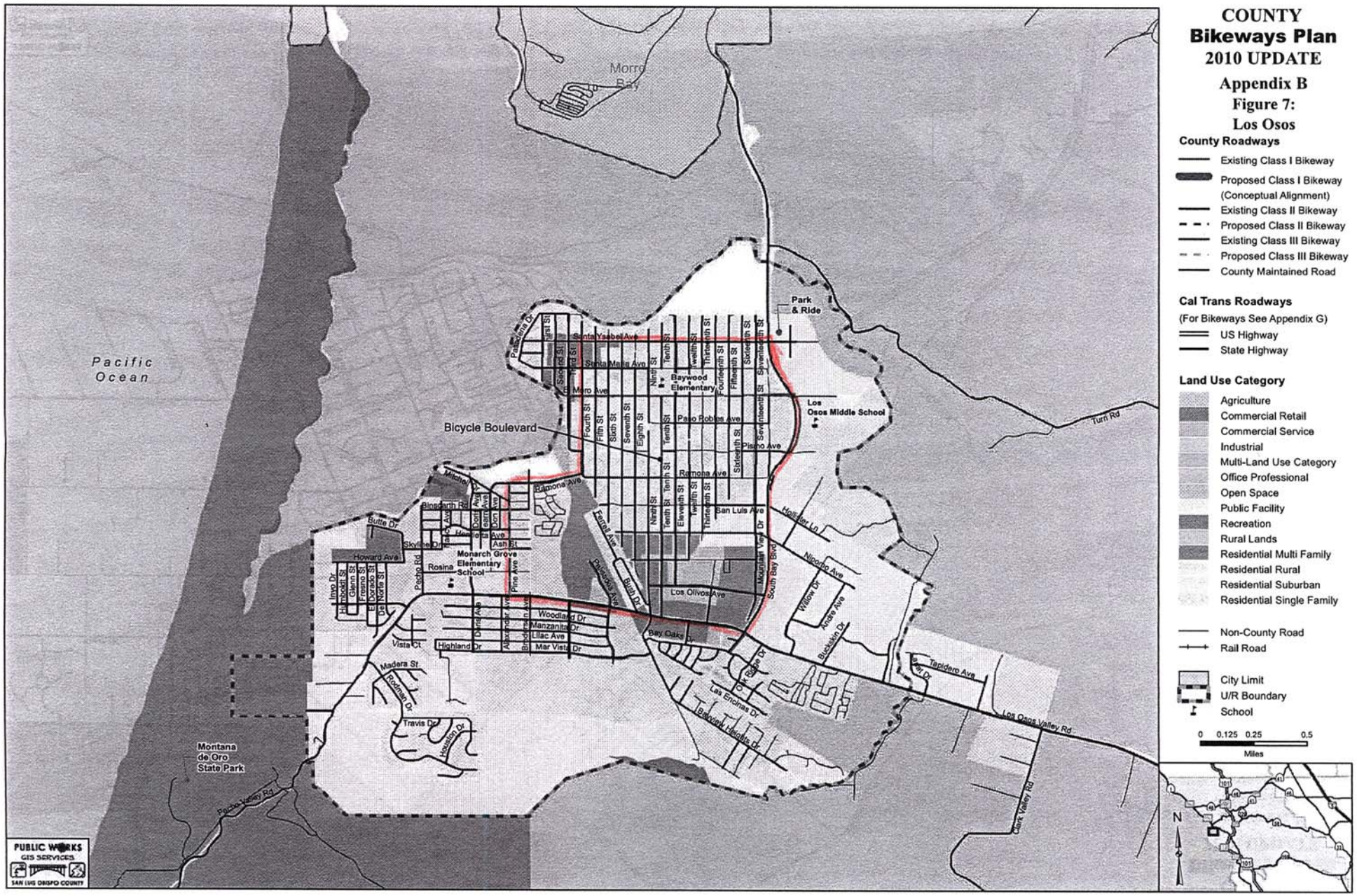
The committee worked with the current Bikeways Plan 2010 for the loop. Most of the loop is currently within the Level II category.

We are requesting that you update the County Bikeways Plan for all of 4th Street from Santa Ysabel to Ramona to a Level II Bikeway. With this designation by the Advisory Committee, the entire identified loop will be scheduled to a Level II Bikeway within the County Plan. We can then work with the County Traffic Department on work priorities within Los Osos to make this Bikeway a reality in Los Osos.

Thank you for your consideration.

Jan Harper, Chair
LOCAC Traffic and Circulation

COUNTY
Bikeways Plan
2010 UPDATE
Appendix B
Figure 7:
Los Osos


Pacific Ocean
Morro Bay
Montana de Oro State Park
Bicycle Boulevard
Park & Ride
Baywood Elementary
Los Osos Middle School
Monarch Grove Elementary School
Santa Ysabel Ave
Santa Maria Ave
Paso Robles Ave
Pismo Ave
Ramona Ave
San Luis Ave
Los Olivos Ave
Bay Oaks Dr
Turri Rd
Los Osos Valley Rd
Tapidero Ave
Clark Valley Rd
Pecho Valley Rd
Pecho Rd
Madera St
Travis Dr
Highland Dr
Vista Ct
Mar Vista Dr
Lilac Ave
Manzanita Dr
Woodland Dr
Rosina
Ash St
Pine Ave
Binsworth Rd
Howard Ave
Butte Dr
Skyline Dr
Mitchell Dr
Hollister Ln
Nipomo Ave
Willow Dr
Andre Ave
Bluestem Dr
Las Encinas Dr
Baywood Heights Dr
Mountain View Dr
South Bay Blvd
Ferrel Ave
Palisades Ave
Bush Dr
Santa Ana Dr
Santa Maria Dr
Santa Ysabel Dr
Paso Robles Dr
Ramona Dr
Los Olivos Dr
Bay Oaks Dr
Turri Rd
Los Osos Valley Rd
Clark Valley Rd
Tapidero Ave
Pecho Valley

Bikeways Plan
Michael Sanders
to:
mmatson
01/12/2015 02:11 PM
Hide Details
From: Michael Sanders <michaelj.sanders9@gmail.com>

To: mmatson@co.slo.ca.us

Michelle I am sorry that it has taken me so long to return San Miguel's advisory counsel proposal for the the bike routs. We feel that 10 st is to steep for it to be one of the primary bike routs into town. We feel that that taking K st to San Luis st to Mission st is safer, less dangerous for intermediate and beginning riders. Mike Sanders San Miguel Advisory counsel Chair.

{In Archive} Bikeway Update comments

Elizabeth Kavanaugh to: Michelle Matson 01/16/2015 04:54 PM

Cc: secooper@

Archive: This message is being viewed in an archive.

Hello Michelle,

Sorry this response is late. I have just a few comments to consider for the update:

- County Parks is now County Parks and Recreation
- Consider including additional safety factors in the Bikeway Ranking Methodology such as history of accidents and/or problematic site distance along a segment of roadway.
- In the Bikeway Ranking Methodology consider the highest ranking for category "Does it close a gap in exciting bicycle facilities". I think this is equally as important to getting people to ride their bikes as "Inter-community routes".

Thanks for this chance to review and comment on this update. Let me know if you need anything additional,

Have a nice weekend,

****

Elizabeth Kavanaugh
Parks & Trails Planner
San Luis Obispo County Parks and Recreation
(805) 781-4089
www.slocountyparks.org

SAN LUIS OBISPO COUNTY PARKS

Think Outside!

{In Archive} [QUAR] Bicycle Transportation Plan - Apology & comments
Terry N Taylor
to:
mmatson
01/21/2015 07:29 PM
Cc:
Hannah Miller, Adam Hill, Jim Hartig
Hide Details
From: Terry N Taylor <terryntaylor@charter.net>

To: mmatson@co.slo.ca.us

Cc: Hannah Miller <hmiller@co.slo.ca.us>, Adam Hill <ahill@co.slo.ca.us>, Jim Hartig <runhartig@gmail.com>

History: This message has been forwarded.
Archive: This message is being viewed in an archive.

Dear Michelle

Hannah advised me to send the following to you so that you could forward this on to both Dale & Skip since I do not have their email addresses and both wish to apologize to them and discuss the County's Bicycle Transportation Plan.

Thanks,

Terry N Taylor

Dear Dale & Skip

Thank you for coming to the Avila Valley Advisory Council Meeting on Monday the 12th of January. I have read the City of San Luis Obispo's Bicycle Transportation Plan (dated 5 Nov 2013) and believe I now better understand the role of the Bicycle Advisory Committee (BAC). You have helped to write a very nice & comprehensive plan that as a bicycle rider I wish other places that we have lived have had a plan even half as good. I know that when I used my bicycle to commute from home to work in the LA area, there were many problems there that a plan like the one you have developed would have made better.

I now understand that the BAC is responsible for the planning aspects and not the operational aspects. I am sorry that I did not comprehend this when you two visited the Avila Valley Advisory Council on the 12th of January. I made several statements that in hindsight did not apply to your committee, for which I apologize.

I am unclear about several items and hope that you will be able to respond to me. I know that we all have special interests and see the world from our own frameworks. As a driver, I see one view; as a cyclist (either commuter or for pleasure), I see other views; as a hiker or a pedestrian, I have different points of view, and now that my wife is confined to a wheelchair, I see even more. If I was a skateboarder or a current runner I am sure that I would have other view points to consider.

SLO County Resolution 2006-374 recognizes the need for quality of life (that includes good air quality, more public space & a reduction in noise levels); thus establishing the BAC to advise the Board of Supervisors on how best to set goals & their implementation on the policies & programs related to bicycling in the circulation element of both the County General Plan & the Local Coastal Plan. From what I have read so far, you are doing a good job from the view point of the average cyclist. Of course, there are problems with the range of cycling abilities and individual approaches as to how each cyclist conducts his or herself with all others, but that is an operational aspect and you are involved in the planning aspect.

I have read through both the plan and the BAC minutes since the plan was published; but I feel that I am still missing something. The plan discusses (and rightly so) many of the problems that we bicyclists have with motorized vehicles but we share the roads, paths, trails and even sidewalks, with skateboard users, pedestrians, runners, hikers (who act differently than pedestrians), wheelchair users (both manual & powered) and even the occasional person pushing a shopping cart. There are interactions and needs here that should be discussed in addition to those discussed with vehicles if the Bicycle Transportation Plan is to be inclusive of the full range of bicyclists' needs.

I searched on several key words for how the plan is to be considered with other users of the various streets & trails etc.:

1) The first key word being ADA. On page A-71 there is discussion of ADA compliance, but only in reference to the Spanish Oaks Underpass Ramp. There is no other reference. I know that I (both as a cyclist and as a wheelchair pusher) have encountered both wheelchair users and other cyclists using the county roads, trails, paths, sidewalks, etc.

2) I then searched on wheelchairs & hikers but found no reference in the plan to either word.

3) In searching on skate, there is a reference to skateboards on page 60 but only in reference to both bicyclists & skateboarders being subject to traffic laws.

4) I finally searched on pedestrians and found on page 13 (of the plan in the introduction) words that stated that areas that prioritize bicyclists & pedestrians were economically beneficial. On page 15, there is a statement that this plan incorporates the bicycling component of complete streets polices where that is defined as travel for all users, including pedestrians, bicyclists, motorists and public transportation users of all ages & abilities. On page 24, there is the statement that a Class 1 Bikeway (Bike Path) "Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized. On page 26, there is a discussion of Class II Bike Lanes Channelization in regard to the safe & orderly conduct of motor vehicles, bicycles & pedestrians. On page 27, under Class III Bike Routes (Bicycle Boulevards) there is mention of use by both bicyclists &

pedestrians. On page 32, there is further mention of motorists, pedestrians & bicyclists and their movement per the California Vehicle Code. On page 69, under implementation of Project Priority Criteria, the second criterion (after commuting facilitation) is Safety in the transportation network of bicyclists, motor vehicles & pedestrians. The last two references to pedestrians are in the Reference Section (1), Glossary Section (3) page A-1 in 're' to the Broad Street Bicycle Boulevard crossing Hwy 101 and page A-29 where children on bikes are directed to become pedestrians at the Patricia/Foothill/La Entrada Intersection. Clearly the Bicycle Transportation Plan is meant to cover both pedestrians and cyclists in using any type of bike trail in this county.

The Jan 16th 2014 BAC minutes state "SLOCOG bicycle and pedestrian improvement requests" as a new agenda item but does not give any details. The next meeting did not directly reference this item.

The March 20 minutes referenced that someone was observed using the green lane as a crosswalk even though the plan states that bike lanes are to be shared with pedestrians. There were no details as to whether a sidewalk was available.

The 15 May minutes discuss the SLOCOG Chorro Valley Trail Project and that it would be multi-use which seems redundant when the plan specifically states that all trails will be multi-use (with the exemption of motorized vehicles). Further on there was a discussion of how to keep runners off the trail and only allow then on the trail shoulders. At the end of the minutes was a discussion of opposition by Laguna residents to installing a "bike/ped bridge."

The 17 July minutes discuss pedestrians, vehicles & bicycles in regard to collisions, mitigation strategies and corridor ranking. There was a public comment for the need of a pedestrian crosswalk or vehicle stop bars at the CHP station on California (street).

The 25 September minutes do not specifically mention pedestrians. Nor would I expect them to (unless in consideration of some interaction point) since the Bicycle Transportation Plan covers both bicycles & pedestrians in using any type of Bike trail (whether Class 1, 2 or 3).

My conclusion is that the word 'pedestrians' as used by the county & in the 2013 Bicycle Transportation Plan is meant to include skateboard users, runners, hikers (who act differently than pedestrians), wheelchair users (both manual & powered), and even the occasional person pushing a shopping cart.

It would be helpful if any Bicycle Transportation Plan did so state that clearly to emphasize that all non motorized vehicle areas (of whatever class) will be used by all of the above and that bicyclists need to be aware of their needs (which varies considerably among the types of users and even within each type) and of potential problems that all should look for in the same manner that this plan so well addresses the problems that all of the above have with motorized vehicles. As the minutes of BAC reflect, sometimes forgotten is that trails etc. in San Luis Obispo County are to be used by all bicyclists & pedestrians (and not just on the shoulders of the paved segments, as was discussed in the 15 May 2014 minutes).

Not mentioned (that I have so far found) is the interaction of motorized (if even only battery powered) bicyclists with other bicyclists & the enlarged use of the term pedestrians. As Adam Hill (our County Supervisor) will attest, members of the Avila Valley Advisory Council have repeatedly brought up different types of interaction problems on both the existing Bob Jones Trail & the proposed connections to it between the valley and the city. That is, of course, an operational problem that might be alleviated to some extent by this planning document proposing signage along the right-of-way that it is to be used by all. For example, "Consideration should be given to those who simply cannot move as fast as others". Another operational problem that might be reduced is planning for signage that all users must obey the laws (like stopping at stop signs, not littering, etc.).

Thanks for considering the above in your proposed comments for the creation of a new County Bicycle Transportation Plan.

Terry N Taylor
575 Bassi San Luis Obispo, CA 93405
terryntaylor@charter.net / 805-595-9535

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805.781.7200
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DEC 19 2014
COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS

Michelle Matson
Department of Public Works
County Government Center, Room 206
San Luis Obispo CA 93408

December 17, 2014

Re: San Luis Obispo County's Bikeways Plan – 2015 Update

Dear Ms. Matson:

The San Luis Obispo City Bicycle Advisory Committee (City BAC) appreciates the opportunity to comment on the County Bikeways Plan 2015 Update. Our primary request is consistency between the County's updated plan and the City's Bicycle Transportation Plan updated in November 2013. We believe that the transition between City and County bikeways should be seamless.

Additionally, we recommend that the County update its policy regarding bike channelization at intersections to be consistent with City Policy 1.20, page 33, in the Bicycle Transportation Plan: "Channelization should be provided at signalized intersections along streets that have Class II bikeways and where dedicated turn lanes are provided. The City will evaluate existing intersections, consider constraints to achieving this policy, and program improvements as appropriate. The City shall encourage Caltrans and the County to do the same."

Other recommendations include:

1) Adopt San Luis Obispo City standards for bike facilities, including Class 1 and Class 11 bikeways, for consistency.

For example, we are pleased the County increased the paved trail width of the Bob Jones Pathway from 8 feet to 12 feet in the Amended Revised Draft Environmental Impact Report Alternatives Section. The City BAC believes the 12-foot pavement width with 2-foot shoulders, consistent with City standards, will reduce conflicts and improve safety for all trail users and provide a seamless transition between the City and County stretches of this pathway.

Consistent standards will also be important for the network of Class 1 trails being planned in county jurisdiction adjacent to the City of San Luis Obispo, including the Chorro Valley Trail from San Luis Obispo to Morro Bay and Southern San Luis Obispo County Anza Trail from Edna Valley to Price Canyon.

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The City BAC also recommends that the County develop a countywide policy for consistent trail courtesy rules and regulations for electric bicycles, and wheelchairs and other electric vehicles for consistency and safety.

2) Provide bikeway connections to SLO City bike facilities, including a Broad Street bike path from the Regional Airport to Los Ranchos School. This connection is a high priority for residents.

The City's Bicycle Transportation Plan includes the following projects that are intended to be extended into county jurisdiction:

1) Cuesta Park/Loomis Street Southbound Highway 101: Provide an exit from Highway 101 southbound for bicyclists prior to roadway curves preceding the Monterey Street exit that limit sight visibility. The project will also provide access to Loomis Street. (Page A-35) Extend bikeway to Pismo Beach via the railroad corridor, Price Canyon or the Anza Trail.

2) Railroad Safety Trail: Create the major north-south bicycle thoroughfare for the City serving downtown neighborhoods and businesses, Cal Poly, elementary schools and all the Broad Street corridor neighborhoods and businesses. (Page A-40).

3) Fixlini/Flora Bicycle Boulevard: Provide a low-traffic impact north/south through route for bicyclists that serves the Johnson Avenue neighborhoods through to San Luis High and upper Monterey Street area. (Page A-61)

4) Bob Jones City to Sea Trail: Join the proposed SLO County Bob Jones City-to-Sea Trail with the downtown core and the Laguna Lake area businesses and neighborhoods. (Page A-77)

5) Portions of the Acacia Creek Bikeway: Create an off roadway route connecting existing South Broad Street neighborhoods north of Acacia Creek with the Damon-Garcia Sports Field and Buckley Road Bikeways. (Page A-99)

6) Tank Farm Road Class 1 Lanes: Provide Class 1 connectivity between the Tank Farm Creek and Acacia Creek Class 1 bikeways per the Airport Area Specific Plan (Page A-108)

7) Tank Farm Creek Class 1: Create an off-roadway connection between the mid-section of Tank Farm Road and Buckley Road. (Page A-111)

8) Buckley Road Bikeway Network: Connect existing and future bicycle facilities along Buckley Road to preserve and enhance this popular cycling route as traffic, volume and speeds increase. (A-112)

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9) Class II Bike Lane Connections to: Broad, Buckley, Foothill, Froom Ranch, Los Osos Valley, Orcutt, Prefumo Canyon, Santa Fe, Santa Rosa, South Higuera and Tank Farm roads.

Thank you for your consideration,

Jim Woolf

Jim Woolf, Chair
San Luis Obispo Bicycle Advisory Committee

{In Archive} Fw: SLO County Bikeways Plan 2015 update

Andrew Mutziger to: Lea2skip 02/10/2015 05:43 PM
Cc: Josh Olejczak, Michelle Matson

History: This message has been forwarded.
Archive: This message is being viewed in an archive.

Hi Lea and Skip,

With the idea of fine tuning the Goals for the updated plan process that was adopted by the BAC in November, I am including APCD's input in BLUE text after each goal. Please also consider the APCD letter from our Dec 31, 2014 letter to Ms. Matson: Initial Input From APCD for teh SLO County Bikeways Plan 2015 Update Process.

I plan on submitting the below comments to BAC for consideration during Public Comment at this evening's BAC meeting.

Sincerely,

Andy Mutziger
Air Quality Specialist
San Luis Obispo County Air Pollution Control District
(805) 781-5956
fax: (805) 781-1002
www.slocleanair.org

Lea2skip Hi Andy: 01/14/2015 02:43:20 PM

From: Lea2skip@aol.com
To: amutziger_apcd@co.slo.ca.us, dan@slobikelane.org, pmandeville@slocity.org
Date: 01/14/2015 02:43 PM
Subject: Re: SLO County Bikeways Plan 2015 update

Hi Andy:

Excellent suggestions! Skip is on the County BAC's Bikeways Plan Update Subcommittee so I shared your letter with him. The Bicycle Coalition is closely following the update process.

FYI: Below, courtesy of Skip, are the County BAC's 12 goals adopted in November for the updated plan process.

Goals
1. Increase bicycle usage to meet mode split of 20% by 2035.
Increase bicycle usage in San Luis Obispo County for all trips by 100 percent of 2010 levels by 2035. Promote bicycling as a healthy transportation option that improves physical fitness and community well-being.

> I think the current level of bike trips in the County is about 2%. I think this is a census number. Does the BAC or Coalition have the local 2010 value? Assuming 2% is right, then if the plan proposes a 100% increase by 2035, wouldn't that mean the value would be 4% in 2035 rather than 20%?
>
> Dan with the Coalition has been wanting to get automated bike counting devices at key areas where bikes pass through (e.g. Railroad safety trail, Bob Jones Trail, etc). For this Goal to be successful,

there has to be solidly measured baseline and a solid plan to complete future measurements to determine if the target the BAC sets is being trended to over time.

2. Reduce bicycle collisions & injuries by 50%.
Reduce bicycle collisions and injuries from all causes by 50 percent of 2010 levels by 2035. Reduce the total number of bicycle collisions and injuries through education, encouragement, and enforcement programs.

These are great goals, but recommend that the 2nd sentence be modified to say:
This 50% reduction will be the result of infrastructure improvements and education, encouragement, and enforcement programs.

The reasoning behind this change to "50%" from "total number" is explained by example:

By way of example, let's say in 2010 there were 500M trips made in SLO County. The bicycle portion of those trips would have been 10M assuming a 2% mode split. Let's further assume there were 100 bicycle collisions and injuries in 2010 or 0.001% of the bike trips resulted in an accident.

Fast forward to 2035 and now there are 750M trips made in SLO County. Assuming we are then at a 4% mode split then there would be 30M trips by bicycle. Using 2010's 0.001% accident rate as baseline, the baseline accidents associated with 30M trips would 300. A goal of 50% reduction in accidents by 2035 would mean that education and infrastructure improvements would result in only 150 accidents in 2035; 150 out of 300M is 0.0005% or a 50% reduction from 2010 accident rate. The total number went up but the % of accidents dropped by 50%.

Further, I'm a bit concerned by the term "all causes" when referring to bicycle accidents. Are injuries sustained by the mountain bike community included in the injury percentages? My thought is that on the road, there are things that can be done to reduce accidents. But there is a large and growing mountain bike community and it is unlikely that their injury percentages are going to reduce over time. If mountain bike injuries are not included in the percentage, then perhaps the language should say:
Reduce all causes of bicycle collisions and injuries on the road by...

3. Complete the top 20 listed projects in the bike plan.
Increase the total number of bicycle facilities by at least 5 percent each year. Implement the Bicycle Plan, which identifies existing and future needs for all levels of cyclists.

Is the historic trend of increases in bicycle facility consistent with a 5% future increase? Also, is the definition of a bicycle facility? My thought is that a set of bike lockers are easy and less costly to secure than a new section of the Bob Joe's trail but they both can be considered a new facility. Finally, it might be good to ensure that this standard is written to specifically include or exclude compounding to the % increase the BAC settles on.

4. Provide consistent design criteria throughout the county for Class I multi-use paths in accordance with this bike plan.
Provide for consistent design criteria for all Class 1 Bicycle Facilities (Bike Paths) in the county by maintaining and coordinating the same design criteria for all city and county bike paths.

Agreed.

5. All new bicycle facilities construction shall conform to the county's Climate Action Plan Provide an appropriate bicycle network for all bicyclist types and skill levels by developing safe,comfortable, low-stress bikeways such as bicycle boulevards and trails that reduce conflicts between bicyclists and drivers.

These seem to be two different goals so should they be separated

6. Place oversight of Significant Regional Corridors under Public Works.
Move oversight of Class 1 Bike Facilities from the Parks Department to Public Works Department of the County where the facilities are not in a (regional) parks. Class 1 bike facilities are and will be major transportation facilities for cyclists as connectors linking the cities within the county. Many proposed Class 1 Facilities such as the Chorro Valley trail, Bob Jones trails, de Anza trail and the Salinas River trail , etc. will be Significant Regional Corridors (routes) connector facilities and more than just recreational trails, but will be transportation facilities and commuter routes.
These facilities should be recognized as transportation facilities and obtain funding as such and not just limited recreation facility funding.

> Agreed

7. Provide a full-time Bicycle Coordinator.
Provide for a full time Bicycle Coordinator, bi-monthly meetings of the BAC, and increase supporting staff for planning, grants and program funding and general staff support.

> Is it the BAC's concept for the County to add a County or COG staff position wholly dedicated to coordinating with COG on such things as integrating the priorities in the Cities & County Bike Plans, implementing and updating the County Plan, and seeking funding for bicycle facilities? Please consider re-writing the Goal to solidify the desired concept.

8. Ensure 20% of transportation dollars are spent for bicycle facilities and programs.
Ensure funding proportionate to mode share for County bicycle facilities, transportation programs, and staff support, as related to Goal 1.

> Should this goal be to steadily increase the % of transportation funds for bicycle facilities and programs such that by 20XX the funding rate is 20%?

9. Increase bicycle parking spaces throughout the county by 20%.
Secure and convenient bike parking is critical in the effort to encourage bicycling. Bike racks should be provided at all new commercial and industrial sites. Some businesses in older infill areas of the County may not have bike racks because the businesses pre-exist the County's bike parking requirements. The County can work with these businesses to get bicycle racks installed. The County should work with Regional Transit to provide secure long term bicycle parking at all major transit transfer points (train and transit hubs). Showers and clothes lockers should be encouraged at major employment centers.

> Agreed but it might be good to also provide a metric for Shower/Locker facilities that the BAC feels is important such as:
>
> > See that the county and city General Plans define a size threshold for new commercial facilities where bike lockers & showers/clothes lockers are mandatory. Perhaps set a year in which the BAC wants the 20% increase in parking and GP amendments to be complete. Finally, what is the 20% relative to, 2010? Will a 20% increase provide enough parking for the anticipated bike trips in 2035?

10. Develop new quantifiable ranking criteria for the next bike plan update.
Provide for annual data updates and GIS - ARC View type maps supporting ranking criteria.

> Agreed

11. Reduce motor vehicle lane widths to 11' when practicable in order to widen bike lanes.
Adopt a county policy where when the road width is sufficient (or when a road is widened and / or resurfaced) that the projects look to re-striping and providing 11 feet vehicle lanes, therefore providing more usable wider shoulders or bike lanes.

This is a good concept, but it would also be good for this Goal to define a timeline for the County/Caltrans to retrofit existing bike lanes that are subject to the State's 3' law and ensure that future roads/bike lanes also comply.

12. Add the Bicycle Advisory Committee to the list of reviewers of proposed County developments. Provide for the BAC review of proposed bicycle projects, or the for the determination of bicycle needs, early in the planning process and at the design development level.

Agreed

Thanks!

Lea

In a message dated 1/14/2015 1:21:09 P.M. Pacific Standard Time, amutziger_apcd@co.slo.ca.us writes:

Hi Dan, Lea and Peggy,

For your information, the APCD wanted to provide you with our early comments prior to work beginning on the 2015 update to the County's Bikeways Plan.

Please let me know if you have any input or questions about our comments.

Sincerely,

(See attached file: 3853-1 (Signed).pdf)

Andy Mutziger
Air Quality Specialist
San Luis Obispo County Air Pollution Control District
(805) 781-5956
fax: (805) 781-1002
www.slocleanair.org

[Scanned @co.slo.ca.us]
[attachment "BikewaysPlanGoals,etc.revisions-12162014.docx" deleted by Andrew Mutziger/APCD/COSLO]

Fwd: Los Osos Valley Road Improvements
Robert Fuller Davis
to:
Michelle Matson
03/01/2015 08:52 AM
Cc:
Dale Sutliff
Hide Details
From: Robert Fuller Davis <slobike@me.com>

To: Michelle Matson <mmatson@co.slo.ca.us>

Cc: Dale Sutliff <dalesutliff@me.com>

2 Attachments

slobc-logo-sig-200.png image1.jpeg

Michelle, can you incorporate this suggestion into public input for the Bike Plan? Thanks. Red

Robert Fuller Davis
Morro Bay California

Be kind. Everyone you meet is fighting a hard battle.
— Pogo

Begin forwarded message:

From: David Abrecht <daveabrecht@me.com>
Subject: Los Osos Valley Road Improvements
Date: March 1, 2015 at 8:48:41 AM PST
To: Davis Robert <slobike@me.com>, Olejczak Josh <slowroads@yahoo.com>

Red and Josh,

The purpose of this e-mail is to let you two know, as the District 2 reps on the County BAC, of a proposal in Los Osos that will greatly improve bicycle and pedestrian safety in our town.

The proposal is to eliminate on-street parking on Los Osos Valley Road from South Bay Blvd. to Palisades and to complete or enhance the Class 2 bike lane on the roadway.

I would like to suggest that Los Osos become a model community by installing a "buffered" Class 2 bike lane that uses additional road striping to create a safety barrier for bicyclists. There will be plenty of room for such an improvement and it will encourage more people to bicycle for transportation and recreation through "downtown" Los Osos. Below is a photo of a type of buffered bike lane in the City of Buellton.

I would also like to suggest that the travel lanes be reduced to 10 feet in width. The 10 foot lane will calm traffic, reduce speed and again improve safety for all users of the roadway.

I would like you to support this project in your capacity as District 2 members of the BAC and urge county staff to consider the buffered bike lanes and 10 foot travel lanes.

The project appears to have support in the Los Osos business community. I spoke with the new president of the Los Osos Chamber of Commerce, Steve Vinson, who is all for it.

Thanks for your help.

David Abrecht
Bicycle Advocate
San Luis Obispo Bicycle Club
LCI #4415

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Bicycle Advocate
San Luis Obispo Bicycle Club

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