

# AGENDA

Regular Meeting of the  
**SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE**  
Council Hearing Room, City Hall  
990 Palm Street, San Luis Obispo

January 26, 2012

Thursday

7 p.m.

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## MISSION:

*The purpose of the Bicycle Advisory Committee (BAC) is to provide oversight and policy direction on matters related to bicycle transportation in San Luis Obispo and its relationship to bicycling outside the City.*

**ROLL CALL:** Bill Bradlee (Chair), Peter Deragon (Vice Chair), Chris Black, Catherine Machado, Kristina Seley, Howard Weisenthal, and Jim Woolf.

**PUBLIC COMMENT:** At this time, the public is invited to address the Committee concerning items not on the agenda but are of interest to the public and within the subject matter jurisdiction of the Bicycle Advisory Committee. The Committee may not discuss or take action on issues that are not on the agenda other than to briefly respond to statements made or questions raised, or to ask staff to follow up on such issues.

**MINUTES:** November 17, 2011 (Attachment 1)

## ACTION ITEMS:

1. Election of Officers
2. 2012 Bicycle Transportation Plan (BTP) Update - Consent Items (Attachment 2)
3. 2012 Bicycle Transportation Plan Update - Outstanding Items (Attachment 3)

## PRESENTATION ITEMS:

4. 2012 BTP Update - New Presentation Items
  - Presentation of Railroad Safety Trail and Bob Jones City-to-Sea Trail Projects
  - Presentation/discussion of deferred Pavement Area 9, New Projects
  - Review existing plan: Appendices

## DISCUSSION ITEMS:

5. Committee Items: •
6. Staff Items:
  - Unmet Transit needs and Bicycle & Pedestrian Inventory Public Hearing
  - Bicycle Friendly Community (BFC) status and feedback
  - Special meeting

The City of San Luis Obispo is committed to including the disabled in all of its services, programs, and activities. Please contact the Clerk or staff liaison prior to the meeting if you require assistance.



## **ACTION ITEMS:**

### **Agenda Item #1: Election of Officers**

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Article 3 (Officers), of the Bicycle Advisory Committee Bylaws updated July 2007, states that, "The officers will consist of a Chairperson and Vice-Chairperson who will be elected at the first regular Committee meeting in each calendar year. The Chairperson will preside over all meetings of the Committee and perform such duties as directed by the Committee. The Vice-Chairperson will serve in the absence or incapacity of the Chairperson." Additional officer duties include; writing quarterly progress reports, representing the Committee at the Mayor's quarterly luncheon, and representing the Committee at relevant Advisory Body and City Council meetings. The term of election is for one year, commencing upon election. No person shall serve in the office of chairperson or vice chairperson for more than two consecutive terms. Chair Bradlee has completed one term and Vice Chair Deragon has completed one term.

The Chair should open the floor for nominations for the office of Chairperson, close the floor for nominations, then ask members to vote for one of the nominees. If only one nominee is offered, then a voice vote can be taken. However, if more than one person is nominated, the BAC may want to cast a secret ballot. The same process should be followed for the office of Vice Chairperson.

**Staff Recommendation:** The Committee shall elect a Chair and Vice Chair.

### **Agenda Item #2: 2012 Bicycle Transportation Plan Update - Consent Items**

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This material has been presented and reviewed at previous meetings and BAC input has been incorporated, along with individual BAC member rankings. These are consent items (Attachment 2). No further discussion is planned unless a committee member requests a specific modification at the meeting.

BTP projects – Outstanding existing projects from Pavement Areas 6:

- Laguna Lake Bikeways A
- Laguna Lake Bikeways B
- Laguna Lake Bikeways C

BTP projects – Existing projects in Pavement Areas 8:

- Casa to Toro Bicycle Boulevard, Crossing Hwy. 101
- Highland Class II
- Highland / Santa Rosa Bypass
- Highland / Chorro Class I Connection

BTP text

- "4. Education and Promotion" thru "6. Administration" (pgs 20-22)

**Staff Recommendation:** Approve consent items.

### **Agenda Item #3: 2012 Bicycle Transportation Plan Update - Outstanding Items**

This material has been presented and/or reviewed at previous meetings. Items listed below address outstanding questions or changes not yet reviewed by the BAC. (Attachment 3)

BTP projects – Outstanding, new, and existing projects in Pavement Areas 6:

- Vista Lago connection

BTP text

- New text amending sections previously reviewed (Attachment \_?):
  - Class III Bikeway Policy: Policy changes made based on discussion during the November 17, 2011 BAC meeting, related to cost of signage required in the current draft policy.
  - “Special Design Provisions”
    - Revision of Policy 1.43 - Expanded Policy on Sharrows: During discussion of proposed projects for Nipomo St. between Higuera and Marsh, and “North Chorro Sharrows” during the November 17, 2011 meeting, direction was given to clarify the need/use of Sharrows. Note: The Sharrow definition has been expanded to support this policy.
    - Revision of Policy 1.44 (Continued revision resulting from discussions during both the Sept. and Nov. 2011 BAC meetings)
    - Traffic Calming (Presented under Agenda Item #2, Nov. 2011 BAC meeting)
  - Expanded Definition on Sharrows: To support new sharrow policy.

**Staff Recommendation:** Approve projects for ranking. Approve draft text.

### **PRESENTATION ITEMS:**

### **Agenda Item #4: 2012 Bike Plan Update – New Presentation Items**

BTP projects – New Presentations Items (Attachment 4)

- Railroad Safety Trail (RRST), all project sections:
  - Currently the RRST project segments are named and listed in a numerical sequence based on project prioritization from the 2002 plan. For this update, staff recommends that project segments be named by logical location names, and listed in a north to south manner.
  - To better identify the primary route of the Railroad Safety Trail that can be built meeting current Union Pacific Railroad requirements, staff recommends that project segments be designated as “Primary” or “Support”. “Primary” segments are those whose completion will create a single continuous north to south trail, and which are currently seen as the most attainable routes due to known right-of-way (ROW) or funding issues. “Support” segments are those that add further connections to the Primary route and should be pursued if current issues (such as right of way) are resolved.
  - Over time the RRST project segments have been called various different names in City plans and documents. A matrix will be created and presented in an appendix to clarify past naming in relation to naming proposed in the 2012 plan.
  - As with the current BTP, only the overall RRST project will be ranked, not the individual project segments.
- Bob Jones, City-to-Sea Trail, all project sections:
  - Currently the trail project segments are named and listed in a numerical sequence based on project prioritization from the 2002 plan. For this update, project segments will be named by logical location names, and listed in a North to South manner.

- Presentations of proposed projects, Pavement Area 9
  - Higuera Street: At the November 17, 2011 meeting, the following two project proposals were listed under “New Presentation Items”. The Committee requested that these be deferred to this meeting, and that data be made available for further discussion. (Attachment 5)
    - Downtown Higuera Street Bicycle Facility
    - Downtown Higuera Street vehicle restriction
  - Sharrow Projects: At the November 17, 2011 meeting the following two project proposals were listed under “New Presentation Items” and both involved the discussion on the use of Sharrows. Based on presentation/discussion in above Agenda Item #3, “Expanded definition and Policy for Sharrows”, provide direction for possible project creation on the following:
    - Nipomo St. Bicycle Facility between Higuera and Marsh
    - North Chorro Sharrows
 Data for streets previously proposed for Sharrow facilities, along with Monterey St. (existing Sharrows) has been compiled for review (Attachment 6).

BTP text

- Appendices: Appendices A – K of the 2007 BTP directly relate to requirements of CA Streets and Highways Code section 891.2, which make the plan eligible for Bicycle Transportation Account (BTA) grant funding. For the 2012 BTP update, the information will be organized by subject throughout the plan. The updating process for these appendices has been ongoing by both staff and through input from the BAC, as part of policy text and the BTP project review process.

For this meeting, please review the maps associated with appendices “D: Existing and Proposed End-of-trip Bicycle Facilities”, and “F: Existing and Proposed Changing and Storage Facilities”, and provide staff with input on any public facilities not currently shown on the maps.

**Staff Recommendation:** Review in advance of the meeting the listed BTP text section for understanding. Use the meeting to seek further understanding and/or to provide staff with input on desired changes/additions. Review listed existing plan projects in advance for understanding. Use the meeting to seek further understanding of specific projects and/or to provide staff with direction. Members will rank these projects prior to the next meeting.

## **DISCUSSION ITEMS:**

### **Agenda Item # 5: Committee Items**

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- Committee discussion items

### **Agenda Item # 6: Staff Items**

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Updates on:

- Unmet Transit needs and Bicycle & Pedestrian Inventory Public Hearing (Attachment 7)
- Bicycle Friendly Community (BFC) status and feedback

Other:

- Special meeting
- Items for next meeting
  - Draft Outline "Actions" Update
  - \_\_\_\_\_
  - \_\_\_\_\_

The next meeting will be held: March 15, 2012

## **ATTACHMENTS:**

1. Minutes, November 17, 2011
2. Bicycle Transportation Plan Update, Projects and Text (Consent Items)
3. Bicycle Transportation Plan Update, Projects and Text (Outstanding Items)
4. Railroad Safety Trail and Bob Jones City-to-Sea Trail project keys
5. Downtown: Higuera and Marsh Street data comparison
6. Sharrow Comparison Data
7. News Release: Annual Unmet Transit Needs and Bicycle & Ped. Inventory

# Minutes

Regular Meeting of the  
**SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE**  
Council Hearing Room, City Hall  
990 Palm Street, San Luis Obispo



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**November 17, 2011**

**Thursday**

**7 p.m.**

**MISSION:**

*The purpose of the Bicycle Advisory Committee (BAC) is to provide oversight and policy direction on matters related to bicycle transportation in San Luis Obispo and its relationship to bicycling outside the City.*

**ROLL CALL:**

**Present:** Bill Bradlee (Chair), Chris Black, Howard Weisenthal, and Jim Woolf

**Absent:** Peter Deragon (Vice Chair), Catherine Machado, and Kristina Seley

**Staff:** Kevin Christian and Peggy Mandeville

**PUBLIC COMMENT:**

**Jessica Berry**, San Luis Obispo Council of Governments (SLOCOG) representative, discussed the following:

- A recent survey poll that indicated 60% of County respondents were in favor of a sales tax measure that would increase taxes to benefit public transportation, but 67% was recommended to place the item on the ballot.
- Over 1050 people participated in Rideshare Month, and over 18% were bicyclists.
- Rideshare is currently offering Safe Routes to School "Mini Grants". For more information contact Morgen Marshall at 781-4462.

**MINUTES: September 15, 2011**

**CM Woolf** moved to approve the minutes as submitted. **CM Weisenthal** seconded the motion. The motion passed unanimously.

1 **ACTION ITEMS:**2  
3 **Agenda Item #1: 2012 Bicycle Transportation Plan (BTP) Update – Consent Items**4  
5 BTP projects – New and existing projects in Pavement Areas 6 and 7:

- 6
- 7 • Cerro Romauldo Bicycle Blvd.
  - 8 • Cerro Romauldo Class I
  - 9 • Foothill / Ferrini Crossing
  - 10 • Patricia / Foothill / La Entrada Intersection
  - 11 • Tassajara Sharrows
  - 12 • Madonna to Laguna Lake Traverse, Class I Trail
  - 13 • Santa Rosa at Boysen, Grade Separated Crossing
  - 14 • Boysen Ave. Connection
  - 15 • North Chorro Intersection Enhancement
  - 16 • Sacramento / Duncan to Laurel Class I, Railroad Safety Trail Connection

17 BTP text

- 18
- 19 • Bikeways, “Bicycle Parking and Storage” thru “Other Support Facilities” (pgs 16-20)

20 Staff presented a report on the project rankings and text/policies amendments. Staff  
21 recommended that BAC approve the consent items as submitted.22  
23 **Gary Havas**, SLO Bicycle Club, discussed Club support of the BTP.24  
25 **CM Bradlee** moved to approve the consent items as presented. **CM Woolf** seconded the  
26 motion. The motion passed unanimously.27  
28  
29 **Agenda Item #2: 2012 Bicycle Transportation Plan Update - Outstanding Items**30  
31 Staff discussed the outstanding BTP projects:

- 32
- 33 • Staff noted Laguna Lake Bikeways B and C have been modified.
    - 34 ○ There was consensus to move forward with the projects as modified.
    - 35 ○ **CM Woolf** suggested the dirt path connecting the cul-de-sacs behind Laguna Middle
    - 36 School be added to the BTP reserving it for bikeway connectivity. The BAC concurred
    - 37 and requested that staff should move forward accordingly.
  - 38 • Staff discussed dropping the Highland centerline striping project from the BTP. There was
  - 39 consensus that this was appropriate. The BAC concurred that the language, “on streets where
  - 40 vehicle volume, speed, or collisions are impacting bicycle travel, the City shall consider possible
  - 41 remedies such as signage, striping, or other traffic calming devices” should be added to Policy
  - 42 statements in the “Special Design Provisions” section of the 2012 BTP draft text, to help
  - 43 address traffic issues.
  - 44 • Staff discussed the proposed text regarding design provisions regarding colored bike lanes.
    - 45 ○ **Mr. Havas** stated his Club endorsed the text as revised by staff.
    - 46 ○ Staff Mandeville suggested including more general language for flexibility.
    - 47 ○ The BAC supported the colored bike lane trial and concurred that the glossary of terms
    - 48 should include language “...such as, but not limited to” bike boxes, etc. The policy as
    - 49 presented will be modified to reflect the direction given.
    - 50
    - 51

## Agenda Item #3: Class III Bikeways – Prioritization, Project Listing, Highland Drive

Prioritization: Staff noted that signage specifications for Class III bike routes (existing and planned) in City Pavement Area 7 would require approximately 50 signs. The agenda attachment estimated that 36 signs had a cost of \$18K. Staff suggested a preference to prioritize funding cross-town routes and/or on higher trafficked routes, rather than, “Class III routes shall include Bike Route signage...” as the currently policy directs.

**CM Woolf** agreed with tying signage needs to traffic volume. The BAC concurred and directed staff to modify the Draft Plan text accordingly.

Class III Project Listing: Staff discussed the project listings. Based on the above item discussion, traffic volumes would be considered. There was BAC consensus on this direction.

Highland Dr. (Patricia to Cuesta): The BAC concurred with staff determination that the existing Highland and Patricia Drives Class III route be modified to Highland and Cuesta.

### **PRESENTATION ITEMS:**

## Agenda Item #4: 2012 Bike Plan Update - New Presentation Items

The BAC agreed to email staff with any comments/questions concerning the text on pages 20-22 of the 2007 Bicycle Transportation Plan, as listed in the agenda for review.

Highlight discussion of proposed projects included:

- UPRR Foothill Underpass: BAC consensus was to leave it out
- UPRR Murray Undercrossing: BAC consensus was to leave it out
- Relocation of Murray signal detector at Santa Rosa: BAC consensus was to leave it out, but forward the detector location issue to the City and Caltrans Traffic Engineers.
- Downtown Higuera Class II and Pedestrian/Bike only Higuera St. restriction: The BAC requested staff to provide data, such as traffic volume and speed, and that these projects be brought back for further discussion.
- Nipomo St. Bicycle Facility: Discussion centered on what type of facility would be appropriate if provided. There was general consensus that Class II lanes might not be appropriate as they do not exist in other blocks of Nipomo St. and would require removal of parking. The concept of installing Sharrows (Shared Lane Markings) was raised, and brought up the further issue of what criteria or warrants should be met to install Sharrows. The BAC requested Staff to create a policy focused on Sharrows, and to bring the project and policy back to the BAC for feedback.
- No. Chorro Sharrows: This project was wrapped in to the discussion on Sharrows in the above item. It will be brought back to the BAC at a future meeting.

1 **DISCUSSION ITEMS:**

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3 **Agenda Item 5: Committee Items**

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4  
5 No Items

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7 **Agenda Item 6: Staff Items**

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- 10 • Bike Rodeo re-cap, and recent Bicycling Accomplishments
  - 11 • Moving Planet: Bike path completion acceleration request
  - 12 • Draft Outline "Actions" update will be brought to the BAC at a future meeting
  - 13 • Advisory Body Training
  - 14 • Due to known date conflicts with some BAC members, an alternate date for the January
  - 15 2012 meeting is being considered. BAC members will provide staff with their availability, and
  - 16 a date will be set and posted within two weeks.

17  
18 **ACTION: CM Woolf** motioned to adjourn. **CM Bradlee** seconded the motion. The  
19 motion passed unanimously.

20  
21 The meeting adjourned at 9:05 pm to the next meeting, date to be decided.

22  
23  
24 Respectfully submitted,

25  
26 Lisa Woske  
27 Recording Secretary

28

**Project:** Laguna Lake Bikeways A

**Description:** Create a Class I bikeway from the north end of Laguna Lake Park to lower Foothill area at O'Connor.

**Intent:** Create a link between Madonna Road and Foothill Blvd. which doesn't require using LOVR, providing direct access to O'Conner Way. Overall, the Laguna Lake Bikeways A, B, C should create off roadway links between northern and western City neighborhoods, City parks, and the City's only Middle School.

**Class:** I

**School zone:** SM

**Pave**

**section:** 6

**Length (Feet)** 10,000

**Est. Cost** \$5,000,000

**Priority** First

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
	1 Chris	4	5	4	4	3	4	2	4	4	4
2 Bill	5	3	5	1	1	4	0	2	3	1	25
3 Peter											0
4 Catherine	4	5	5	3	0	5	1	4	5	2	34
5 Kristina											0
6 Howard											0
7 Jim	4	5	5	2	1	4	2	4	4	3	34
avg. SCORE	4.25	4.50	4.75	2.50	1.25	4.25	1.25	3.50	4.00	2.50	32.75

**Notes:** Requires approval of Madonna ranch owners; path is in flood zone, may need elevated sections. Note relationship to Laguna Lake Bikeways B and Laguna Lake Bikeways C, Class I paths connecting to the Laguna Middle School neighborhood at Diablo Drive, and upper Foothill neighborhood area. Portions of the overall project (parts A, B and C) were formerly known as Mis 18 in the Bicycle Transportation Plan dated May 7, 2002. Cost associated with this project are noted as 30% from "TE/BTA" grant (Transportation Enhancement/Bicycle Transportation Act) in the 2002 plan.

# Attachment 2

2 of 13

**Project:** Laguna Lake Bikeways B

**Description:** Create a Class I bikeway connecting the proposed Laguna Lake Bikeways A, a Class I bikeway from the north end of Laguna Lake Park to lower Foothill area at O'Connor Way, to the Laguna Middle School neighborhood at Diablo Drive.

**Intent:** Create a bike path (low traffic volume/speed) connection to the Laguna Middle School neighborhood. Overall the Laguna Lake Bikeways A, B, C should create off roadways links between northern and western City neighborhoods, City parks, and the City's only Middle School.

**Class:** I

**School zone:** SM

**Pave**

**section:** 6

**Length (Feet)** 3690

**Est. Cost** \$1,800,000

**Priority** First

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
1 Chris	4	5	4	4	3	4	2	4	4	4	38
2 Bill	5	3	5	1	1	4	0	2	3	1	25
3 Peter											0
4 Catherine	4	5	5	3	0	5	1	4	4	2	33
5 Kristina											0
6 Howard											0
7 Jim	4	5	5	2	1	4	2	4	5	3	35
avg. SCORE	4.25	4.50	4.75	2.50	1.25	4.25	1.25	3.50	4.00	2.50	32.75

**Notes:** Requires approval of DeVaul and Madonna ranch owners; path is in a flood zone, may need elevated sections, and may require reconfiguration of Los Osos Valley Road between Diablo Way and the City Limit. Has a relationship to Laguna Lake Bikeways A and Laguna Lake Bikeways C class I paths. Portions of the overall project (parts A, B and C) were formerly known as Mis 18 in the Bicycle Transportation Plan dated May 7, 2002.

# Attachment 2

3 of 13

**Project:** Laguna Lake Bikeways C

**Description:** Create a Class I bikeway connecting the proposed Laguna Lake Bikeways A, a Class I bikeway from the north end of Laguna Lake Park to lower Foothill area at O'Connor Way, to upper Foothill Blvd. neighborhood area.

**Intent:** Create a bike path (low traffic volume/speed) connection to the upper Foothill Blvd. neighborhood. Overall the Laguna Lake Bikeways A, B, C should create off roadways links between northern and western City neighborhoods, City parks, and the City's only Middle School.

**Class:** I

**School zone:** SM

**Pave**

**section:** 6

**Length (Feet)** 9,970

**Est. Cost** \$6,000,000

**Priority** First

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
	1 Chris	4	5	4	4	3	4	2	4	4	4
2 Bill	5	3	5	1	1	4	0	2	3	1	25
3 Peter											0
4 Catherine	4	5	4	3	0	5	1	4	4	2	32
5 Kristina											0
6 Howard											0
7 Jim	4	5	5	2	1	4	1	4	4	3	33
avg. SCORE	4.25	4.50	4.50	2.50	1.25	4.25	1.00	3.50	3.75	2.50	32.00

**Notes:** Requires approval of Madonna ranch owners, and may require acquisition of property in Foothill neighborhood; path is in flood zone, may need elevated sections. Has a relationship to Laguna Lake Bikeways A and Laguna Lake Bikeways B, class I paths. Portions of the overall project (parts A, B and C) were formerly known as Mis 18 in the Bicycle Transportation Plan dated May 7, 2002.

**Project:** Casa to Toro Bicycle Blvd. Crossing Hwy 101

**Description:** The overall project creates a Bicycle Blvd. from the north end of the proposed Toro St. Bicycle Blvd, over Hwy101, to Murray via Lemon St., Santa Rosa park and Casa St.

**Intent:** To provide a low traffic impact north/south through route for bicyclists that serves Cal Poly for the neighborhoods East of Santa Rosa and other downtown bike route connectors, in response to the continuing congestion and deterioration of Santa Rosa St.

**Class:** BB

**School zone:** BP

**Pave section:** 8

**Length (Feet)** 1,515

**Est. Cost** \$4,000,000

**Priority** First

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
1 Chris	5	4	3	4	3	4	2	4	4	4	37
2 Bill	5	5	4	1	1	4	0	2	4	1	27
3 Peter											0
4 Catherine	4	3	2	3	0	4	0	4	4	1	25
5 Kristina											0
6 Howard											0
7 Jim	5	5	4	4	1	5	3	5	5	3	40
avg. SCORE	4.75	4.25	3.25	3.00	1.25	4.25	1.25	3.75	4.25	2.25	32.25

**Notes:** Has a relationship with the proposed Toro St. Bicycle Blvd. Overall, the pedestrian grade separated crossing (section "A") is key to this project. Path through Santa Rosa park necessary to connect Lemon St. with Casa. This project with its related links of Lemon and Casa, becomes more important if the proposed Broad St. BB is not able to be completed. City of SLO Bicycle Count Data taken in 2008 show the intersection of Santa Rosa and Mill use as thirteenth highest out of 28 locations surveyed, with a total count of 98 (data included here as this project may impact use at the mentioned intersection).

**Project Section:** Casa to Toro Bicycle Blvd. "A"

**Section Description:** This section, "A", creates a pedestrian Grade Separated Crossing from Toro St. to Lemon St. across Hwy 101

**Section Intent:** This is the pivotal section of the entire project. The intent is to provide a low traffic impact North/South through route for bicyclists that serves Cal Poly for the neighborhoods East of Santa Rosa and other downtown bike route connectors, in response

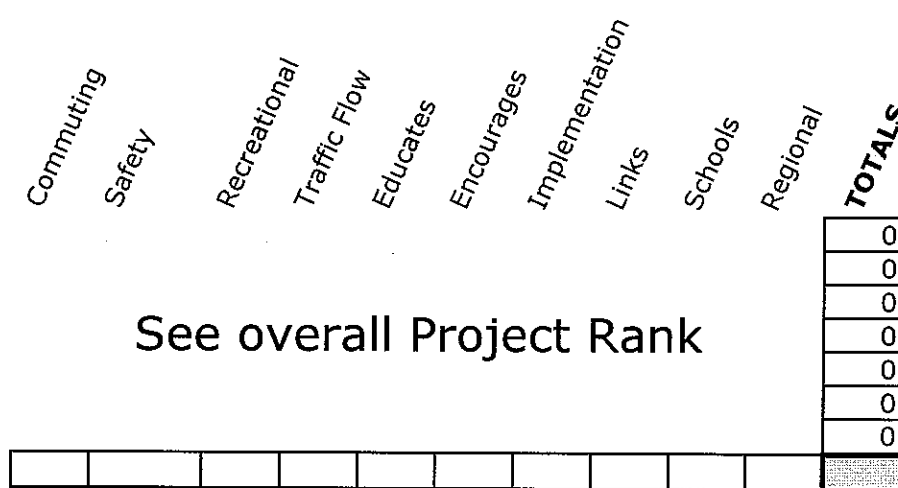
**Class:** BB

**School Zone:** BP

**Pave Section:** 8

**Length (Feet):** 405

**Est. Cost:** \$4,000,000



**Section Notes:** Relationship with "Casa to Toro Bicycle Blvd." sections "B" and "C". (Section "B": Connecting Lemon St. to Santa Rosa Park. Section "C": Lemon St. from Hwy1 to Santa Rosa Park. ) Also has a relationship with the proposed Toro St. Bicycle Blvd. Overall, the grade separated crossing (section "A") is key to this project. Path through Santa Rosa park necessary to connect Lemon St. with Casa. This project with its related links of Lemon and Casa, becomes more important if the proposed Broad St. BB is not able to be completed.

## Casa to Toro Bicycle Blvd. "B"

This section, "B" creates a Bicycle Blvd. along Lemon, from Hwy 101 to Santa Rosa Park.

To provide a low traffic impact North/South through route for bicyclists that serves Cal Poly for the neighborhoods East of Santa Rosa and other downtown bike route connectors, in response to the continuing congestion and deterioration of Santa Rosa St.

**BB**

**BP**

**8**

**640**

**\$3,000**

Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
										0
										0
										0
										0
										0
										0
										0
										0
										0

See overall Project Rank

Relationship with "Casa to Toro Bicycle Blvd." sections "A" and "C". (Section "A": Grade separated crossing at Hwy. 101 connecting Lemon and Toro. Section "C": Lemon St. from Hwy1 to Santa Rosa Park. ) Also has a relationship with the proposed Toro St. Bicycle Blvd. Overall, the grade separated crossing (section "A") is key to this project. Path through Santa Rosa park necessary to connect Lemon St. with Casa. This project with its related links of the GSX'ing between Lemon and Toro and the Casa St. BB section, becomes more important if the proposed Broad St. BB is not able to be completed.

## Casa to Toro Bicycle Blvd. "C"

This section, "C" creates a Bicycle Blvd. along Casa St. from Santa Rosa Park to Murray St. It includes a connection through Santa Rosa Park.

To provide a low traffic impact North/South through route for bicyclists that serves Cal Poly for the neighborhoods East of Santa Rosa and other downtown bike route connectors, in response to the continuing congestion and deterioration of Santa Rosa St.

**BB**

**BP**

**8**

**875**

**\$ 4,500**

Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
										0
										0
										0
										0
										0
										0
										0
										0
										0

See overall Project Rank

Relationship with "Casa to Toro Bicycle Blvd." sections "A" and "B". (Section "A": Grade separated crossing at Hwy. 101 connecting Lemon and Toro. Section "B": Connecting Lemon St. to Santa Rosa Park.) Also has a relationship with the proposed Toro St. Bicycle Blvd. Overall, the grade separated crossing (section "A") is key to this project. Path through Santa Rosa park necessary to connect Lemon St. with Casa. This project with its related links of Lemon and the GS crossing at Lemon to Toro, becomes more important if the proposed Broad St. BB is not able to be completed.

**Project:** Highland Class II

**Description:** Install Class II bike lanes in each direction on Highland from SR1 to Cuesta St.

**Intent:** To provide travel lanes for bicyclists. The project will also provide connectivity to the proposed Class III lanes on Cuesta and in turn, to the proposed Cerro Romauldo Bike Blvd.

**Class:** II

**School zone:** BP

**Pave**

**section:** 8

**Length (Feet)** 1,150

**Est. Cost** \$5,000

**Priority** Second

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
	1 Chris	2	3	3	2	2	3	4	4	3	2
2 Bill	4	5	3	1	1	3	0	2	3	1	23
3 Peter											0
4 Catherine	5	4	3	4	0	4	2	4	5	2	33
5 Kristina											0
6 Howard											0
7 Jim	5	4	3	3	1	3	5	3	5	2	34
avg. SCORE	4.00	4.00	3.00	2.50	1.00	3.25	2.75	3.25	4.00	1.75	29.50

**Notes:** This project may require removal of parking. If space limitations only provide for one bike lane, it should be installed in the East bound direction to accommodate slower moving uphill bike traffic. This project was formerly known as Mis 10 in the Bicycle Transportation Plan dated May 7, 2002. In that plan the project was for only a Class II on the North side of Highland with a length of 575 feet and a "negligible" cost. Note that the project now calls for a class II lane on each side with the total length at 1150 feet. Costs responsibilities were listed as Developer = 100%. "Cal Poly install as part of H-8 site development". City of SLO Bicycle Count Data taken in 2008 show the intersection of Santa Rosa and Highland use as third highest out of 28 locations surveyed, with a total count of 202.

**Project:** Highland / Santa Rosa Bypass

Class I - From entrance at apartments (200 N. Santa Rosa), through parking lots and across existing creek bridge and along

**Description:** the edge of the agriculture field, connecting to Highland

**Intent:** To improve an already heavily used route for all season use

**Class:** I

**School zone:** HA

**Pave**

**section:** 8

**Length**

(Feet) 2,700

**Est. Cost** \$300,000

**Priority** Second

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
1 Chris	5	5	3	4	3	4	3	3	3	3	36
2 Bill	2	3	5	1	1	4	0	2	3	0	21
3 Peter											0
4 Catherine	5	4	1	4	0	3	0	3	4	0	24
5 Kristina											0
6 Howard											0
7 Jim	5	4	3	3	1	4	3	3	5	2	33
avg. SCORE	4.25	4.00	3.00	3.00	1.25	3.75	1.50	2.75	3.75	1.25	28.50

**Notes:** This route involves both private property and Cal Poly State University property. City of SLO Bicycle Count Data taken in 2008 show the intersection of Santa Rosa and Highland use as third highest out of 28 locations surveyed, with a total count of 202.

**Project: Highland/Chorro Class I Connection**

Construct a bike slot on Highland turning south on to Chorro St. The primary goal is the bike slot, but a secondary alternative would be to construct a Class I path from Highland to Chorro

**Description:** streets on the South side of Highland.

To facilitate better circulation for westbound Highland traffic turning south on to Chorro. The connection is necessary to provide an alternative north/south corridor into and out of the downtown area for bicyclists to avoid Santa Rosa.

**Intent:**

**Class: I**

**School zone: BP**

**Pave**

**section: 8**

**15 ft. for slot**

**Length (Feet) up to 200 ft. for path**

**\$7,500 slot**

**Est. Cost**

**\$100,000 path**

**Priority First**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
	1 Chris	5	5	3	3	3	4	4	3	3	3
2 Bill	4	3	5	1	3	4	0	3	2	1	26
3 Peter											0
4 Catherine	4	4	3	4	0	4	1	4	4	4	32
5 Kristina											0
6 Howard											0
7 Jim	5	4	3	4	1	4	5	4	5	2	37
avg. SCORE	4.50	4.00	3.50	3.00	1.75	4.00	2.50	3.50	3.50	2.50	32.75

Notes:

1 **2012 Bicycle Transportation Plan DRAFT UPDATE:**

2 The following covers the text currently appearing on pages 20-22, beginning with “4.  
3 Education and Promotion” and ending with “6. Administration”.

4 Where 2007 version text has been modified, the original text appears as “strike-through”.  
5 New text additions/revisions are in bold italic type. The numbering system will be revised  
6 for clarity. For ease of comparing the proposed draft to the current plan, current plan  
7 numbers have been left intact. New policies are generically assigned as “X”.

9 **4. EDUCATION AND PROMOTION**

10 The City will:

- 11 4.1 Consider hiring a *full time* bicycle coordinator to help manage bicycle capital projects, prepare
- 12 grant applications, review development projects to ensure consistency with bicycle facility
- 13 standards, and coordinate City-sponsored bicycle promotion and education activities.
- 14
- 15
- 16
- 17 4.2 Prepare and distribute Request for Proposals to organizations that can establish and sustain City-
- 18 funded bicycle promotion and educational activities that benefit San Luis Obispo’s residents,
- 19 workforce, and visitors.
- 20
- 21 ***X.X Provide annual bicycling behavior training to City transit drivers, preferably just prior to the***
- 22 ***start of the Fall school term. Additionally, pursue other opportunities to train fleet or contract***
- 23 ***drivers that work for companies that require a City contract or license for operation.***
- 24
- 25 4.3 Continue to work with the San Luis Obispo Coastal Unified School District to create and support
- 26 “Suggested Routes to School Plans” and programs for all elementary schools in San Luis Obispo.
- 27 Work with the San Luis Obispo’s Junior *Middle* and Senior High Schools to encourage the use of
- 28 bicycles.
- 29
- 30 4.4 Continue to promote and sponsor programs and events designed to teach children and adults safe
- 31 riding methods and the benefits of bicycling.
- 32
- 33 4.5 Continue to work with the SLO Regional Rideshare, the SLO County Bicycle Coalition, the
- 34 League of American Bicyclists and others to support bicycle promotion and education activities,
- 35 such as the annual Bike to Work Week, Bike Rodeo, *bicycling* education classes, after-school
- 36 programs, bike valet and bike helmet giveaway programs.
- 37
- 38 4.6 ~~Continue to provide~~ ***Consider providing*** incentives for employees to commute to work by bicycle
- 39 and encourage local business to do the same.
- 40
- 41 4.7 Promote and support the use of a “traffic school” option for persons involved in bicycle-related
- 42 traffic violations.
- 43
- 44 ***X.X Provide residents with information about the purpose of new bicycle facility treatments (e.g.,***
- 45 ***bicycle boulevards, shared lane markings, etc.) and safe behaviors for all users operating on***
- 46 ***these facilities.***

**Comment [kc1]:** From Seattle Bike plan.  
<http://www.seattle.gov/transportation/bikemaster.htm>

1  
2 **X.X** *Provide bicycling specific information on the City's "Construction Update" web page when*  
3 *any City bikeways are included in the construction area.*

4  
5 **X.X** *Post bicycle and/or make available route network maps in high-visibility public locations such*  
6 *as City offices, transit stops, libraries, college campuses and tourist destinations.*

7  
8 **X.X** *Support efforts by local organizations or individuals to nominate and maintain the City's*  
9 *League of American Bicyclists (LAB) Bicycle Friendly Community (BFC) award status.*

10  
11 **X.X** *Support bicycling related events promotion (e.g.: Tour of California) opportunities, with the*  
12 *goal of leveraging them for the promotional opportunity to increase local bicycle use and/or*  
13 *bicycling education.*

**Comment [kc2]:** Inspiration from the Portland plan. Propose something as simple as a bullet point saying, "Bike Lane Closed, Share the road".  
Add "Portland Bicycle Plan for 2030" to our credits list.

**Comment [kc3]:** SF Bike plan

14  
15 **5. FUNDING BICYCLE PROGRAMS**

16  
17 The City shall:

18  
19 5.1 Reserve a minimum of two percent (2%) of its Transportation Development Act (TDA) funds for  
20 bicycling projects and programs. Candidate activities for use of these funds include, but are not  
21 limited to:

- 22  
23 a) Support cost of bicycling safety education *and training*.  
24 b) Minor capital projects such as bicycle parking, *facility signage, and drain grate upgrades*.  
25 c) Planning, engineering, and environmental studies for bicycle capital projects.  
26 d) Bicycling promotional activities and materials.

27  
28 5.2 Continue to include major bicycle capital projects, including the Railroad Safety Trail, in the  
29 *City's Capitol Improvement and Transportation Impact Fee (TIF) programs.*

30  
31 **X.X** *Continue to prioritize "Measure Y" funding (City 1/2 cent sales tax) towards transportation*  
32 *congestion relief high priority bicycling projects.*

33  
34 5.3 Require that new development contribute its fair share to support the costs of bicycling facilities  
35 and programs. *New bikeways shall be created in advance of, or during the first phases of*  
36 *development.*

37

Funding Grant Programs	Level
Air Quality Enhancements	Regional
State Highway Account (SHA)	Regional
Regional-Transportation Enhancements <i>Activities (TE)</i>	Regional & State
Bicycle Transportation Account (BTA)	State
<i>Environmental Enhancement and Mitigation Program (EEM)</i>	State
Safe Routes to School Programs (SR2S)	State
<i>Safe Routes to School Program (SRTS)</i>	Federal
Statewide Transportation Improvement Enhancements Program (STIP)	Federal
Community Development Block Grants	Federal
<i>Highway Safety Improvement Program (HSIP)</i>	Federal

- 1 5.4 Continue to apply for regional, state and federal grants to help pay for bicycling projects and
- 2 programs. Candidate grant programs include, but are not limited to:
- 3
- 4
- 5 ~~5.5 Make an effort to establish a financial partnership with Cal Poly University and others to~~
- 6 ~~complete the extension of the Railroad Safety Trail to the Cal Poly campus.~~
- 7
- 8 5.6 Consider employing debt-financing strategies for large bikeway projects, where their costs are
- 9 out of scale with potential funding from regional, state or federal grant programs or from the
- 10 City's Capital Improvement Fund.
- 11
- 12 5.7 Include small-scale projects, such as signing and striping, in upcoming City paving projects when
- 13 appropriate.
- 14
- 15 ~~XX Work with local organizations to pursue additional funding for bicycling safety education~~
- 16 ~~programs. By providing support to grants and other funding applications, the City can help~~
- 17 ~~organizations that conduct education to increase their resources and reach more City bikeway~~
- 18 ~~users.~~

Comment [kc4]: From Seattle Bike plan.  
<http://www.seattle.gov/transportation/bikemaster.htm>

21 As part of the City's two-year financial planning process, the Bicycle Advisory Committee (BAC) shall:

- 22
- 23 5.8 Provide the City Council with a request proposal for annual funding of miscellaneous bicycling
- 24 facilities that include bicycle racks, lockers, and minor intersection or segment improvements
- 25 such as striping.
- 26
- 27 5.9 Submit a list of prioritized projects the Committee recommends for City funding during the two-
- 28 year budget cycle. This funding shall be used for the design and construction of bicycling
- 29 facilities that improve bicycle transportation.
- 30

31 **6. ADMINISTRATION**

- 32
- 33 6.1 The City shall update its Bicycle Transportation Plan as required by the State every four (4)
- 34 years, to maintain eligibility for State Bicycle Transportation Account (BTA) grants, and shall
- 35 undertake a more comprehensive review every eight (8) years.
- 36
- 37 6.2 Any person may file a request for amendment to this Plan with the San Luis Obispo Public Works
- 38 Department. Requests must identify all proposed changes (additions, deletions, or modifications
- 39 to goals, objectives, policies, activities, standards or maps) and provide a rationale for the
- 40 proposed changes. Amendment requests are subject to the City's environmental review process.
- 41 They will be acted on no more frequently than semi-annually by the City Council, after review
- 42 and report by the Bicycle Advisory Committee (BAC) and the Planning Commission. The
- 43 Department may charge applicants a fee to evaluate a proposed amendment. The fee will cover
- 44 the cost of evaluation and process administration by staff.
- 45
- 46

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# Attachment 3

1 of 3

**Project:** Vista Lago Connection

**Description:** Paved or unpaved bike trail connection between Vista Lago and Vista Collados

**Intent:** Preserve/provide a paved/unpaved bikeway between Vista Lago and Vista Collados for a low/no traffic connection between neighborhoods around the Laguna Middle School.

**Class:** n/a

**School zone:** SM

**Pave section:** 6

**Length (Feet):** 515

**Est. Cost:** n/a

**Priority:** #DIV/0!

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Implementation	Links	Schools	Regional	TOTALS
1 Chris											0
2 Bill											0
3 Peter											0
4 Catherine											0
5 Kristina											0
6 Howard											0
7 Jim											0
avg. SCORE	###	###	###	###	###	###	###	###	###	###	###

**Notes:** Relationship to Laguna Lake Bikeways B project. At this time preserving access as an unpaved route is preferred. Therefore, there is no cost associated with the project.

1 **2012 Bicycle Transportation Plan DRAFT UPDATE:**

2 Where the previously approved version text has been modified, the original text appears as "strike-  
3 through". New text additions/revisions are in bold italic type. The numbering system will be revised  
4 for clarity. For ease of comparing the draft revise to the current plan, current plan numbers have been  
5 left intact. New policies are generically assigned as "X".

6 **Policy**

7 Class III Bikeway (previously approved text version 7/2011 BAC meeting)

8  
9 1.21 ***"Bike Route" signage along Class III Bikeways shall be considered include "Bike Route" signage***  
10 ***when the route provides a connection between other Class II Bikeways, or a connection to a Class I***  
11 ***Bikeway facilities (Class I, Class II, etc.), when traffic conditions (speed, volume, etc.) have indicated a***  
12 ***need to raise awareness of the route, or when the route is an identified City, State, or Federal bicycle***  
13 ***route. (e.g. Bill Roalman Bike Blvd., Pacific Coast Bicycle Route)***  
14

15 Special Design Provisions

16 - Sharrow (previously approved text version 9/2011 BAC meeting)

17 1.43 On streets where bike lanes are not provided and where curb lanes are too narrow for motorists  
18 and cyclists to safely travel side by side within the lane, the City, with input from the Bicycle Advisory  
19 Committee, may install shared lane markings (also known as "Sharrows") to improve the *lateral*  
20 positioning of bicyclists on roadways with regular bicycle use. ***Sharrows will most commonly be used on***  
21 ***arterial roadways that serve as connections between other bicycling facilities. Installation of the***  
22 ***legends and associated signage should coincide with the City's Pavement Management cycle. Criteria***  
23 ***for consideration in choosing Sharrow locations may include the following:***

- 24 • ***On-Street parking***
- 25 • ***Travel lane width***
- 26 • ***Posted speed limit***
- 27 • ***Measured traffic speeds***
- 28 • ***Traffic volume***
- 29 • ***Traffic composition (presence of buses and large trucks)***
- 30 • ***Bicycle traffic volume***
- 31 • ***Number of incidents of wrong-way bicycling, or sidewalk bicycling***
- 32 • ***Corridors where there is a high potential to increase bicycle trips***
- 33

**Comment [kc1]:** Some criteria picked up from the Seattle Bicycle Master Plan of 9/2010: <http://www.seattle.gov/transportation/sharrows.htm>

**Comment [kc2]:** Note: Current CA MUTCD only allows installation on streets WITH parking. But, the National MUTCD was updated more recently and doesn't impose this requirement.

**Comment [kc3]:** CA MUTCD guidance states, "...should not be placed on roadways with a speed limit at or above 40 mph".

1 - **Contrasting Color or Other Design treatment** (The following covers the text currently appearing on page 16. This  
2 text was originally reviewed in the 9/2011 BAC meeting, and followed with modifications during the 11/2011 meeting.)  
3

4 1.44 Where vehicle travel lanes cross bikeways or in other potential conflict areas, the City may test  
5 the use of contrasting colored pavement or other design treatments to alert drivers to this interaction.  
6 In complex traffic corridors where competing demands for the use of the right-of-way present unique  
7 challenges that traditional facilities may not wholly meet (e.g., areas with right-of-way constraints or  
8 potential conflicts between multiple user groups), the City may consider testing alternative design  
9 facilities such as, but not limited to:

- 10 • **Colored Bicycle Lanes:** To enhance the conspicuity of a bicycle lane or a bicycle lane extension in  
11 locations with high bicycle and motor vehicle use, such as through intersections and other traffic  
12 conflict areas.
- 13 • **Bike Box:** To facilitate bicyclist left turn positioning, help prevent "right-hook" collision conflicts,  
14 increase bicyclist conspicuity, or to group bicyclists together to clear intersections quickly.
- 15 • **Buffered Bicycle Lanes:** Using striping to create a buffer between a bike lane and the adjacent  
16 travel lane, and/or the "door zone" of the parking lane.

17 The design treatment that is approved for use by the City's Traffic Operations Manager will depend on  
18 a variety of factors, such as the specific desired outcome, impact to all transportation modes within  
19 the corridor, future development plans, success rates of similar facilities in other locals, local  
20 supporting data, cost, etc.  
21

22 X.XX **Traffic Calming:** On streets where vehicle volume, speed, or collisions are impacting bicycle  
23 travel, the City shall consider possible remedies such as signage, striping, or other traffic calming  
24 devices.  
25  
26  
27

## 28 **Definition** (Previously approved text version 5/2011 BAC meeting)

29 **Shared-Lane Markings** – Otherwise known as Sharrows, shared lane markings are pavement legends  
30 intended to improve the lateral positioning of bicyclists on roadways with regular bicycle use and a curb  
31 lane widths too narrow for motorists and cyclists to safely travel side by side within the lane. All narrow  
32 travel lanes should be considered a shared space, these lane markings are a reminder. Sharrows are  
33 carefully placed within the travel lane to guide bicyclists to ride in a predictable location that avoids  
34 car doors and/or roadway gutters, and to remind drivers to share the road with cyclists. Unlike bicycle  
35 lanes, sharrows do not designate a particular part of the street for the exclusive use of bicyclists. They  
36 are simply a marking to guide bicyclists and remind motorists to expect to see and share the lane with  
37 bicyclists.  
38

**Comment [kc4]:** In the 9/11 BAC meeting, the existing 2007 plan text was not approved. Stronger language is desired.

**Comment [kc5]:** Items were presented in the 11/11 BAC meeting. Direction was to add wording that would not limit options to just those that are listed, but to keep listing.

**Comment [kc6]:** Text taken from the Federal Highway Administration's (FHWA) Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes (1A-14) Memorandum, dated April 15, 2011.

**Comment [kc7]:** Usage taken from the National Association of City Transportation Officials' "Urban Bikeway Design Guide".

**Comment [kc8]:** Paraphrased from the Seattle Bicycle Master Plan of 9/2010:  
<http://www.seattle.gov/transportation/sharrows.htm>

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# Railroad Safety Trail

2007 Projects		Completed Projects	2012 RST Projects	
		Primary Route	Support Projects	
RBP 1	Marsh to Station	X	→	RST Marsh to Amtrak Station
RBP 2	Foothill to Hathway		→	
RBP 3	Orcutt to Laurel		→	Class I RST to Laurel Lane
RBP 4	Southwood to RBP		→	Class I RST to Southwood Drive
RBP 5	Laurel to Tank Farm	→		
RBP 6	Hathway to Marsh	→		
RBP 7	Foothill to Campus	→		
RBP 8	Campus to Sports Entrance	→		RST Sports Entrance to Highland
RBP 9	GSX at Tank Farm	→		
RBP 10	Stenner to Foothill	→		RST Foothill to Murray
RBP 11	GSX at Industrial	→		
RBP 12	GSX of Foothill at California	→		
RBP 13	Sinsheimer Park	→		
RBP 14	Fairview to Penny	→		RST GSX of RR at Penny Lane
RBP 15	High to Roundhouse	→		RST High to Roundhouse
RBP 16	Roundhouse to McMillian	→		RST Roundhouse to McMillian
RBP 17	McMillian to Orcutt	→		
RBP 18	Orcutt to Industrial	→		
RBP 19	Jennifer to Fairview	→		RST Jennifer to Henry
		→		French Hospital Class I Trail Connection

Remove Project  
Remove Project

### Bob Jones Trail

2007 Projects	2012 BJT Project Naming
BJT 1	BJT Prado to LOVR
BJT 2	BJT GSX of US101 at LOVR
BJT 3	BJT GSX at Prado
BJT 4	BJT Elks to Prado
BJT 5	BJT Madonna to Elks
BJT 6	BJT Marsh to Bianchi
BJT 7	BJT Class III Bianchi
	BJT Bianchi to South
	BJT Class III South and Brook
BJT 8	BJT Brook to Madonna
BJT 9	BJT Madonna Undercrossing
BJT 10	BJT Calle Joaquin to Madonna
BJT 11	BJT LOVR to Octogonal Barn
BJT 12	BJT Bridge at Elks Lane

2012 BJT Order	Notes
BJT Marsh to Bianchi	
BJT Bianchi Class I	shown on 2007 map
BJT Bianchi to South	
BJT Class III South and Brook	shown on 2007 map
BJT Brook to Madonna	
BJT Madonna Undercrossing	
BJT Madonna to Elks	
BJT Bridge at Elks Lane	
BJT Elks to Prado	
BJT GSX at Prado	
BJT Prado to LOVR	
BJT GSX of US101 at LOVR	
BJT LOVR to Octogonal Barn	
BJT Calle Joaquin to Madonna	

## Downtown: Higuera and Marsh Street data comparison

STREET	FROM	TO	85TH SPEED	SPEED LIMIT	updated	ADT	Road Class	Collisions over 3 years (veh/bike) all:non-intersection	Land Use	Notes
Higuera	Broad	Marsh	33 mph	30 mph	2010	8,730	Arterial	(33/1) : (16/0)	Commercial, Office, Residential	ADT is avg for multiple segments
Higuera	Johnson	Broad	22 mph	25 mph	2010	7,024	Arterial	(48/5) : (17/0)		ADT is avg for multiple segments, lowest Johnson to SR = 3102
*Marsh	Broad	Higuera	32 mph	30 mph	2010	10,513	Arterial	(33/1) : (11/0)		ADT is avg for multiple segments
Marsh	Johnson	Broad	24 mph	25 mph	2010	9,549	Arterial	(68/4) : (11/1)		ADT is avg for multiple segments, lowest - SR to Johnson = 5900

\*Bike counts at Broad and Marsh, 2008 = 104 (2 - hour)

### Higuera Street Lane widths:

	N Parking	Travel 1	Travel 2	Travel 3	S Parking	Midblock turns
Santa Rosa - Osos	7-8'	9	8.5	9.5	7-8'	4
Osos - Morro	8-9'	8-9'	9.0	8-8.5	8-9'	1
Morro - Chorro	7.5-8'	9-9.5'	9-9.5	10.0	7.5'	0
Chorro - Garden	7.5-8'	9.5	8.5			0
Garden - Broad	7.5-8'	8-9'	9.0	9.0	7.5-8'	0
Broad - Nipomo	7.5	9-9.5	9-9.5	9-9.5	7.5-8'	1

Slope -1.40% ↓

### Marsh Street Lane widths:

	N Parking	Travel 1	Travel 2	Travel 3	Bike Lane	S Parking	Midblock turns
Santa Rosa - Osos	7-8'	9-9.5'	9-9.5'	9-9.5'	5.5-6'	7-8'	5
Osos - Morro	7-8'	9-9.5'	9-9.5'	9.0	5.5-6'	7-8'	2
Morro - Chorro	7-7.5'	9-9.5'	9-9.5'	9.0	5.5-6'	7-7.5'	2
Chorro - Garden	7-7.5'	9-9.5'	9-9.5'	9.0	5.5-6'	7-7.5'	1
Garden - Broad	7-7.5'	9-9.5'	9-9.5'	9.0	5.5-6'	7-7.5'	2
Broad - Nipomo	7-8'	9-9.5'	9-9.5'	9-9.5'	5.5-6'	7-7.5'	7

Slope 1.40% ↑

Sharrow Comparison data

Collisions over 3 years  
(veh/bike)

STREET	FROM	TO	85TH SPEED	SPEED LIMIT	updated	ADT	Road Class	all:non-intersection	Land Use	Notes
Chorro	Highland	Foothill	35 mph	30 mph	2010	2,292	Collector	(6/0) : (1/0)		
Chorro	Foothill	Walnut	31 mph	25 mph	2008sp, 10	7,274	Collector	(18/5) : (5/1)	Residential	ADT = avg over segments, high = Center to Lincoln = 7896
Chorro	Walnut	Marsh	25 mph	25 mph	2010	6,768	Arterial	(53/8) : (3/1)		ADT = avg over segments
Broad	Buchon	South	35 mph	35 mph	2010	13,173	Arterial	(28/5) : (4/0)	Commercial Residential	ADT is for Church to South segment
Broad	Higuera	Buchon	30 mph	25 mph	2010	8,248	Arterial	(28/2) : (5/0)	Commercial Residential	ADT = avg over segments
Monterey	California	Santa Rosa	30 mph	30 mph	2010	14,092	Arterial	(43/9) : (5/2)	Mixed Use / Commercial	Sharrows installed March 2009
Monterey	Hwy 101	California	33 mph	30 mph	2009	14,688	Arterial	(25/7) : (6/0)	Commercial	Sharrows installed March 2009
Nipomo	Broad	Palim	na	25 mph	2010	2386	Local	na	Residential	
Nipomo	Palim	Higuera	31	25 mph	2011sp, 10	4354	Collector	0	Commercial Residential	
Nipomo	Higuera	Marsh	na	25	na	na	Arterial	na	Commercial Residential	Only Higuera to Marsh is Arterial

ATTACHMENT 7



## SAN LUIS OBISPO COUNCIL OF GOVERNMENTS (SLOCOG)

### \*\*\*NEWS RELEASE\*\*\* For Immediate Release

Re: ANNUAL UNMET TRANSIT NEEDS AND BICYCLE & PEDESTRIAN INVENTORY  
PUBLIC HEARING

Date: February 1, 2012

Time: 8:30 a.m.

Location: County Board of Supervisors' Chambers, County Government Center  
1055 Monterey Street, San Luis Obispo

### UNMET TRANSIT NEEDS AND BICYCLE & PEDESTRIAN INVENTORY PUBLIC HEARING

The San Luis Obispo Council of Governments (SLOCOG) annually allocates approximately \$10 million dollars in Transportation Development Act (TDA) funds to member cities and the county. The funds are designated for public transit, but can be used to improve local streets and roads after all transit needs are first satisfied.

A Public Hearing will be held to receive public testimony identifying or commenting on transit needs that may exist within the county. SLOCOG has scheduled a **Regional Unmet Transit Needs and Bicycle & Pedestrian Inventory Public Hearing on Wednesday, February 1, 2012, at 8:30 a.m.**, in the County Board of Supervisors' Chambers, County Government Center, 1055 Monterey Street, San Luis Obispo. Concerned residents will have an opportunity to testify on any transit deficiencies they experience. The testimony is evaluated to determine which requests meet the requirements to be considered as an unmet need and which are "reasonable to meet." SLOCOG directs each jurisdiction to set aside funds to meet those needs, and then allows the remaining money to be programmed for streets and road improvements.

SLOCOG invites the general public to attend the hearing. Testimony may be presented at the meeting, by phone or in writing (Write to: SLOCOG, 1114 Marsh Street, San Luis Obispo, CA 93401 or email to: [unmet\\_needs@slocog.org](mailto:unmet_needs@slocog.org) or [tgillham@slocog.org](mailto:tgillham@slocog.org)). Deadline for written, telephone, and electronic testimony is no later than **February 8, 2012, at 5:00 p.m.** If you have any questions, please contact Tim Gillham at (805) 781-1520.