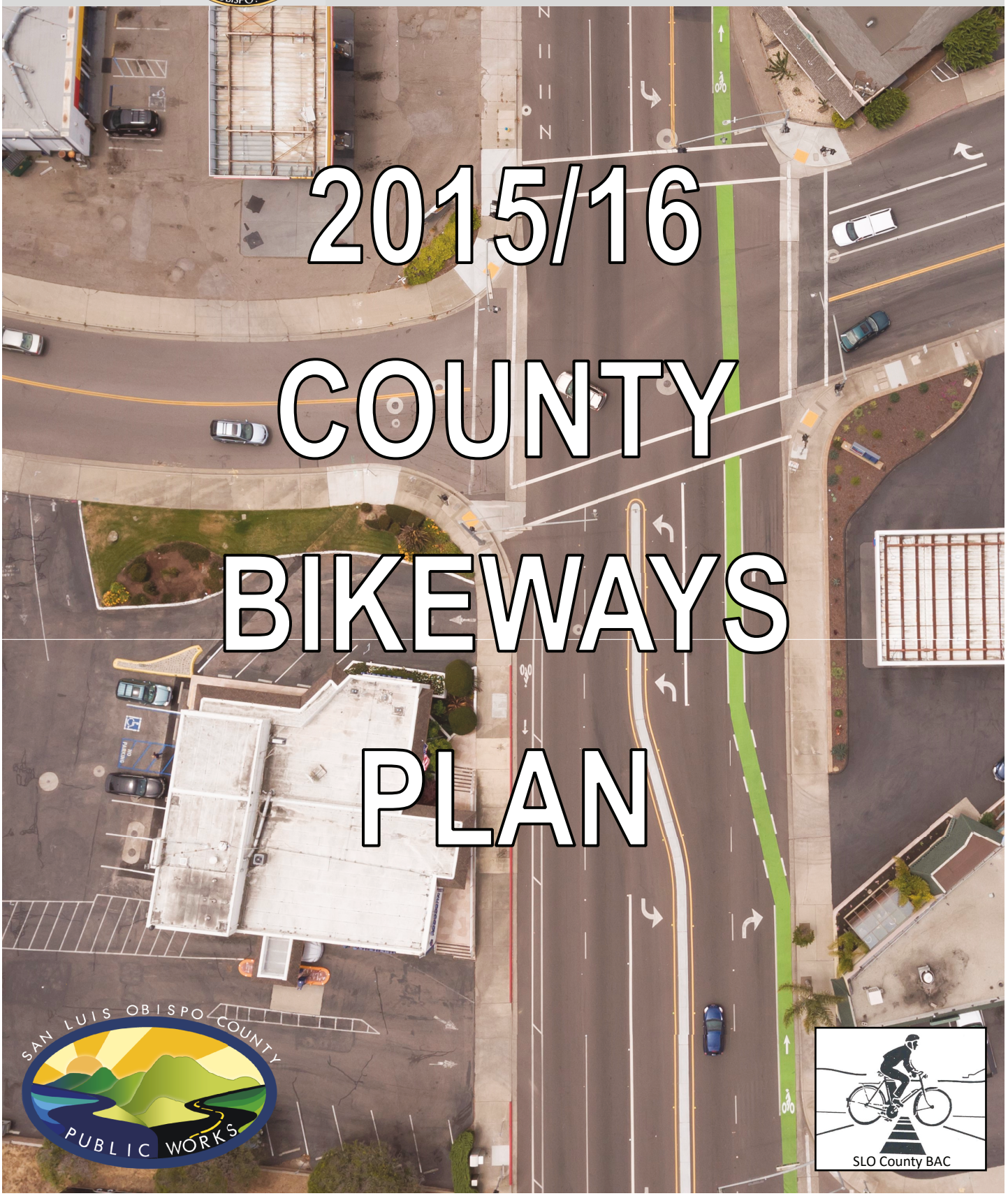
COUNTY OF SAN LUIS OBISPO

# 2015/16 COUNTY BIKEWAYS PLAN



SAN LUIS OBISPO COUNTY PUBLIC WORKS

SLO County BAC

# 2015/16 SAN LUIS OBISPO COUNTY BIKEWAYS PLAN

Prepared by

**Department of Public Works**
**Transportation Division and the San Luis Obispo Bicycle Advisory Committee**

July 6th, 2016

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# CHAPTER 1 - INTRODUCTION

San Luis Obispo County is located on the central coast of California approximately halfway between Los Angeles and San Francisco. Its seven incorporated cities (Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach and San Luis Obispo) range in population from 7,800 to 42,500. The population of the unincorporated areas and communities (Avila Beach, Cambria, Cayucos, Creston, Los Osos, Nipomo, Oceano, San Miguel, Santa Margarita, Shandon and Templeton) is approximately 122,500 people, with the total County population estimated at 279,000 in 2014. The County is characterized by mild climates and rolling terrain, making it a desirable location for cycling year round.

The San Luis Obispo County Board of Supervisors and the County Bicycle Advisory Committee promote the increased use of the bicycle as a mode of transportation. The Board recognizes that bicycling enhances our quality of life by improving air quality, reducing vehicle demand, traffic congestion, vehicle miles traveled and noise levels, as well as increasing physical activity and promoting a healthy lifestyle for all ages.

*Class II Bike Lanes - Willow Road Interchange*

San Luis Obispo County prepared the Bikeways Plan to identify and prioritize bikeway facilities throughout the unincorporated area of the County including, bikeways, parking, connections with public transportation, educational programs, and funding. The following chapters are included in the 2015/16 update of the San Luis Obispo County Bikeways Plan.

- **Chapter 1 - Introduction**
- **Chapter 2 - Goals, Policies and Procedures**
- **Chapter 3 - Bikeway Standards**
- **Chapter 4 - Bicycle Circulation Network**
- **Chapter 5 - Bicycle Demand and Safety**
- **Chapter 6 - Bicycle Education and Outreach**
- **Chapter 7 - Priorities and Funding**

## BACKGROUND

On October 13, 1992, the Board of Supervisors adopted a resolution establishing the Bicycle Advisory Committee (BAC). The BAC operates under the requirements of the Brown Act and is composed of two members from each of the five supervisorial districts. The BAC meets quarterly and is supported by staff from San Luis Obispo County Public Works, Department of Planning and Building, County Parks and Recreation, and Air Pollution Control District. The Committee is also supported by staff from the San Luis Obispo Council of Governments (SLOCOG), Rideshare, and Caltrans.

The County Bikeways Plan was originally prepared by the County Public Works Department and the Bicycle Advisory Committee in 1994 and is a "living" document. It is subject to ongoing review and periodic updates by the BAC with recommendations from staff. Changes in existing conditions or proposed land uses may result in future modifications to the recommendations contained in this plan. Major updates to the plan are prepared every five (5) years.

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.

The 2010 Bikeways Plan was adopted by the Board of Supervisors on November 23, 2010.

The County Bikeways Plan conforms to requirements of the California Bicycle Transportation Act (Streets and Highways Code Section 890-892). The County Bikeways Plan also confirm to the California Environmental Quality Act (CEQA). A copy of the Notice of Exemption is included in APPENDIX H.

## PUBLIC OUTREACH

Prior to preparing the update to the County Bikeways Plan, all incorporated cities, advisory councils, County Departments, Caltrans, Emergency Services, school districts and bicycle organizations were contacted for input. After County BAC and Public Works review, the public review draft was placed online for stakeholder review in February 2016. Staff and Members of the Bicycle Advisory Committee contacted the area advisory councils in their respective district to solicit comments and attended where requested. Following the comment period and updated draft of the plan in May 2016, the BAC held a special meeting on June 2nd, 2016. On June 2nd, the BAC unanimously approved the plan and recommended forwarding to the Board of Supervisor for approval.

The current and previous bike plan, Bicycle Advisory Committee meeting materials and a contact us link for bicycles can be found online at http://www.slocounty.ca.gov/PW/Bicycles.htm or http://www.slocounty.ca.gov/PW/Traffic/BAC.htm.

# CHAPTER 2 - GOALS, POLICIES AND PROCEDURES

The following goals, policies and procedures *identify the framework for cycling in San Luis Obispo County.*

The 2010 County Bikeways Plan goals were developed following a San Luis Obispo County Grand Jury recommendation that, "The County should review and revise its *Bikeways Plan*, with the goal of setting priorities that will lead (to) the completion of one or more safe Class I and II bikeways that commuters can travel from their home neighborhoods to work (or school) and back."

Prior to the 2015/16 update of the Bikeways Plan, the Bicycle Advisory Committee reevaluated the 2010 Bikeway Plan goals. The Bicycle Advisory Committee's goals were used to develop the six (6) 2015/16 County Bikeway Plan Goals.

The 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.

**2010 County Bikeways Plan Goals**

- Connect all Communities in the County with Bicycle Facilities
- Close Gaps in Existing Bikeways
- Identify and Break Down Barriers to Bicycle Commuting
- Prioritize Projects that Accomplish the Aforementioned Goals

**2015/16 County Bikeways Plan Goals**

- Goal 1: Accommodate increased bicycle usage
- Goal 2: Provide a safer bicycling environment.
- Goal 3: Complete the top 20 projects in the Bike Plan.
- Goal 4: Collaborate with city and regional agencies to coordinate the planning and design of County Bikeways
- Goal 5: Recommend a strong presence of multi-modal coordination
- Goal 6: Plan for bike facilities as part of all projects

The following section contains the detailed goals, policies and procedures for the 2015/16 County Bikeways Plan. As the Bikeways Plan is followed and detailed further, responsible agencies or groups will be identified for each Policy incorporated to achieve these goals.

## 2015/16 GOALS, POLICIES AND PROCEDURES

**GOAL 1: Accommodate increased bicycle usage** for a mode split of 20% by 2035 by removing barriers that discourage bicycling and developing facilities that encourage bicycle use.

Policy 1.1: In accordance with the County Climate Action Plan goals, provide for the development of bicycle planning and increased bicycle mode split and funding.

Policy 1.2: Implement Complete Streets.

- 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 design guides.
- Connect incorporated and unincorporated communities with Class I and II bikeways connecting population centers.

Policy 1.3: Quantify bicycle mode split.

- Establish and maintain a bike count program at key locations.
- Use census data, household survey data, bicycle counts, and other sources to determine the bicycle mode split for the unincorporated areas of the County.

Policy 1.4: Guide and promote the improvement of the County bikeway network.

- Increase street sweeping and debris removal to promote safety through programmed budgeting and grants.
- Use programmed budgeting and grants to increase street sweeping and other spot maintenance of bikeway facilities;
- Identify and seize opportunities to close gaps in existing bikeways and other spot improvements as part of other proposed projects;
- Identify and develop new safe, comfortable bikeways such as bicycle boulevards and paths, incorporated into the bicycle network. These low stress connectors and corridors will help promote bicycling as transportation.

Policy 1.5 : Provide additional support facilities for cycling including bike parking, showers, lockers, etc.

- Encourage bike rack installation as a condition for all commercial, industrial, and multi-family projects
- Encourage shower and clothing lockers as a condition of commercial and industrial projects with greater than 50 employees.
- Encourage funds to install bike racks and secure bike parking facilities at all government buildings and major employment centers.
- Encourage existing business districts to add bicycle parking

- Encourage on-street bike parking such as parklets and bike corrals at commercial establishments.
- Encourage secure long term bicycle parking at all transit transfer points.
- Recommend changes to Title 21 & 22 to require additional bike support facilities for large developments.

Policy 1.6 : Support the San Luis Obispo Council of Governments Regional Rideshare trip reduction programs.

Policy 1.7: Investigate becoming a Bicycle Friendly community designated by the League of American Cyclists.

Reporting: Report bicycle volume and mode split data bi-annually to the Bicycle Advisory Committee.

**GOAL 2: Provide a safer bicycling environment** toward zero deaths through engineering, education and enforcement programs consistent with the Strategic Highway Safety Plan.

Policy 2.1: Maintain bicycle collision database and improve reporting.

- Develop a means to correlate bicycle collision data with bicycle ridership to determine the bicycle collision rate.
- Continue to monitor bicycle collision data to identify trends and specific problem areas, including review of collisions reports and preparation of yearly safety report.

Policy 2.2: Encourage increased law enforcement.

- Coordinate with enforcement agencies to target locations with bicycle-vehicle collisions or vehicle code violations.
- Encourage enforcement of parking in designated bike lanes.

Policy 2.3: Encourage vehicle code education for motorists and cyclists.

- Encourage public service campaigns aimed at increasing bicycle and motorist awareness.
- Policy 2.4: Provide signage and channelization at intersections consistent with the California Manual of Uniform Traffic control devices.
- Policy 2.5: Consider regional corridor usage patterns of all vehicles and the impact on bicycle safety. These patterns can change over time and require reassessment of priorities in facility improvements, signage and public outreach.

Reporting: Provide annual bicycle and pedestrian collisions analysis to the Bicycle Advisory Committee.

**GOAL 3: Complete the top 20 projects in the bike plan** by 2035 by developing funding strategies to increase the number of bikeways and bicycle facilities.

Policy 3.1: Develop funding strategy to increase the number of bikeways and bicycle facilities.

- Update or amend the bike plan, as needed, to reflect any changes in funding that assists bicycle support funding.
- Encourage and pursue multi-jurisdictional funding applications in order to package/bundle priority bicycle and pedestrian improvements.
- Investigate developing a bond or special facilities tax directed to walking and bicycling infrastructure for unincorporated communities.

Policy 3.2: Complete the development of the highest ranked bikeways in this plan at a rate of at least one or more each year as funding is available.

Policy 3.3: Ensure a share of transportation funding is spent for bicycle facilities and programs in accordance with the adopted board policy governing the operation and maintenance of the County Highway System.

Policy 3.4: Continue to develop quantifiable ranking criteria for future bicycle facilities.

- Continue to develop GIS based mapping of bicycle facilities, including but not limited to, the following:
  - Existing and proposed linear miles of Class I, II, III, and IV Bikeways
  - Highways, freeways, railroads, waterways, bridges
  - Location of schools, colleges, universities
  - Location of bicycle collisions
  - Roadway and shoulder widths
  - Bicycle, pedestrian and vehicle peak hour and average daily traffic volumes
  - Bike facility ranking criteria (Significant Regional Corridor, Closes Gaps, School Route. Commute Routes, Recreational Route)
- Provide annual update of web based map to Bicycle Advisory Committee. (SLOCOG prints Countywide map periodically)
- Release public interface access for GIS data (anticipated Fall 2016).

Policy 3.5: Collaborate with County and Regional agencies to prioritize County projects for competitive grant programs.

- Meet with the Trails Advisory Committee at least once per year to review common issues and goals.
- Work with SLOCOG to determine ranking criteria likely to be included in future calls for projects.
- Collaborate with other stakeholders to revise ranking criteria to maximize grant funding opportunities.

Reporting: Report linear miles and percent completed of the Class I, II, III and IV Bikeway Network. Annually review the Bike Plan funding priorities and ranking criteria.

**GOAL 4: Collaborate with City and Regional agencies to coordinate the planning and design of County Bikeways** to support a regional bicycle network.

Policy 4.1: Construct a continuous regional bikeway network of Class I and II bikeways in conjunction with major economic and recreational attractors.

- Continue to develop a list of "Significant Regional Corridors" which serve as important multi-modal commuter and recreational connectors. The network should connect communities and destinations and will require collaboration among city, county and state agencies.
- Encourage continued bicycle plan adoption in all incorporated cities and the County to support connectivity of bicycle facilities countywide.

Policy 4.2: Develop consistent design criteria throughout the County for inter-regional Class I Bikeway design standards which serve both a commuter and recreational function.

- Class I Bikeways should, at a minimum, be designed per Caltrans Highway Design Manual Standards including, but not limited to, sight distance, design speed, etc.
- The new Class I Bikeway standards shall consider the following recommendations:
  - Class I Bikeways should have a minimum number of crossings or intersections with motor vehicles.
  - Class I Bikeways should include informational and behavioral signing.
  - Class I Bikeways should be linked with existing Bikeways.
  - Minimum width (10 feet recommended, 12 feet preferred for high use facilities).
  - Two feet minimum shoulders on both sides (3-4 feet recommended)
- Class I Bikeways with deficiencies should be identified.

Policy 4.3: Continue to develop and post Class I Bikeway trail rules in coordination with the Parks and Recreation Department, Trails Committee and Bicycle Advisory Committee to educate users, reduce trail conflicts, and provide a positive and safe experience, regardless of skill level.

Policy 4.4: Develop bike parking requirements for inclusion in future updates to the Public Improvement Standards. .

Policy 4.5: Consider development of bikeway design and signage standards for all of San Luis Obispo County to promote consistency among all agencies in cities as well as the county.

Policy 4.6: Coordinate with incorporated cities for development project located within the City's sphere of influence.

Policy 4.7: Amend County Bicycle Advisory Bylaws as needed to implement the goals and policies of this Plan.

Reporting: Report status of bike facilities on significant regional corridors.

**GOAL 5: Recommend a strong presence of multi-modal coordination** within and between San Luis Obispo County, SLOCOG, cities, and other providers.

Policy 5.1: Determine and establish County funding and staffing to manage and facilitate effective planning, design, and implementation for transportation in conjunction with other departments and agencies for a well-integrated multi-modal transportation program (Bicycling, Pedestrian, ADA and Transit).

- Following adoption of the 2015 Bikeways Plan, assess and determine the most appropriate transition for staffing and departmental location(s) to accomplish this policy. Forward recommendation to the Board of Supervisors.

Reporting: Develop staffing plan by fiscal year 2017-18 budget.

**GOAL 6: Plan for bike facilities as part of all projects** within the unincorporated areas of San Luis Obispo County roads and in compliance with Complete Streets requirements and the Bike Plan.

Policy 6.1: All new roadway projects shall be evaluated for multi-modal improvements as part of the project design and construction.

- Require bike facilities on all new roadways per the County Bikeways Plan, the SLO County Public Improvement Standards, the Climate Action Plan and Complete Streets.

- Following the update to the County Pavement Management Plan, Public Works will request funds from SLOCOG to construct bikeways on the 5-year surface treatment program with consistent the Bikeways Plan.

Policy 6.2: Review all Capital Improvement Projects (including interchanges and State Highways connections) for conformance with the Bike Plan.

- Consult with the BAC on any project that eliminates or reduces bikeways or facilities prior to project implementation.
- Consider reduced lane widths to provide increased shoulder width for cyclists or a designated bike lane.
- On County surface treatment projects, provide bicycle signage and striping consistent with the Bike Plan.
- Review surface treatment projects for shoulder maintenance and improvements.

Policy 6.3: Assure bicycle needs and interests are included for planning and development projects in the County based on the priorities contained in this Bicycle Plan.

- Add the Bicycle Advisory Committee to the list of reviewers of proposed County developments and County Planning documents including General Plans, Specific Plans, etc.
- Ensure projects are routed through the Planning, Public Works, and Parks and Recreation Departments for compliance with bicycle and pedestrian needs and goals.
- 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.
- Recommend bike and pedestrian connections through subdivisions.
- Implement SB 743

Reporting: Report list of Capital Improvement Projects including status and multi-modal components to the Bicycle Advisory Committee annually.

In addition to the aforementioned goals, the Bicycle Advisory Committee recommends that the Public Works Department hire a full time bicycle or multi-modal coordinator to help manage bicycle facility capital projects, prepare grant applications, public outreach and review projects to assure implementation of this Bikeways Plan. The committee also recommends combined oversight of Class I Bikeways by the Parks and Recreation Department and Public Works.

# CHAPTER 3 - BIKEWAY STANDARDS

The following chapter summarizes bikeway classifications, design standards, rules of operation and planning documents.

## BICYCLE DEFINITIONS

### *BIKEWAY CLASSIFICATIONS*

Per the Streets and Highways Code Section 890.4, a "bikeway" is defined as “all facilities that provide primarily for, and promote, bicycle travel.” Four (4) bikeway classifications are also defined below per the Streets and Highway Code:

- **Class I Bikeway (Bike Path or Shared Use Path):** “Provide(s) a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.”

*El Moro Class I Bikeway*

- **Class II Bikeway (Bike Lane):** "Provide(s) 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." Bike lanes typically provide for one-way bicycle travel adjacent to the motor vehicle lane. Class II Bike Lanes can be adjacent to the travel lane or separated by a striped buffer.

  According to San Luis Obispo County Traffic Regulation Code "no person shall park a vehicle at any time at any location designated…as a bicycle lane, except authorized emergency vehicles, County authorized maintenance vehicles and where a parking lane has been delineated adjacent to the bicycle lane by use of parking space lines, tees or edge stripe.

*Division St Class II Bike Lanes*

*Buffered Bike lane – Los Osos*

- **Class III Bikeway (Bike Route):** "Provide(s) a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians or motorists." Bike Routes provide continuity to other bicycle facilities.

*Class III Bike Route – Osage Road*

- **Class IV Bikeway (Cycle Track or Separated Bikeway):** "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."

*Class IV Cycle Track – NACTO Urban Bikeway Design Guide*

Bikeway width, signage, and striping standards are discussed in the Design Standards section of this chapter.

***ADDITIONAL TERMS***

The following terms are also identified in the Bikeways Plan and are defined below:

- **Bicycle Boulevard:** A roadway shared by bicycles and motor vehicles, without marked bike lanes, where the through movement of bicycles is given priority over motor vehicle travel through intersection control and limiting vehicle access.
- **Bicycle Commuter:** A person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation with such a destination.
- **Bicycle Facilities:** Any physical infrastructure serving the needs of bicycle riders, such as bicycle lanes, bicycle paths, bicycle parking and storage facilities, signs, traffic controls, pavement markings and lighting.
- **Channelization:** The separation or regulation of conflicting traffic movements into definite paths of travel by use of pavement markings (striping), raised islands, or other suitable means, in order to facilitate the safe and orderly movement of motorists, bicyclists, and pedestrians.
- **Multi-Use Trail.** A pathway or route designed and constructed to carry pedestrians, bicycles, and/or equestrians and commonly prohibiting or restricting motor vehicle access. Can also be known as "shared use paths."
- **Shared-Lane Markings:** Also known as "Sharrows," these are pavement symbols designed to improve the positioning of bicyclists on roadways with regular bicycle use. Sharrows can be used on Class III Bikeways with parallel parking to channelize bikes away from the door swing zone and on Bicycle Boulevards.

*Shared Lane Marking – 10th Street Bike Boulevard, Los Osos*

## DESIGN STANDARDS

The State of California, Department of Transportation (Caltrans) is responsible for the design, construction, maintenance, and operation of the California State Highway System and also provides State standards for the design, signage, and channelization of roadways, including bicycle facilities.

### *HIGHWAY DESIGN MANUAL*

The Caltrans Highway Design Manual (HDM) establishes uniform policies and procedures to carry out the highway design functions of Caltrans. The County of San Luis Obispo follows these standards per Section 891 of the Streets and Highways Code. Per the HDM (12/31/2015 edition), the following minimum width standards are required for new bikeways:

- Class I Bikeway (Bike Path): The minimum paved width for a two-way bike path shall be 8 feet, 10-foot preferred. The minimum paved width for a one-way bike path shall be 5 feet.

- Class II Bikeway (Bike Lane): The minimum bike lane width shall be 4 feet, except where:
    - Adjacent to on-street parking, the minimum bike lane should be 5 feet.
    - Posted speeds are greater than 40 miles per hour, the minimum bike lane should be 6 feet, or
    - On highways with concrete curb and gutter, a minimum width of 3 feet measured from the bike lane stripe to the joint between the shoulder pavement.

  Where rumble strips are placed in the shoulder, the shoulder shall be a minimum of 4 feet width to the right of the grooved rumble strip when a vertical element, such as curb or guardrails present or a minimum of 3 feet width when a vertical element is not present. Shoulder rumble strip must not be placed in the Class II bike lane.

- Class III Bikeway (Bike Route): Minimum widths are not presented in the HDM. Additional enhancement of Class III facilities can be provided by adding shared roadway markings. The County BAC recommends a minimum 1.5 foot paved shoulder past the edge of traveled way.

- Class IV Bikeway (Cycle Track or Separated Bikeway): See Design Information Bulletin (DIB) 89 for guidance.

The Highway Design Manual can be found online at:
http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm.

In 2012, the Highway Design Manual was updated with the six (6) foot width standard for bike lanes on roadways with a posted speed of greater than 40

miles per hour. Public Works will apply the new standard for new road widening projects. However, existing bike lanes on 45 to 55 mph roadways are not now considered "non - standard". Four (4) foot bike lanes may also be pursued following surface treatment projects where lane narrowing can accommodate a bike lane within the existing pavement.

***SAN LUIS OBISPO COUNTY PUBLIC IMPROVEMENT STANDARDS***

The San Luis Obispo County Public Improvement Standards establish the minimum requirements for the design and construction of any public improvement in the County of San Luis Obispo. Per the Public Improvement Standards, roadway cross-sections are designed based on the type of road (rural or urban) and the future average daily traffic (ADT) volume. The typical sections for roadway types per the 2014 Public Improvement Standards are as follows:

- Typical Rural Road Section (outside Urban Reserve Line)
  - 1001 to 6000 Future ADT: Four (4) foot paved shoulders required.
  - >6000 Future ADT: Eight (8) foot paved shoulders required.
- Typical Urban Road Section (within Urban Reserve Line)
  - 500 to 6000 Future ADT: eight (8) foot paved shoulders for parking with bike lanes required per this Plan.
  - 6000-16,000 Future ADT: Center turn lane, five (5) foot bike lanes and eight (8) foot parking lanes required.

When a development is proposed that requires public improvements within or adjacent to the property, the County refers to the Public Improvement Standards as well as the County Bikeways Plan.

The San Luis Obispo County Public Improvement Standards can found at: http://www.slocounty.ca.gov/PW/DevServ/PublicImprovementStandards.htm.

***CALIFORNIA MUTCD***

Caltrans has adopted the California Manual on Uniform Traffic Control Devices (CA MUTCD) to provide uniform standards and specifications for all official traffic control devices in California. The latest update to the manual was in 2014. The County of San Luis Obispo Public Works Department follows these standards on the County Road System per Section 21400 of the California Vehicle Code. Part 9 Traffic Control for Bicycle Facilities covers signs, pavement markings, and highway traffic signals specifically related to bicycle operation on both roadways and shared-use paths. The following signage and pavement markings are used on San Luis Obispo County bikeways in accordance with the California MUTCD:

- Class I Bikeway (Bike Path): No consistent signage or markings are used. The County Bicycle Advisory Committee is working toward common trail rules and signage for all Class I paths in San Luis Obispo County.

- Class II Bikeway (Bike Lane): Bike Lane (R81 (CA)) signage, bicycle

symbol pavement markings, and 6” white edge line stripes are used on all existing Class II Bike Lanes. Delineation for buffered bike lanes is also included in the CAMUTCD.

Share the Road (W11-1 & W16-1) warning signs are used on future Class II Bike Lanes with no existing bikeway designation. The Pass 3ft Min (R117 (CA)) sign was added to the 2014 CAMUTCD. The County will be installing these signs on the top ranked future Class II Bike Lanes and along existing Class II Bike Lanes were constrained. When Share the road signs are replaced, 3 foot to pass signs will be considered. Public Works support the use of both signs.

- Class III Bikeway (Bike Route): Bike Route (D11-1) signage is used on all Bike Routes. On Bike Routes with speeds ≥45 MPH, Share the Road (W11-1 & W16-1) signage is also installed. 4” white edge line stripes are used on Bike Routes meeting all of the following criteria:
  - Speed ≥ 45 MPH
  - Volume ≥ 3,000 ADT (average daily traffic)
  - Width ≥ 20’

  3 FT MIN (R117CA) to pass signs are currently being installed on existing Bike Routes with high priority for future Class II Bike Lanes.

R81 (CA)

D11-1

W11-1

W16-1

R117 (CA)

R4-11

R7-9a

- Shared Lane Marking (Sharrows): Shared Lane Markings are used on Class III Bike Routes designated as Bicycle Boulevards. Shared Lane Markings may also be installed on San Luis Obispo County Class III Bike Routes when the following conditions are met:
    - Speed limit of 35 mph or less.
    - No striped shoulders or bike lanes.
    - Road has centerline or meets CAMUTCD criteria.
    - Outside lane is 14 feet or less.
    - Peak hour bike volume of 15 or more.

  Shared Lane marking may be installed with Department approval when above criteria is not met. Lateral placement is based on the guidance in the CAMUTCD. Existing and proposed locations with sharrows are discussed in Chapter 4.

*Bike Lane and Bikes May Use Full Lane sign*

*Share the Road sign*

*Bike Route sign with Sharrows*

*3 FT to Pass sign*

- Longitudinal Rumble Strips: The CAMUTCD does not contain provisions regarding the design and placement longitudinal rumble strips. Centerline and edge line rumble strips are used on San Luis Obispo County roads when the following conditions are met:
    - On rural roads where the prevailing speed is 40 mph or greater.
    - Where shoulder widths accommodate bicycle traffic.
    - On new rural roadways meeting aforementioned conditions.
    - On surface treatment projects for roads with >1,000 ADT.
    - On roadways with a history of high collision rates.

  In February 2012, the Bicycle Advisory Committee recommended five (5) feet to the right of a rumble strip on Class II existing and proposed facilities and four (4) feet on non-Class II roadways.

- Transverse Rumble Strips: Transverse rumble strips using pavement markers are typically installed on County roads on the approaches to curves with a high collision rate. The CAMUTCD references transverse rumble strips but does not contain provisions regarding the design and placement. Transverse rumble strips shall not be installed in a Class II Bike Lane. When there are no bike lanes. Rumble strips should end a minimum of two (2) feet from the edge of pavement, four (4) feet preferred. Following a surface treatment project, all replacements shall be evaluated for need and placement based on collision history and site conditions.

The CAMUTCD also contains warrants and provisions for bike signals.

*Bike Signal – Avila Beach*

Public Works has been working to improve bikeways per the standards on surface treatment projects including improved signage and striping for bike lanes at signalized intersections, travel lane narrowing, sharrows, buffered bike lanes and colorized bike lanes. Completed projects are described in more detail in Chapter 7. Public Works also plans to supplement existing bike signage with arrows and/or other wayfinding signage, e.g. Los Osos Loop.

The California MUTCD can be found online at: http://www.dot.ca.gov/hq/traffops/engineering/mutcd/.

## CALIFORNIA VEHICLE CODE

The California Vehicle Code contains statutes relating to the operation of vehicles (including bicycles) in the state of California. Division 11, Sections 21100-21966 reference bicycles or bikeways.

In 2009 and 2014, the SLO County BAC considered the use of motorized bikes on bike paths/bike lanes. The committee does not support the use of motorized bicycles on Class 1 Bike Paths, Shared Use Paths, or Trails. Per the 2015 Vehicle Code, no modifications have been made to the section prohibiting motorized bicycles.

The California Vehicle Code can be found online at:
http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm.

## PLANNING DOCUMENTS

This Bikeways Plan shares the goals of the County General Plan, Clean Air Plan, and local area circulation studies. In addition, when Specific Plans, General Plan amendments, or other large developments are proposed, the Bicycle Advisory Committee receives the referrals and provides input on bicycle circulation.

The County Bikeways Plan complies with the California Environmental Quality Act (CEQA).

### *REGIONAL TRANSPORTATION PLAN*

The San Luis Obispo Council of Governments (SLOCOG) is an association of local governments representing the seven (7) incorporated cities in the San Luis Obispo region as well as the County. SLOCOG prepares the Regional Transportation Plan (RTP) which "acts as a blueprint for a transportation system that enhances our quality of life and meets our mobility needs now and in the future."

All of the Class I Bike Paths in the County Bikeways plan are included in the RTP. In addition, the following proposed Class II Bike Lanes are included in the RTP:

- Main St bike lanes from Highway 1 to Santa Rosa Creek Road.
- Las Tablas Road from Highway 101 to Old County Road.
- Highway 58 from El Camino Real to Pozo Road.
- Nacimiento Lake Drive from Mountain Springs Road to Chimney Rock Road.
- Bethel Road from Vineyard Drive to Las Tablas Road.
- Theater Drive from Main Street to Paso Robles City Limits.
- Main Street from Vineyard Drive to Gibson Road.
- Orcutt Road from San Luis Obispo City Limits to Biddle Ranch Road.
- Corbett Canyon Road from Huasna Road to Arroyo Grande City Limits.
- El Camino Real from Pismo Beach to Arroyo Grande.

- Hazel Lane from Tefft Street to Division Street.
- Juniper Street from Pomeroy Road to North Frontage Road.
- El Campo Road from Halcyon Road to Los Berros Road.
- Joshua Street from Joshua Street to Hutton Road.
- Orchard Avenue from Southland Street to Joshua Street.
- Los Berros Road from Arroyo Grande City Limits to Highway 101.
- Lopez Drive from Huasna Road to Cecchetti Road
- Thompson Avenue from Knotts Street to Highway 166.
- Pomeroy Road from Los Berros Road to Willow Road.
- Corbett Canyon Road from Highway 227 to Arroyo Grande City Limits.
- Hutton Road from Joshua Street to Highway 166.

The RTP was updated in 2014 and can be found at: http://www.slocog.org/programs/regional-planning/2014-rtpscs.

***SAN LUIS OBISPO COUNTY PARKS AND RECREATION ELEMENT***

The Parks and Recreation Element establishes policies and programs to provide and maintain parks, recreation, and natural areas within San Luis Obispo County and supersedes the County Trails Plan. The Trails Advisory Committee (TAC) meets every other month and is an advisory body to San Luis Obispo Parks and Recreation Commission. The Parks and Recreation Commission meets monthly.

The County Parks and Recreation Element contains a network of Class I "Bike Trails" as well as "Multi-Use Trails." The County Parks and Recreation Department is the primary administrator of trails, including the planning, design, construction, and maintenance. Per the County Parks and Recreation Element, "A multi-use trail may have originally been designed to provide a facility for bicyclists separated from other traffic, but trails often see greater use by pedestrians, joggers, and sometimes even equestrians. The planning and design of multi-use paths should therefore take into account the various skills, experience and characteristics of these different users." The Bike Trail Standards specify a minimum width of eight (8) feet for two-way traffic. The Multi-Use Trail Standards show 12 feet for two-way bicycle travel.

The Board of Supervisors adopted the County Parks and Recreation Element in December 2006, which can be found at http://www.slocountyparks.com.

***COUNTY OF SAN LUIS OBISPO CLIMATE ACTION PLAN***

The County of San Luis Obispo adopted the EnergyWise Plan, also known as the Climate Action Plan in November 2011. With regards to bicycle transportation, the Climate Action Plan intends to improve access to community-wide bicycle networks by removing barriers and providing additional bike oriented infrastructure. The program supports the County Bikeways Plan including a complete network of bicycle facilities including bike lanes, paths, routes, and support facilities such as secure bike parking, changing facilities, enhanced

intersection crossings, and traffic calming improvements. The Climate Action Plan states that public and private investment in the improvement of bicycle and pedestrian networks will result in a 2% decrease in vehicle miles traveled.

***COMPLETE STREETS ACT***

Beginning January 1, 2011, the California Complete Streets Act of 2008 (Assembly Bill 1358) requires revisions of any city or county general plan or circulation element to accommodate all roadway users. This includes pedestrians, bicyclists, motorists, persons with disabilities, seniors, children, movers of commercial goods, and users of public transportation. This bill aims to provide a balanced, multi-modal transportation network that is appropriate to the rural, suburban, or urban context of the general plan. The County Bikeways Plan works toward the goals of Completed Streets.

*Santa Ysabel Bike lanes – Los Osos*

# CHAPTER 4 - BICYCLE CIRCULATION NETWORK

The following chapter summarizes the County's bicycle circulation network including existing and future bicycle facilities, parking, multi-modal connections and bikeways in incorporated areas.

## BICYCLE FACILITIES

All roadways and highways (other than freeways) are bikeways, whether designated or not. A key element in encouraging bicycling transportation is the provision of a safe and efficient network of designated bikeways. County Public Works staff and the Bicycle Advisory Committee have developed a network of existing and proposed designated bikeway facilities throughout the unincorporated areas of the County. The facilities will serve bicycle travel within the unincorporated communities, connect population centers, and provide connections to Monterey and Santa Barbara Counties. The recommended bikeways have been designed to complement existing land use patterns as determined from the County's General Plan - Land Use Element.

The network of existing and proposed bikeways in the unincorporated area of San Luis Obispo County are summarized by road name in APPENDIX A. The existing Class I, II, and III Bikeways are summarized by class in APPENDIX B.

State Highways, operated by Caltrans, are primarily interregional connectors within San Luis Obispo County and all State Highways (other than prohibited freeway segments) are bikeways and are an important part of the circulation network. State Highways in San Luis Obispo County include: State Highway 1, State Highway 41, State Highway 46, State Highway 58, State Highway 166, State Highway 227, State Highway 229 and US 101.
In order to enhance the viability of bicycle transportation along with adequate bikeways, auxiliary facilities such as bicycle parking and storage must also be provided. Additionally, the bikeway system must make efficient connections with other modes such as public transit, and bicycle transportation must be integrated into the relationship which exists between land use planning and circulation.

### *BICYCLE MAPS*

Two (2) sets of maps are provided in appendices. Both sets of maps include the County roadway network and the location of the existing and proposed Class I, II, III and IV Bikeways as well as rivers, railroads, bridges, waterways and schools. Each set of maps also contains the following:

- APPENDIX C: Maps include land use per the County General Plan and the existing and proposed Class I, II, and III Bikeways.
- APPENDIX D: Maps include existing and proposed bikeways and bicycle parking facilities including existing restroom locations.

Public Works GIS Services is working toward a web based user interface for the public. Once launched the data contained in the maps as well as other County data, including pavement widths, volumes, speeds, etc. will be available.

***CLASS I BIKE PATHS***

The Bikeways Plan includes all Class I facilities listed in the Parks and Recreation Element of the San Luis Obispo County General Plan. There are approximately 3 miles of existing Class I Bikeways with an additional 50 miles or more proposed. These routes parallel major transportation corridors, including State Highways. The Class I Bike Paths will provide a direct route between destinations with crossflows by motorists minimized.

San Luis Obispo County's Class I Bikeways outside the road right-of-way, including the Bob Jones Trail, are maintained by the County Parks and Recreation Department. The Public Works Department and private groups such as homeowner's associations also develop and maintain bike paths. An example of a project involving cooperation between the Public Works Department and the Parks Division is the Class I Bike Path in the road right-of-way on El Moro Avenue in Los Osos. Coordination between the Parks and Recreation Department, Public Works Department, and private groups is a key component of Class I Bike Path development and maintenance.

The following Class I Bikeway connectors are proposed:

- Cayucos to Morro Bay
- San Luis Obispo to Morro Bay
- San Luis Obispo to Pismo Beach
- San Luis Obispo to Santa Margarita
- San Miguel to Santa Margarita
- Templeton to Atascadero
- San Luis Obispo to Avila Beach

*Bob Jones Trail- Avila Beach*

The Parks and Recreation Department can be contacted at SLOParks@co.slo.ca.us or by calling (805) 781-5930. The Public Works Department can be contacted at pwd@co.slo.ca.us or by calling (805) 781-5252.

Additional paths and trails are listed in the Parks and Recreation Element of the San Luis Obispo County General Plan. The plan can be found at: http://slocountyparks.org/planning-projects/.

### *CLASS II BIKE LANES*

On October 20, 1992, the Board of Supervisors adopted an ordinance creating a new chapter of the County Code (15.92.) for establishment of bikeways per the Streets and Highways Code. At that time, seven (7) County-maintained roads were designated as having official bicycle lanes. In 2015, there were approximately 64 miles of Class II Bike Lanes. An additional 123 miles of Class II bike lanes are proposed. The proposed Class II Bikeways are prioritized in Chapter 7.

Maintenance of Class II Bike Lanes is administered by the Public Works Department. Service requests can be submitted at: http://www.slocounty.ca.gov/PW/contactus/RoadWorkRequest.htm or http://www.slocounty.ca.gov/PW/personal_contact_forms/Bicycle_Contact_Form.htm or by calling (805) 781-5252.

*Bike Lanes – Mission Street, San Miguel*

State Highways, generally do not have designated bikeway classifications and Caltrans strives for standard eight (8) foot shoulders. The County Bikeways Plan recommends standard width shoulders on all State Highways.

Caltrans Service requests can be submitted at: http://www.dot.ca.gov/hq/maint/msrsubmit/ or by calling (805) 549-3111.

### *CLASS III BIKE ROUTES*

In 2015, approximately 101 miles of County roads are existing Class III Bike Routes. Class III Bikeways require only signage to meet State standards, thus are not prioritized for future capital improvements. There is only one (1) future

Class III Bike Route on Vaquero Drive east of Templeton which will be designated as a Bike Route when Duveneck Park is constructed.

10th Street in Los Osos is designated a bicycle boulevard and has sharrows between Santa Ynez Avenue and El Moro Avenue. Pine Street in Los Osos also has sharrows between Skyline Avenue and Ramona Avenue. Public Works is currently evaluating the use of sharrows on Main Street in Cambria, Moonstone Beach Drive and the "Los Osos Loop".

Maintenance of Class III Bike Routes is administered by the Public Works Department. Service requests can be submitted at: http://www.slocounty.ca.gov/PW/contactus/RoadWorkRequest.htm or http://www.slocounty.ca.gov/PW/personal_contact_forms/Bicycle_Contact_Form.htm or by calling (805) 781-5252.

The Pacific Coast Bike Route located primarily on State Highway 1 is an existing Class III Bikeway and is shown on the attached maps. The Pacific Coast Bike Route detours from State Highway 1 on freeway segments and is signed.

*Colin Reilly Bridge on Pacific Coast Bike Route – Cayucos*

### *CLASS IV CYCLE TRACKS OR SEPERATED BIKEWAYS*

There are currently no existing or proposed Class IV Bikeways in the unincorporated area of the County. Buffered Class II bike lanes would typically be implemented prior to a Class IV Bikeway.

***BIKEWAY NAMING***

In May 2015, the County Board of Supervisors adopted the Bikeways Naming Policy. The policy allows for naming bikeways based on geographical location, historical significance or to recognize individuals who have made a significant financial or service contribution to San Luis Obispo County bicycling. The Department of Public Works has named four (4) bikeways for members of the cycling community. In April 1996, the O'Connor Way bike lanes were named for Wayne Williams; in November 2002, the Foothill Boulevard bike lanes were named for Bob Garing; in March 2003, the bridge near the Cayucos water plant was named for Colin Reilly; and in August 2015, the Los Osos Valley Road Bike Lanes between Foothill Boulevard and South Bay Boulevard was named for Robert Fuller "Red" Davis. All of the men were well recognized bicycle advocates for San Luis Obispo County.

*Red Davis Bikeway on LOVR – Los Osos/SLO*

The adopted bikeway naming policy can be found on the Bicycle Advisory Committee website at http://www.slocounty.ca.gov/PW/Traffic/BAC.htm.

***PARKING AND STORAGE***

In order to encourage people to choose bicycling for their transportation needs, secure and convenient bicycle parking facilities must be available at their destinations. APPENDIX E summarizes the 1995, 2010 and 2015 bicycle parking and storage inventories. The maps in APPENDIX D also show the general location of the existing bike parking and storage in the unincorporated areas of the County. Between 2010 and 2015, bicycle parking was added primarily at schools, parks, libraries and other public spaces.

The Land Use Element states, "parking lots with 20 or more spaces shall provide one bicycle rack space for each 10 (vehicle) parking spaces." In addition to new development, proposed bike parking locations include beaches, parks, RTA bus stops, Park and Ride lots, commercial areas, libraries, and schools. The proposed bike parking locations are also included in APPENDIX D and APPENDIX E.

Also important in encouraging people to choose bicycling, is the provision of water, restrooms, and showers. Restrooms are currently provided at most County Parks and other recreational areas as shown in APPENDIX D. Additional public restrooms may be provided at service stations, grocery stores, and other public facilities. County Parks with pools provide showers and changing facilities for a fee, but are generally only open Memorial Day through Labor Day.

***PLANS IN INCORPORATED AREAS***

The following cities in San Luis Obispo County have bicycle transportation plans:

- **City of Arroyo Grande**: The Arroyo Grande Bicycle and Trails Master Plan was adopted in 2012 and is available at: http://www.arroyogrande.org/DocumentCenter/Home/View/276. Connections between the plans include:
  - Proposed Class II Bike Lanes on Corbett Canyon Road from Highway 227 to Arroyo Grande city limits.
  - Existing Class II Bike Lanes on Valley Road from Highway 1 to Los Berros Road (proposed extension to northern Arroyo Grande city limits).
  - Existing Class II Bikes Lanes on Halcyon Rd from The Pike to Highway 1 North (proposed Class II extension south to El Campo Road).
- **City of Atascadero**: Atascadero Bicycle Transportation Plan was adopted in 2010 and is available at: http://atascadero.org/files/CS/AtascaderoBikePlan_Final.pdf. Connections between the plans include:
  - Proposed Templeton to Atascadero connector.
  - Existing Class II Bike Lane on El Camino Real from Highway 58 to Atascadero city limits.
- **City of Grover Beach**: The City of Grover Beach Bicycle Master Plan was adopted in January 2011 and is available at: http://www.grover.org/DocumentCenter/Home/View/1941. Connections between the plans include:
  - Existing Class II Bike Lanes on Thirteenth Street from Highway 1 to The Pike.
  - Existing Pacific Coast Bike Route on Highway 1.
  - Proposed Class II Bike Lanes on Twenty-Second Street from Highway 1 to the Pike.

  **City of Morro Bay**: The 2011 Morro Bay Bicycle & Pedestrian Master Plan was adopted in 2012 and is available at: http://www.morro-bay.ca.us/DocumentCenter/View/1420
  Connections between the plans include:
  - Existing Class II Bike Lanes on South Bay Boulevard from Los Osos Valley Road to Morro Bay city limits.

    - Proposed Morro Bay to Cayucos connector.
- **City of Paso Robles**: The Bike Master Plan was adopted in December of 2009 and is available at: http://www.prcity.com/government/departments/commdev/planning/pdf/BikeMasterPlan.pdf.
  Connections between the plans include:
    - Proposed Class II Bike Lanes on Nacimiento Lake Drive from the Paso Robles city limits to Interlake Road.
    - Proposed Class II Bike Lanes on River Road from Mission Street to the northern Paso Robles city limit (proposed Class I in city limits).
    - Proposed Class II Bike Lanes on Theatre Drive from Paso Robles city limits to Main Street with proposed extension south to Las Tablas Road.
    - Proposed Class II Bike Lanes on Ramada Drive from Main Street to the Paso Robles City Limit (proposed Class I & II in city limits).
- **City of Pismo Beach** The Pismo Beach Bicycle and Pedestrian Master Plan was adopted in June 2010 and is available at: http://ca-pismobeach.civicplus.com/DocumentCenter/Home/View/6972.
    - Existing Class II Bike Lanes on Shell Beach Road from Avila Beach Drive to Pismo Beach city limits.
    - Existing Class II Bike Lanes on Price Canyon Road from Pismo Beach city limits to Ormonde Road (proposed extension to Highway 227).
    - Proposed Class I Bike Path connection to San Luis Obispo.
- **City of San Luis Obispo:** The Bicycle Transportation Plan was adopted in November 2013 and is available at: http://www.slocity.org/home/showdocument?id=3785.
  Connections between the plans include:
    - Existing Class II Bike Lanes on Higuera Street from the San Luis Obispo city limits to Ontario Road.
    - Existing Class II Bike Lanes on Los Osos Valley Road.
    - Existing Class II Bike Lanes on Foothill Boulevard.
    - Existing Class II Bike Lanes on Tank Farm Road.
    - Proposed Bob Jones Class I Bike Path extension from Los Osos Valley Road to existing trailhead on Ontario Road.
    - Existing Pacific Coast Bike Route on Highway 1.
    - Proposed Bike Lanes on Orcutt Road.
    - Proposed Class II Bike Lanes on Buckley Road and Vachell Lane.
- **County of Santa Barbara:** The Draft Bicycle Master Plan is currently being reviewed and is available at: http://cosb.countyofsb.org/uploadedFiles/pwd/Roads/BikePlan_COSB_DraftBicycleMasterPlan.pdf.

San Luis Obispo County is linked to Santa Barbara County by an existing Class I Bike Path on Hutton Road south of SR-166 connecting over the Santa Maria River Bridge.

- **County of Monterey:** The Bicycle and Pedestrian Master Plan was adopted in December 2011 and is available at: http://www.tamcmonterey.org/programs/bikeped/pdf/TAMC_BPMP_December_2011.pdf.
  Interlake Road is not designated a Class III Bike Route in Monterey County.

  When development or other projects are proposed within the County but also within an incorporated cities' sphere of influence, both agencies design standards will be considered. The County has memorandums of assumptions with incorporated cities regarding the city's sphere of influence. The City of San Luis Obispo's memorandum specified that the "County shall give great weight to the City's General Plan policies when reviewing development in the City's Sphere of Influence."

## MULTI-MODAL CONNECTIONS

One way to facilitate bicycling is by providing effective links between bicycling and public transit. The San Luis Obispo Regional Transit Authority (SLORTA) provides bus service throughout the County in both the incorporated and unincorporated areas. The buses have racks on the front and rear allowing for six (6) bikes each.

Coordination with public transit systems is enhanced by the provision of bicycle parking at transit stops, park and ride facilities, train stations, and airports. The maps in APPENDIX D and inventory in APPENDIX E summarize the existing and proposed bicycle parking locations. Bike lockers are currently provided at the Las Tablas Road, Santa Barbara Road, and State Highway 58 Park and Ride Lots as well as the County Government Center in San Luis Obispo. Bike parking is also provided at the San Luis Obispo County Regional Airport. Future bike parking is recommended at RTA bus stops and Park and Ride lots.

# CHAPTER 5 – BICYCLE DEMAND AND SAFETY

The following chapter summarizes the current and future bicycle demand as well as bicycle collision data.

## BICYCLE VOLUMES

Bicycle volumes are difficult to obtain using automated devices and prior to the update of this plan limited bicycle volumes data was available on County roads. Multi-modal (vehicle, truck, pedestrian, bicycle, etc.) counts were conducted at nineteen locations throughout the County on June 2nd and 3rd of 2015 using a 24-hour video at each location. Table 1 summarizes the 2015 modal count data including vehicle mode split.

The nineteen locations counted consist of roadways in the County's Resource Management System, along with other County inter-regional roadways, or urban arterials or collectors, which were included to provide a countywide snapshot. Public Works will add to the list in Table 1 as additional significant regional corridors are identified. These roadways will be counted at least every two (2) years.

Bicycle and pedestrian counts are included in all intersection turning movement counts. Additionally, AM and PM peak hour as well as summer mid-day bicycle counts were conducted throughout the County during fall 2014 and summer 2015. The peak hour counts are summarized in APPENDIX F.

*Vineyard Drive Bike Lanes - Templeton*

Table 1 – Modal Counts 2015 Summary

| Roadway | Location | Daily Vehicle | Daily Bike | Mode Split (vehicle) | | |
|---|---|---|---|---|---|---|
| | | | | %Bike | %Ped. | %HV |
| **Corbett Canyon Road** | N of A.G. City Limits | 3,088 | 44 | 1.42 | 0.13 | 1.20 |
| **El Camino Real** | N of SR 58 | 4,137 | 48 | 1.16 | 0.00 | 5.56 |
| **Foothill Blvd** | N of Los Osos Valley Road | 10,542 | 107 | 1.01 | 0.06 | 1.53 |
| **Halcyon Road** | S of Hwy 1 | 10,344 | 16 | 0.15 | 0.05 | 2.56 |
| **Hutton Road** | S of SR 166 | 824 | 14 | 1.70 | 1.21 | 36.77 |
| **Los Berros Road** | S of El Campo Road | 5,849 | 19 | 0.32 | 0.03 | 5.28 |
| **Los Osos Valley Road** | W of Foothill Blvd | 15,750 | 84 | 0.53 | 0.00 | 2.34 |
| **Nacimiento Lake Drive** | E of Chimney Rock Road | 3,752 | 7 | 0.19 | 0.00 | 2.35 |
| **Ontario Road** | S of Higuera Street | 1,187 | 143 | 12.05 | 0.42 | 1.85 |
| **Orcutt Road** | S of SLO City Limits | 3,289 | 47 | 1.43 | 0.21 | 3.41 |
| **Price Canyon Road** | S of Hwy 227 | 11,081 | 1,878 | N/A due to event | | |
| **South Bay Blvd** | S of State Park Road | 14,526 | 81 | 0.56 | 0.00 | 1.79 |
| **Ocean Avenue** | N of 13th Street | 4,141 | 37 | 0.89 | 0.48 | 2.97 |
| **Tank Farm Road** | W of Hwy 227 | 21,479 | 163 | 0.76 | 0.07 | 3.06 |
| **Theatre Drive** | S of Templeton Cemetery Road | 8,520 | 32 | 0.38 | 0.01 | 2.14 |
| **Tefft Street** | W of Mary St | 16,900 | 18 | 0.11 | 0.25 | 1.78 |
| **Vineyard Drive** | W of Hwy 101 | 8,341 | 24 | 0.29 | 0.30 | 1.83 |
| **Windsor Blvd** | Moonstone Beach Drive to Hwy 1 | 4,420 | 33 | 0.75 | 2.19 | 3.12 |
| **River Road** | W of Indian Valley Road | 3,683 | 1,577 | N/A due to event | | |

The modal counts on Price Canyon Road and River Road were conducted during an event and the mode split was not calculated for these locations.

## BICYCLE DEMAND

The bike mode split (by vehicle) varies between 0.11% and 12.05% based on the 2015 counts. The cumulative mode split of all non-event locations is 0.67%. The 2000 US Census found that 1.3% of the San Luis Obispo County commuter population commutes by bicycle. The 2001 San Luis Obispo County Clean Air Plan, compiled by the APCD, included bicycling and bikeway enhancements as one of its Transportation Control Measures with a goal to achieve a county-wide average bicycle mode share of 5% by 2005. The 2001 San Luis Obispo County Clean Air Plan, compiled by the APCD does not specify whether mode share was counted based on vehicles or persons.

The goal of a 20% mode split may be difficult to achieve with build out of the Bikeways Plan.

## BICYCLE COLLISIONS

San Luis Obispo County Public Works receives all reported collisions within the County maintained road system directly from California Highway Patrol and has maintained a comprehensive database since the early 1990s. Table 2 summarizes the January 2005 through 2015 collision data involving bicycles within the unincorporated areas of San Luis Obispo County.

Table 2 – Reported Bicycle Collisions 2005-2015

| Year | Total Collisions | Highest Degree of Damage | | | | |
|---|---|---|---|---|---|---|
| | | Fatality | Severe Injury | Other Visible Injury | Complaint of Pain | Property Damage Only |
| **2005** | 18 | 0 | 5 | 10 | 2 | 1 |
| **2006** | 19 | 1 | 3 | 10 | 1 | 4 |
| **2007** | 17 | 0 | 1 | 13 | 2 | 1 |
| **2008** | 17 | 0 | 1 | 8 | 5 | 3 |
| **2009** | 28 | 0 | 4 | 17 | 1 | 6 |
| **2010** | 16 | 0 | 2 | 11 | 3 | 0 |
| **2011** | 19 | 1 | 4 | 13 | 0 | 1 |
| **2012** | 22 | 2 | 4 | 9 | 4 | 3 |
| **2013** | 21 | 0 | 4 | 10 | 6 | 1 |
| **2014** | 18 | 3 | 2 | 8 | 3 | 2 |
| **2015** | 13 | 0 | 1 | 10 | 1 | 1 |

NOTE: The collision analysis for 2005-2009 was updated. The Party Type and vehicle type was not consistent on the traffic collision report leading to false database queries.

The total number of bicycle collisions has fluctuated over the past decade. In 2015, the total bicycle collisions were at the lowest and there were no reported bicycle fatalities.

Table 3 summarizes the bicycle collision victims and Table 4 summarizes the bicycle collision causes between 2010 and 2015. 28% percent of injured cyclists were women and approximately 75% of collisions occurred during daylight in clear weather.

63% of collisions were bike only or bike at fault. Reducing the collision frequency and rate will require infrastructure as well as bicyclist and driver education.

Table 3 – Reported Bicycle Collision Victims 2010-2015

| Age | Male | Female |
|---|---|---|
| 0-17 | 10 | 3 |
| 18-30 | 12 | 8 |
| 31-50 | 25 | 6 |
| 51-70 | 26 | 13 |
| 71-90 | 3 | 0 |
| Total | **76** | **30** |

Table 4 – Reported Bicycle Collision Causes 2010-2015

| Party at Fault | Cause | # | % |
|---|---|---|---|
| **Bike only** | Medical Condition | 5 | 4.7% |
| | Equipment Malfunction | 7 | 6.6% |
| | DUI | 2 | 1.9% |
| | Unsafe Speed | 5 | 4.7% |
| | Roadway Conditions | 3 | 2.8% |
| | Bike vs. Bike | 5 | 4.7% |
| | Bike vs. Pedestrian | 1 | 0.9% |
| | Other Bike Only | 13 | 12.3% |
| | **Total** | **41** | 38.7% |
| **Bike at Fault** | Failed to Yield | 10 | 9.4% |
| | Unsafe Turning | 3 | 2.8% |
| | Unsafe passing | 2 | 1.9% |
| | Equipment Malfunction | 1 | 0.9% |
| | Wrong side of road | 6 | 5.7% |
| | Insufficient Lighting | 2 | 1.9% |
| | Other | 0 | 0.0% |
| | **Total** | **23** | 22.6% |
| **Auto At Fault** | Failed to Yield | 15 | 14.2% |
| | Unsafe Turning | 5 | 4.7% |
| | Unsafe passing | 9 | 8.5% |
| | DUI | 2 | 1.9% |
| | Wrong side of road | 3 | 2.8% |
| | Distracted Driving | 1 | 0.9% |
| | Other | 4 | 3.8% |
| | **Total** | **36** | 36.8% |
| **Unknown** | **Unable to determine** | **5** | 4.7% |
| **TOTAL (1/2010 to 9/2015)** | | **105** | **100%** |

# CHAPTER 6 – BICYCLE EDUCATION AND OUTREACH

While the provision of safe and efficient bikeway facilities is important to encourage people to choose bicycle transportation, it is also important to advocate for riding and safe riding practices. The following chapter summarizes local bicycle education and outreach efforts as well as promotional events.

## SAN LUIS OBISPO REGIONAL RIDESHARE

San Luis Obispo Regional Rideshare, a project of SLOCOG, is the "one-stop-shop" for transportation information. Rideshare staff is dedicated to reducing the number of single occupant vehicles on San Luis Obispo County's roads. Rideshare offers many education, outreach, incentive, and safety programs including:

- **Back 'N' Forth Club:** Rideshare offers a free program that assists employers in educating and empowering their employees to make smart commute choices by supplying them with the tools and incentives they need.
- **Bike Month:** Throughout the month of May, promotional and incentive events are held including the Online Commuter Bike Challenge, Executive Challenge, bike art, bike in movie, and bike breakfasts. Bike Month T-shirts and buttons are also distributed.
- **IRideShare:** This is a new online commuter resource for carpool, vanpool, and bike partner matching in San Luis Obispo County. The program allows employees to record "green" trips made to and from work and redeem points. The program also includes an Emergency Ride Home Program, Commute Cost Calculator, and incentive programs for participating employers.
- **Rideshare Month:** Rideshare Week has been expanded to Rideshare Month and includes Ride the Bus for Free Week, Vanpool Week, Carpool Week, Bike and Walk Week, and the Commute for Cash Challenge, where participating teams are eligible to win their commute savings back in cash as well as other prizes.
- **Safe Routes to School:** Rideshare offers grants to schools who wish to establish a Safe Routes to School program to encourage walking and bicycling to and from schools. Rideshare hosts Walk to School Day, an event highlighting the health benefits of regular activity and the need for safe places to walk and bike. Rideshare works with the school and provides support throughout the process.
- **511 Trip Planning:** There is a three digit phone number (511) and online trip planner that provides transportation information on road conditions, commute costs, public transportation, ridesharing and roadside assistance.

Rideshare also produces the County Bikeway Map which fills the gap between the incorporated and unincorporated area of the County. The map also includes safety information and riding tips. Rideshare is currently working on updating and printing the maps.

For more information on Rideshare or their programs visit: http://rideshare.org

## SAN LUIS OBISPO COUNTY AIR POLLUTION CONTROL DISTRICT

The San Luis Obispo County Air Pollution Control District (APCD) is a local agency that partners with the local communities and businesses and implements regulations and programs to reduce air pollution and reach air quality standards. The APCD also implements programs to promote alternative means of transportation and reduce emissions including **San Luis Obispo Car Free** which provides tools and incentives to travelers for traveling to our area without their cars, or by parking their cars once they arrive.

More information on the APCD and their partnership programs visit: http://www.slocleanair.org/.

## BIKE SLO COUNTY

Bike SLO County, formerly known as the SLO County Bike Coalition, is a local non-profit bicycle advocacy organization. Bike SLO County is a primary source for promoting bicycle transportation throughout the County. Bike SLO County provides the following educational and outreach programs:

- **Bicycle Education Workshops** (Street Cycling, Road Skills 101, Bike Smart at Work, Bike Smart in Class & Maintenance Class taught by League of American Bicyclists certified instructors)
- **Bike Forward** (bike mileage tracking)
- **Bike Kitchen** (bicycle education, camaraderie, parts recycling and do-it-yourself work)
- **Bike Valet** (volunteer bike parking service for events)
- **Bike Empowerment** (campaign with SLOCOG & Rideshare)
- **Kidical Mass** (venue for parents to teach their kids to ride safely)
- **Share the Road** (public service announcements)

For more information on Bike SLO County visit: https://bikeslocounty.org/.

## CAL POLY UNIVERSITY POLICE DEPARTMENT

The University Police Department, in cooperation with the San Luis Obispo Superior Court, offers a bicycle diversion class for eligible cyclists who have been issued a citation. The class includes information regarding the laws and regulations of cycling and skateboarding and safe use.

## ADDITIONAL PROMOTIONAL EVENTS

An added benefit of promotional activities is increased tourism. In addition to promoting "safe and legal bicycle riding for recreation and transportation," the San Luis Obispo Bike Club, a non-profit organization, sponsors two Century rides each year as well as weekly and monthly rides. The Gene Cerise Memorial Ride produced by County Coast Classic, Inc. is also held every year to support local youth. In addition, the Central Coast Double originates in San Luis Obispo and several other long distance events pass through the County as well - Wounded Warriors, AIDS Ride, Best Buddies, Arthritis Foundation – and the Amgen Tour of California, an international professional bicycle race, schedules either a stage finish or start in SLO County almost every year.

*Bike Valet – Lighthouse Century Ride*

*San Luis Bike Club – Lighthouse Century Ride*

# CHAPTER 7 - PRIORITIES AND FUNDING

The following chapter summarizes completed and proposed project involving bikeways and available funding.

## COMPLETED PROJECTS

The following capital improvement projects involving bikeways were/will be completed between FY 2010-11 and 2015-16:

- South County Overlay (2015/16)
  - Thompson Avenue (Knotts Street to Chestnut Street): Completion of Class II Bike Lanes between Knotts Street and Mehlschau Road. [Top project in 2010 County Bikeways Plan]
  - Mesa Road: Reduced travel lane widths to provide Class II Bike Lanes.
  - Division Street (Orchard Road to South Frontage Road): Elimination of north side parking to provide Class II Bike Lanes between Las Flores Drive and South Frontage Road.

*New Class II Bike Lanes – Thompson Avenue at Tefft Street*

- Surface Treatment Projects (2014)
  - Los Osos Valley Road: Shoulder cracking repaired in the Class II Bike Lane prior to surface treatment.
  - Ontario Road: Narrowing of travel lanes for Class III Bike Route.
  - Buckley Road: Narrowing of travel lanes.
  - Foothill Boulevard: Narrowing of travel lane to enlarge Class II Bike Lanes.

*Green Bike lane – Los Osos*

- Los Osos Sewer Project Pavement Restoration (2015)
  - Los Osos Valley Road (Palisades Avenue to South Bay Boulevard): Elimination of parking to provide Class II Bike Lanes including buffered bike lanes and colorized (green) bike lanes.
  - Pine Avenue (Los Osos valley Road to Skyline Drive)
  - South Bay Boulevard (Santa Ysabel Avenue to Los Osos Valley Road): Travel lane width reduced and bike lanes resurfaced.
  - El Moro Avenue (12th Street to South Bay Boulevard): Class I Bikeway resurfaced with colorized (red) paint.

  Santa Ysabel Avenue, Ramona Avenue and Tenth Street Class II Bike Lanes were also resurfaced as well as the Tenth Street Bicycle Boulevard.

- Joshua Street/Hutton Road (Orchard Avenue to SR-166): Surface treatment and road widening to provide Class II Bike Lanes. Gap remains at Nipomo Creek Bridge. [Top project in 2010 County Bikeways Plan]
- Main Street, Templeton (Ramada Drive to 600' south): Class II Bike Lane construction.
- Price Canyon Road (SR-227 to Corral De Piedra): Bridge widening at Corral De Piedra Creek and Union /Pacific Railroad tracks for future Class II Bike Lanes. [Top project in 2010 County Bikeways Plan]
- Vineyard Drive (Bethel Road to Bennett Way): Class II Bike Lanes constructed completing connection between Vineyard Elementary and Main Street. [Top project in 2010 County Bikeways Plan]
- Willow Road (Pomeroy Road to Thompson Avenue): Class II Bike Lanes installed with edge line rumble strip.

Shoulder widening was also completed Portions of River Road, Templeton Road and La Panza Road which are Existing Class III Bike Routes and/or future Class II Bike Lanes. Class II Bike Lane were also added to Avila Beach Drive between San Luis Bay Drive and San Luis Street.

As described above, Public Works has been working to improve bikeways per the standards on surface treatment projects including lane narrowing, signing and delineation at signalized intersections, colorized bike lanes, buffered bike lanes and improved signage in addition to maintenance of existing facilities. Since bikeways are part of the roadway prism, it is difficult to determine the annual amount spent on the construction and maintenance of bikeways.

*River Road Widening – San Miguel*

## CURRENT PROJECTS

Inter-regional Class I & II Bikeway projects that are currently under development by Public Works and the Parks and Recreation Department include:

- Price Canyon Road (SR-227 to Ormonde Road): Complete buffered Class II Bike Lanes.
- Los Osos Valley Road (South Bay Boulevard to Los Osos Creek Bridge): Resurface and stripe buffered Class II Bike Lanes.
- Main Street, Templeton: Resurface and add Class II Bike Lanes.
- Templeton to Atascadero connector: Class I Bikeway
- Morro Bay to Cayucos connector: Class I Bikeway
- Bob Jones Trail extension: Class I Bikeway

## FUTURE BIKEWAY PRIORITIES

The following section summarizes the 2015 bikeway priorities for proposed inter-regional Class I Bikeways and Class II Bikeways in the unincorporated area of the County. As part of the updated plan, Class I and II Bikeways were rated on a consistent point scale.

Table 5 summarizes the bikeway ranking methodology developed by the BAC and staff.

The points are based on criteria establishing the “need” and “safety considerations” of the roadway. It was assumed that project cost or environmental difficulties have no bearing on the need for a bikeway project and those decisions can be made by staff and elected officials.

Table 5 – Bikeway Ranking Methodology

| Criteria | Definition | Condition | Points | |
|---|---|---|---|---|
| | | | Class I | Class II |
| **BIKEWAY NEED** | | | | |
| **Significant Regional Corridor (SRC)** | Connects incorporated and/or unincorporated communities | Yes | 100 | 60 |
| **Closes Gap** | Closes gap in Class I network | Yes | 50 | - |
| | Closes gap in Class I network w/no parallel existing Class II | Yes | 100 | - |
| | Closes gap in existing Class I/II network | Yes | - | 30 |
| **School Route** | Regional route for college/university | Yes | 50 | - |
| | Close proximity to community school (SRTS) | Yes | 100 | 30 |
| **Commute Route** | Neighborhood street connecting to commuter route | Yes | 25 | 10 |
| | Commuter route in urban area | Yes | 50 | 20 |
| | Optional regional route with barriers (distance, terrain) | Yes | 75 | 30 |
| | SRC with relatively flat terrain and work destinations | Yes | 100 | 40 |
| **Recreation Route** | Route with non-work destination/s (increments of 25 based on terrain) | Yes | 0-100 | 30 |
| **Bike Volume** | Highest 2-directional bike volume from 2-hour AM peak, PM peak, or Summer 3-hour mid-day count | 1-5 | - | 10 |
| | | 6-10 | - | 20 |
| | | 11-15 | - | 30 |
| | | 16-20 | - | 40 |
| **BIKEWAY SAFETY** | | | | |
| **Existing Shoulder** | | < 2' | - | 50 |
| | | 2-4' | - | 40 |
| **Average Daily Vehicle Traffic** (in thousands) | | 5 -10 | - | 25 |
| | | >10 | - | 50 |
| **Posted Speed Limit** (miles per hour) | | 35-50 | - | 25 |
| | | >50 | - | 50 |
| **Bike Collisions** | One (1) bicycle collision in last 5 years | Yes | - | 25 |
| | More than one (1) bicycle collision in last 5 years | Yes | | 50 |
| **Collision Rate** | Collision Rate > County Average | Yes | - | 25 |
| | Collision rate > one standard deviation above county average | Yes | - | 50 |

Table 6 summarizes the proposed Class I and Class II Bikeways with a score greater than or equal to 300. The entire list of future Class I & II Bike Lanes and the detailed rankings are included APPENDIX G.

Table 6 – Class I & II Bikeway Priorities

| Class | Roadway | From | To | Score |
|---|---|---|---|---|
| I | Connector | Templeton | Atascadero | **400** |
| I | Connector | San Luis Obispo | Morro Bay | **375** |
| I | Connector (Bob Jones Trail) | San Luis Obispo | Avila Beach | **375** |
| II | Corbett Canyon Rd | Deer Canyon Rd | AGCL | **355** |
| II | Main St (Templeton) | Vineyard Dr | Gibson Rd | **355** |
| II | Orchard Ave | Southland St | Joshua St | **355** |
| II | Ontario Rd | Bob Jones Bikeway | Higuera St | **340** |
| II | Halcyon Rd | Highway 1 (North) | Highway 1 (South) | **335** |
| II | Valley Rd | Los Berros Rd | AGCL (s/o Fair Oaks) | **335** |
| II | Los Berros Rd | AGCL (e/o Valley Rd) | El Campo Rd | **330** |
| II | Price Canyon Rd | Highway 227 | Ormonde Rd | **330** |
| I | Connector | Cayucos | Morro Bay | **325** |
| I | Connector | San Luis Obispo | Pismo Beach | **325** |
| I | Connector | San Miguel | Santa Margarita | **325** |
| II | Hutton Rd | Vista Del Rio | Nipomo Creek Bridge | **320** |
| II | Los Berros Rd | El Campo Rd | Pomeroy Rd | **320** |
| II | Los Berros Rd | Pomeroy Rd | Highway 101 | **320** |
| II | River Rd | Cross Canyon Rd | P.R. City Limits | **320** |
| II | Templeton Rd | So El Pomar | Highway 41 | **320** |
| II | Corbett Canyon Rd | Highway 227 (North) | Tiffany Ranch Rd | **315** |
| II | Main St (Templeton) | Ramada Drive | Theater Dr | **315** |
| II | Theatre Dr | Main Street | PRCL | **315** |
| II | Buckley Rd | Highway 227 | Vachell Ln | **310** |
| II | Pomeroy Rd | Los Berros Rd | Lyn Rd | **310** |
| II | Corbett Canyon Rd | Tiffany Ranch Rd | Deer Canyon Rd | **305** |
| I | Connector | San Luis Obispo | Santa Margarita | **300** |

The capital project priority list will be used to allocate future funding and determine grant application candidates. The top project(s) may not be constructed first due to funding considerations, environmental constraints, right-of-way, etc.

## FUNDING

The cost of widening a roadway to accommodate new Class II Bike Lanes is $750,000 to over $1,000,000 per mile. The cost estimate includes the known cost of planning documents, environmental documentation, surveying, design, right-of-way, construction, inspection, and administration. All costs for construction activity are determined from typical experiences in San Luis Obispo County. Construction costs include clearing and grubbing, grading, paving, signing, striping, and mitigation. The cost per mile will vary significantly based on the existing conditions of a roadway. The total cost to build out the Class II Bike Lanes in the County Bikeways Plan would likely exceed $100,000,000.

Many of the needed improvements are expected to be constructed by private development as County ordinance requires roadway improvements, including construction of pedestrian and bicycle facilities, at the time adjacent properties develop. Some of the recommended improvements are located in areas that are largely built out, typically characterized by older development that pre-date the current requirements. In such areas, the County will be responsible for identifying funding for the improvements, either from gas tax, general fund, sales tax measures, assessment districts or federal and state grants. When feasible, shoulder improvements are also completed at the time of surface treatment projects including overlays, chip seal and micro surfacing.

In 2013, California legislation creating the Active Transportation Program (ATP) consolidating existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. During the first two cycles of the ATP grant, the County of San Luis Obispo was unsuccessful in securing funds for any of the proposed SR2S projects or Orchard Avenue Bike Lanes. Previously, Public Works was successful with BTA.

Additional Statewide money is available through the Highway Safety Improvement Program (HSIP) program. The Fixing America's Surface Transportation Act (FAST) was signed into law in 2015 extending the HSIP for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means and can be used to complete bikeways. During the Cycle seven (7) HSIP, Public Works was unsuccessful with funding a portion of bike lanes on Los Berros Road but was successful on La Panza Road and River Road during previous cycles.

SLOCOG is also investigating a sales tax measure to fund multiple projects over the next 9 years. Consistent with Goal 3, the County will work toward a funding plan to construct additional bikeways.

# APPENDIX A: BIKEWAYS DATABASE (ALPHABETICAL)

| Status | Class | Roadway | From | To | Community |
|---|---|---|---|---|---|
| Existing | II | Aero Drive | Highway 227 | Airport Drive | San Luis Obispo |
| Existing | III | Ardath Drive | Highway 1 | Madison Street | Cambria |
| Existing | II | Ash Avenue | B Street | Cayucos Drive | Cayucos |
| Proposed | II | Avila Beach Drive | First Street | San Luis St | Avila |
| ~~Proposed~~ | ~~II~~ | ~~Avila Beach Drive~~ | ~~Port San Luis~~ | ~~First Street~~ | ~~Avila~~ |
| Existing | III | Avila Beach Drive | Port San Luis | First Street | Avila |
| Proposed | II | Avila Beach Drive | San Luis Bay Drive | Ontario Road | Avila |
| Existing | II | Avila Beach Drive | San Luis St | San Luis Bay Drive | Avila |
| Existing | II | Avila Beach Drive | Shell Beach Road | Ontario Road | Avila |
| Existing | III | B Street | Birch Avenue | Ash Avenue | Cayucos |
| Existing | II | Bennett Way | Las Tablas Road | Peterson Ranch Road | Templeton |
| Proposed | II | Bennett Way Extension | Las Tablas Road | Vineyard Drive | Templeton |
| Proposed | II | Bethel Road | Vineyard Drive | Las Tablas Road | Templeton |
| Existing | III | Binscarth Road | Pecho Road | Broderson Avenue | Los Osos |
| Existing | III | Birch Avenue | B Street | Cayucos Drive | Cayucos |
| Existing | I | Bob Jones Bikeway | San Luis Bay Drive | Ontario Road | Avila |
| Proposed | II | Buckley Road | Highway 227 | Vachell Lane | San Luis Obispo |
| Proposed | II | Buckley Road Extension | Higuera Street | Vachell Lane | San Luis Obispo |
| Existing | III | Burton Drive | Eton Road | Highway 1 | Cambria |
| Existing | III | Burton Drive | Highway 1 | Ardath Drive | Cambria |
| Existing | III | Cabrillo Street | 13th Street | South End | Cayucos |
| Existing | II | Cambria Drive | Highway 1 | Main Street | Cambria |
| Existing | II | Cayucos Drive | North Ocean Avenue | Highway 1 | Cayucos |
| Existing | III | Cemetery Road | 10th Street | Highway 101 | San Miguel |
| Proposed | II | Centre Street | State Highway 41 | State Highway 46 | Shandon |
| Proposed | I | Connector | Cayucos | Morro Bay | Inter-regional |
| Proposed | I | Connector | San Luis Obispo | Morro Bay | Inter-regional |
| Proposed | I | Connector | San Luis Obispo | Pismo Beach | Inter-regional |
| Proposed | I | Connector | San Luis Obispo | Santa Margarita | Inter-regional |
| Proposed | I | Connector | San Miguel | Santa Margarita | Inter-regional |
| Proposed | I | Connector | Templeton | Atascadero | Inter-regional |
| Proposed | I | Connector (Bob Jones Trail) | San Luis Obispo | Avila Beach | Inter-regional |
| Existing | I | Connector (East of Highway 101) | Cabrillo Street | Ocean Boulevard | Cayucos |
| Proposed | II | Corbett Canyon Road | Deer Canyon Road | Arroyo Grande City Limit | Arroyo Grande |
| Proposed | II | Corbett Canyon Road | Highway 227 (North) | Tiffany Ranch Road | San Luis Obispo |
| Proposed | II | Corbett Canyon Road | Tiffany Ranch Road | Deer Canyon Road | Arroyo Grande |
| Proposed | II | Creston Road | P.R. City Limit | Highway 41 | Paso Robles |
| Existing | III | Crocker Street | 8th Street | 1st Street | Templeton |
| Existing | II | Division Street | Las Flores Drive | S. Frontage Road | Nipomo |
| Proposed | II | Division Street | Las Flores Drive | Oso Flaco Lake Road | Nipomo |
| Proposed | II | Division Street | Oso Flaco Lake Road | Highway 1 | Nipomo |
| Existing | III | Doris Avenue | Highland Drive | Los Osos Valley Road | Los Osos |
| Existing | III | Doris Avenue | Los Osos Valley Road | Rosina Drive | Los Osos |
| Existing | III | East Centre St | First Street | Highway 46 | Shandon |
| Existing | III | Eighth Street | Santa Ynez Avenue | Ramona Avenue | Los Osos |
| Existing | II | El Camino Real | Highway 58 | Atascadero City Limit | Santa Margarita |
| Proposed | II | El Campo Road | Los Berros Road | Woodland Hills Road | Nipomo |
| Existing | I | El Moro Avenue | 12th Street | South Bay Boulevard | Los Osos |
| Existing | III | El Moro Avenue | Second Street | Tenth Street | Los Osos |
| Existing | II | El Moro Avenue | Tenth Street | Twelfth Street | Los Osos |
| Existing | III | El Pomar Drive | Templeton Road | Neal Spring Road | Templeton |
| Existing | II | Eleventh Street | El Moro Avenue | Santa Ysabel Avenue | Los Osos |
| Existing | II | Elm Street | Paso Robles Street | A.G. City Limits | Oceano |
| Existing | III | Encina Avenue | I Street | El Camino Real (Hwy 58) | Santa Margarita |
| Existing | III | Eton Road | Main Street | Burton Drive | Cambria |
| Existing | III | Fearn Avenue | Ramona Avenue | Binscarth Road | Los Osos |
| Existing | II | First Street | San Juan Street | West Centre Street (Hwy 41) | Shandon |
| Existing | II | Florence Street | Las Tablas Road | Salinas Avenue | Templeton |
| Proposed | II | Florence Street | Salinas Avenue | Old County Road | Templeton |
| Existing | III | Florence Street | Salinas Avenue | Old County Road | Templeton |
| Existing | II | Foothill Road | Los Osos Valley Road | San Luis Obispo CL | San Luis Obispo |
| Existing | III | Fourth Street | Ramona Avenue | Pismo Avenue | Los Osos |
| Existing | III | H Street | Encina Avenue | Santa Margarita School | Santa Margarita |
| Proposed | II | Halcyon Road | Highway 1 (North) | Highway 1 (South) | Nipomo |
| Proposed | II | Halcyon Road | Highway 1 (South) | El Campo Road | Nipomo |
| Existing | II | Halcyon Road | The Pike | Highway 1 (North) | Oceano |
| Proposed | II | Hazel Lane | Tefft Street | Division Street | Nipomo |
| Existing | III | Hazel Lane | Tefft Street | Division Street | Nipomo |
| Existing | III | Highland Drive | Doris Avenue | Bayview Heights Drive | Los Osos |
| Existing | II | Higuera Street | SLO City Limit | Ontario Rd. | San Luis Obispo |
| Existing | II | Hoover Road | Sante Fe Road | Buckley Road | San Luis Obispo |
| Proposed | II | Huasna Road/Lopez Drive | Arroyo Grande City Limit | Lopez Drive | Arroyo Grande |
| Existing | II | Hutton Road | Highway 166 (Cuyama Ln) | south end | Nipomo |
| Existing | II | Hutton Road | Joshua Street | Highway 166 (Cuyama Ln) | Nipomo |
| Existing | III | I Street | Wilhelmina Street | Encina Avenue | Santa Margarita |
| Existing | III | Interlake Road | Nacimiento Lake Drive | Monterey County line | Bradley |
| Existing | II | Joshua Street | Orchard Avenue | Hutton Road | Nipomo |
| Existing | III | Juniper Street | Pomeroy Road | North Frontage Road | Nipomo |
| Existing | II | K Street | 10th Street | 16th Street | San Miguel |
| Existing | III | K Street | Tenth Street | San Luis Obispo Road | San Miguel |
| Existing | III | La Panza Road | Highway 41 | Highway 58 | Creston |
| Existing | III | Las Flores Drive | Osage Road | Division Street | Nipomo |
| Proposed | II | Las Flores Drive | Tefft Street | Division Street | Nipomo |
| Existing | II | Las Tablas Road | Bethel Road | Florence Street | Templeton |
| Proposed | II | Las Tablas Road | Florence Street | Old County Road | Templeton |
| Existing | III | Las Tablas Road | Florence Street | Old County Road | Templeton |
| Proposed | II | Las Tablas Road Extension | Old County Road | Main Street | Templeton |
| Proposed | II | Lopez Drive | Cecchetti Road | Orcutt Road | Arroyo Grande |
| Proposed | II | Lopez Drive | Huasna Road | Cecchetti Road | Arroyo Grande |

| Status | Class | Roadway | From | To | Community |
|---|---|---|---|---|---|
| Existing | II | Lopez Drive | Orcutt Road | Lopez Lake(Hi Mtn. Rd.) | Arroyo Grande |
| Proposed | II | Los Berros Road | Arroyo Grande City Limit (600' E of V | El Campo Road | Nipomo |
| Proposed | II | Los Berros Road | El Campo Road | Pomeroy Road | Nipomo |
| Proposed | II | Los Berros Road | Pomeroy Road | Highway 101(Frontage Rd.) | Nipomo |
| Existing | III | Los Olivos Avenue | South Bay Boulevard | 9th Street | Los Osos |
| Existing | II | Los Osos Valley Road | Doris Avenue | Pecho Road | Los Osos |
| Existing | II | Los Osos Valley Road | Fairchild Way | Broderson Avenue | Los Osos |
| Existing | II | Los Osos Valley Road | SLO City Limits | Fairchild Way | Los Osos/SLO |
| Proposed | II | Los Osos Valley Road EASTBOUND | Broderson Avenue | Doris Avenue | Los Osos |
| Existing | II | Los Osos Valley Road WESTBOUND | Broderson Avenue | Doris Avenue | Los Osos |
| Existing | I | Los Ranchos Road | 100' West of Highway 227 | Country Club Drive | San Luis Obispo |
| Existing | II | Main Street | Gibson Road | Ramada Drive | Templeton |
| Existing | III | Main Street | Ramada Drive | Theater Drive | Templeton |
| Existing | III | Main Street | Vineyard Drive | Gibson Road | Templeton |
| Existing | III | Main Street | Windsor Boulevard | Highway 1 | Cambria |
| Proposed | II | Main Street (Cambria) | Santa Rosa Creek Road | Highway 1 | Cambria |
| Proposed | II | Main Street (Cambria) | Windsor Boulevard | Santa Rosa Creek Road | Cambria |
| Proposed | II | Main Street (Templeton) | Ramada Drive | Theater Drive | Templeton |
| Proposed | II | Main Street (Templeton) | Vineyard Drive | Gibson Road | Templeton |
| Existing | III | Mallagh Street | Tefft Street | Northern limits | Nipomo |
| Existing | III | Mary Avenue | Juniper Street | Tefft Street | Nipomo |
| Existing | II | Mary Avenue | Tefft Street | Hill Street | Nipomo |
| ~~Existing~~ | ~~III~~ | ~~McMillian Canyon Road~~ | ~~Highway 46~~ | ~~Highway 41~~ | ~~Shandon~~ |
| Existing | III | Mesa Road | Tefft Street | Viva Way | Nipomo |
| Existing | II | Mission Street | SLO Monterey Rd. | Highway 101 | San Miguel |
| Existing | III | Moonstone Beach Dr | Highway 1 | Windsor Blvd | Cambria |
| Existing | III | Mountain View Drive | Los Olivos Avenue | Ramona Avenue | Los Osos |
| Proposed | II | Nacimiento Lake Drive | Chimney Rock Road | San Marcos Road | Paso Robles |
| Proposed | II | Nacimiento Lake Drive | Interlake Road | Chimney Rock Road | Bradley |
| Proposed | II | Nacimiento Lake Drive | Mustang Springs Road | Paso Robles City Limit | Paso Robles |
| Proposed | II | Nacimiento Lake Drive | San Marcos Road | Mustang Springs Road | Paso Robles |
| Existing | III | Neal Springs Road | South River Road | El Pomar Drive | Templeton |
| Existing | III | Ninth Street | El Moro Avenue | Santa Maria Avenue | Los Osos |
| Existing | III | Nipomo Avenue | 10th Street | South Bay Boulevard | Los Osos |
| Existing | III | North Ocean Avenue | Cayucos Creek Bridge | E Street | Cayucos |
| Existing | II | North Ocean Avenue | Highway 1 | Cayucos Creek Bridge | Cayucos |
| Proposed | II | Noyes Road | Equestrian Way | Highway 227 | Arroyo Grande |
| Existing | II | Noyes Road | Old Oak Park Road | Equestrian Way | Arroyo Grande |
| Existing | II | Oak Park Boulevard | Arroyo Grande City Limit | Old Oak Park Road | Arroyo Grande |
| Existing | III | Ocean Boulevard | North End | Chaney Avenue | Cayucos |
| Existing | II | O'Connor Way | Foothill Boulevard | Cuesta College | San Luis Obispo |
| Existing | III | Old Creek Road | Highway 1 | Highway 46 | Cayucos |
| Existing | II | Ontario Road | Avila Beach Drive | Bob Jones Bikeway | Avila |
| Proposed | II | Ontario Road | Bob Jones Bikeway | Higuera Street | Avila |
| Existing | III | Ontario Road | Bob Jones Bikeway | San Luis Bay Drive | Avila |
| Existing | III | Ontario Road | San Luis Bay Drive | Higuera Street | Avila |
| Proposed | II | Orchard Avenue | Southland Street | Joshua Street | Nipomo |
| Existing | II | Orchard Avenue | Tefft Street | Southland Street | Nipomo |
| Proposed | II | Orcutt Road | Avocado Lane | Biddle Ranch Road | San Luis Obispo |
| Proposed | II | Orcutt Road | Biddle Ranch Road | Morretti Canyon Road | San Luis Obispo |
| ~~Existing~~ | ~~II~~ | ~~Orcutt Road~~ | ~~Johnson Ave. (SLOCL)~~ | ~~Tank Farm Road~~ | ~~San Luis Obispo~~ |
| Proposed | II | Orcutt Road | Morretti Canyon Road | Tiffany Ranch Road | San Luis Obispo |
| Proposed | II | Orcutt Road | San Luis Obispo City limits (2500' E | Avocado Road | San Luis Obispo |
| Proposed | II | Orcutt Road | Tiffany Ranch Road | Lopez Drive | Arroyo Grande |
| Existing | III | Osage Road | Mesa Road | Las Flores Drive | Nipomo |
| Existing | III | Oso Flaco Lake Road | Division Street | Oso Flaco Lake | Nipomo |
| Existing | III | Pacific Avenue | South Ocean Avenue | 24th Street | Cayucos |
| Existing | III | Palisades Avenue | Highland Drive | North End | Los Osos |
| Existing | III | Paso Robles Street | Highway 1 | Elm Street | Oceano |
| Existing | III | Pecho Road | Los Osos Valley Road | Binscarth Road | Los Osos |
| Existing | II | Pecho Valley Road | Pecho Road | Rodman Drive | Los Osos |
| Proposed | II | Pecho Valley Road | Rodman Drive | Montana De Oro St. Park | Los Osos |
| Proposed | II | Pier Avenue | Highway 1 | West End | Oceano |
| Existing | III | Pier Avenue | Highway 1 | West End | Oceano |
| Existing | II | Pine Avenue | Skyline Drive | Los Osos Valley Road | Los Osos |
| Proposed | II | Pine Avenue | Skyline Drive | Ramona Avenue | Los Osos |
| Existing | III | Pine Avenue | Skyline Drive | Ramona Avenue | Los Osos |
| Existing | III | Pismo Avenue | Third Street | Fourth Street | Los Osos |
| Proposed | II | Pomeroy Road | Los Berros Road | Lyn Road | Nipomo |
| Proposed | II | Pomeroy Road | Lyn Road | Willow Road | Nipomo |
| Existing | II | Pomeroy Road | Willow Road | Tefft Street | Nipomo |
| Proposed | II | Pozo Road | Highway 58 | Santa Margarita Lake Rd | Santa Margarita |
| Existing | III | Pozo Road | Highway 58 | Santa Margarita Lake Rd | Santa Margarita |
| Proposed | II | Price Canyon Road | Highway 227 | Ormonde Road | San Luis Obispo |
| Existing | II | Price Canyon Road | Ormonde Road | Pismo Beach City Limit | San Luis Obispo |
| Existing | III | Price Street | Thompson Avenue | Beechnut Street | Nipomo |
| Proposed | II | Ramada Drive | Main Street | Highway 46 | Templeton |
| Existing | III | Ramona Avenue | 4th Street | 10th Street | Los Osos |
| Existing | III | Ramona Avenue | Fearn Avenue | Pine Avenue | Los Osos |
| Existing | II | Ramona Avenue | Fourth Street | Pine Avenue | Los Osos |
| Proposed | II | River Road | Cross Canyon Road | P.R. City Limits | Paso Robles |
| Proposed | II | River Road | Mission Street | Cross Canyon Road | San Miguel |
| Existing | III | River Road | Mission Street | P.R. City Limits | Paso Robles |
| Existing | III | River Road | Paso Robles City Limit | Neal Springs Road | Paso Robles |
| Proposed | II | San Luis Bay Drive | Bob Jones Bikeway | Ontario Road | Avila |
| Existing | III | San Luis Obispo Road | K Street | Mission Street | San Miguel |
| ~~Proposed~~ | ~~II~~ | ~~Santa Fe Road~~ | ~~SLO City Limits~~ | ~~Hoover Avenue~~ | ~~San Luis Obispo~~ |
| Existing | III | Santa Margarita Lake Road | Pozo Road | Santa Margarita Lake | Santa Margarita |
| Existing | II | Santa Rosa Creek Road | Main Street | Coast Union High School | Cambria |

| Status | Class | Roadway | From | To | Community |
|---|---|---|---|---|---|
| Existing | III | Santa Ynez Avenue | 8th Street | 10th Street | Los Osos |
| Existing | II | Santa Ysabel Avenue | 2nd Street | South Bay Boulevard | Los Osos |
| Existing | III | Second Street | El Moro Avenue | Santa Ysabel Avenue | Los Osos |
| Existing | III | Seventeenth Street | Highway 1 | Wilmar Avenue | Oceano |
| Existing | III | Seventeenth Street | Ramona Avenue | El Moro Avenue | Los Osos |
| Existing | II | Shell Beach Road | Avila Beach Drive | Pismo Beach City Limit | Avila |
| Existing | II | Sixteenth Street | K Street | Mission Street | San Miguel |
| Existing | III | Sixth Street | Old County Road | Main Street | Templeton |
| Existing | III | Skyline Drive | Solano Drive | Pecho Road | Los Osos |
| Existing | I | South Bay Boulevard | Los Osos Valley Road | Bay Oaks Drive | Los Osos |
| Existing | II | South Bay Boulevard | Los Osos Valley Road | M.B. City Limits | Los Osos |
| Existing | II | South Elm Street | Highway 1 | Paso Robles Street | Oceano |
| Existing | III | South Fourth Street | Highway 1 | Grover Beach City Limit | Oceano |
| Existing | II | South Frontage Road | Southland Street | Grande Avenue | Nipomo |
| Proposed | II | South Frontage Road | Tefft Street | Grande Avenue | Nipomo |
| Existing | III | South Frontage Road | Tefft Street | Grande Avenue | Nipomo |
| Existing | II | South Ocean Avenue | E Street | 13th Street | Cayucos |
| Existing | III | State Highway 1 | Monterey County Line | Santa Barbara County Line | Countywide |
| Existing | III | Studio Drive | South end | North End | Cayucos |
| Existing | II | Tank Farm Road | San Luis Obispo City Limits | San Luis Obispo City Limits | San Luis Obispo |
| Existing | III | Tefft Street | Carillo Street | Thompson Avenue | Nipomo |
| Existing | II | Tefft Street | Las Flores Drive | Carillo Street | Nipomo |
| Proposed | II | Templeton Road | El Pomar Drive | So El Pomar | Templeton |
| Existing | III | Templeton Road | Main Street | El Pomar Drive | Templeton |
| Proposed | II | Templeton Road | So El Pomar | Highway 41 | Templeton |
| Existing | II | Tenth Street | 110' North of Los Osos Valley Road | Santa Ynez Avenue | Los Osos |
| Proposed | II | Tenth Street | Cemetery Road | Mission Street | San Miguel |
| Existing | III | Tenth Street | Cemetery Road | Mission Street | San Miguel |
| Existing | III | Tenth Street | Santa Ynez Avenue | El Moro Avenue | Los Osos |
| Proposed | II | Theater Drive Extension | Petersen Ranch Road/Bennett Way | Main Street | Templeton |
| Proposed | II | Theatre Drive | Main Street | Paso Robles City Limit | Templeton |
| Existing | III | Theatre Drive | Main Street | Paso Robles City Limit | Templeton |
| Existing | III | Third Street | El Moro Avenue | Pismo Avenue | Los Osos |
| Existing | II | Thirteenth Street | Highway 1 | The Pike | Oceano |
| Existing | III | Thirteenth Street | Pacific Avenue | South Ocean Avenue | Cayucos |
| Existing | II | Thirteenth Street | South Ocean Avenue | Cabrillo Street | Cayucos |
| Proposed | II | Thompson Avenue | Highway 101(Frontage Rd.) | 1 mi. n/w Tefft Street | Nipomo |
| Proposed | II | Thompson Avenue | Knotts Street | Highway 166 | Nipomo |
| Existing | II | Thompson Avenue | Tefft Street | 1 mi. n/w Tefft Street | Nipomo |
| Proposed | II | Thompson Avenue | Tefft Street | Knotts Street | Nipomo |
| Proposed | II | Twenty-Second Street | Highway 1 | The Pike (GBCL) | Oceano |
| Existing | III | Twenty-Second Street | Highway 1 | The Pike (GBCL) | Oceano |
| Proposed | II | Vachell Lane | Buckley Road | San Luis Obispo City Limits | San Luis Obispo |
| Existing | III | Valley Road | Arroyo Grande City Limit | Arroyo Grande City Limit | Oceano |
| Existing | II | Valley Road | Highway 1 | Los Berros Road | Oceano |
| Proposed | II | Valley Road | Los Berros Road | Arroyo Grande City Limit | Arroyo Grande |
| Proposed | III | Vaquero Road | El Pomar Drive | Duveneck Park (future) | Templeton |
| Existing | II | Vineyard Drive | Bennett Way | Bethel Road | Templeton |
| Existing | I | Vineyard Drive | Bethel Road | 250' west of Semillion Lane | Templeton |
| Existing | II | Vineyard Drive | Bethel Road | Vineyard Elementary School | Templeton |
| Existing | II | Vineyard Drive | Main Street (Templeton) | Bennett Way | Templeton |
| Proposed | II | Vineyard Drive | Vineyard Elementary School | Highway 46 | Templeton |
| Existing | III | Vista Street | 22nd Street | 19th Street | Oceano |
| Existing | III | West Centre St | Highway 41 | First Street | Shandon |
| Existing | III | Wilhelmina Street | El Camino Real | I Street | Santa Margarita |
| Existing | II | Willow Road | Highway 1 | Pomeroy Road | Nipomo |
| Existing | II | Willow Road | Pomeroy Road | Thompson Avenue | Nipomo |
| Existing | III | Wilmar Avenue | 13th Street | 22nd Street | Oceano |
| Existing | II | Windsor Boulevard | 400' w/o Moonstone Beach Drive | Shamel Park Entrance | Cambria |
| Proposed | II | Windsor Boulevard | 400' w/o Moonstone Beach Drive | Highway 1 | Cambria |
| Existing | III | Windsor Boulevard | Shamel Park Entrance | Murray Pl | Cambria |

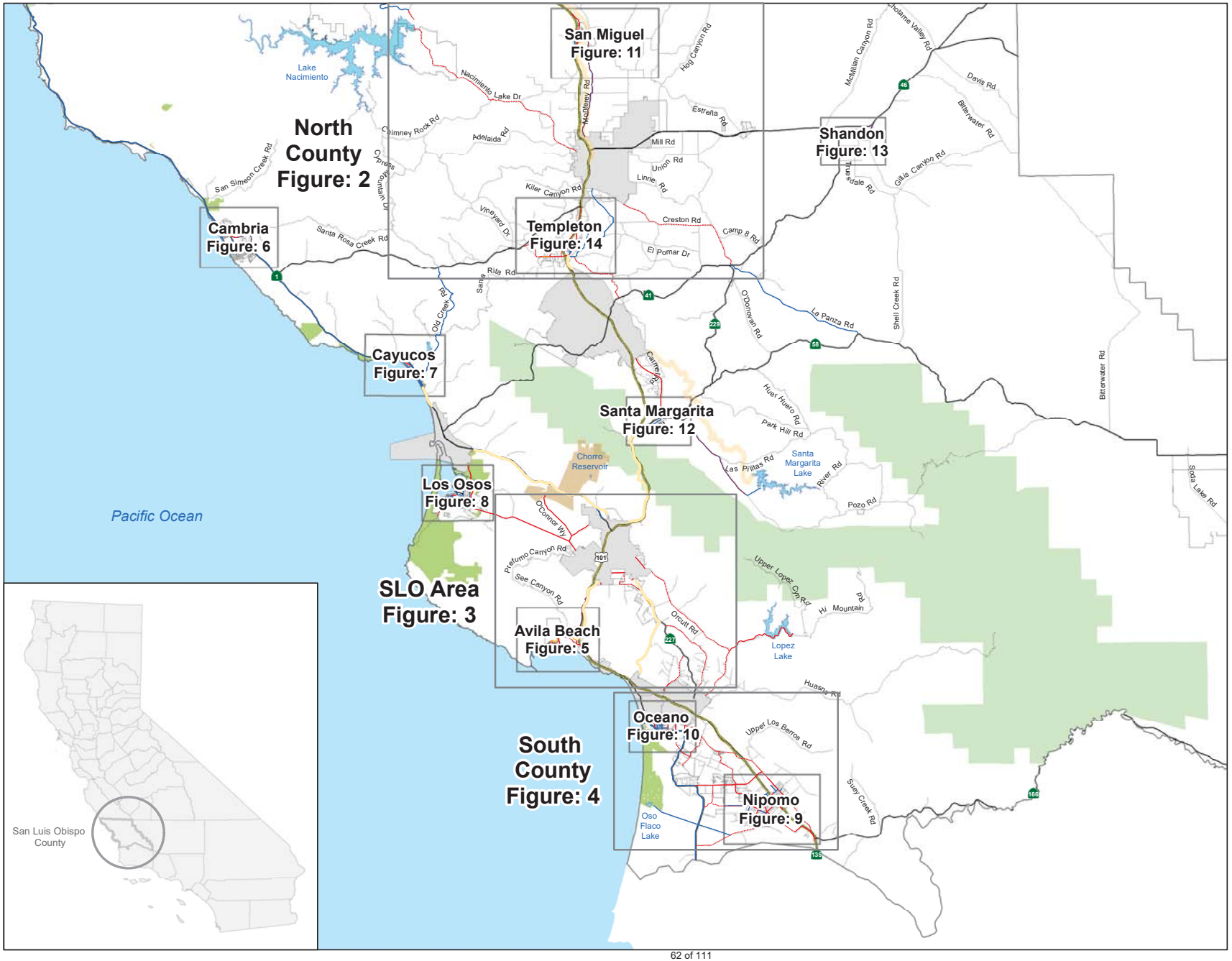
# APPENDIX B: EXISTING BIKEWAYS (BY CLASS)

| Status | Class | Roadway | From | To | Community |
|---|---|---|---|---|---|
| Existing | I | Bob Jones Bikeway | San Luis Bay Drive | Ontario Road | Avila |
| Existing | I | Connector (East of Highway 101) | Cabrillo Street | Ocean Boulevard | Cayucos |
| Existing | I | El Moro Avenue | 12th Street | South Bay Boulevard | Los Osos |
| Existing | I | Los Ranchos Road | 100' West of Highway 227 | Country Club Drive | San Luis Obispo |
| Existing | I | South Bay Boulevard | Los Osos Valley Road | Bay Oaks Drive | Los Osos |
| Existing | I | Vineyard Drive | Bethel Road | 250' west of Semillion Lane | Templeton |
| Existing | II | Aero Drive | Highway 227 | Airport Drive | San Luis Obispo |
| Existing | II | Ash Avenue | B Street | Cayucos Drive | Cayucos |
| Existing | II | Avila Beach Drive | San Luis St | San Luis Bay Drive | Avila |
| Existing | II | Avila Beach Drive | Shell Beach Road | Ontario Road | Avila |
| Existing | II | Bennett Way | Las Tablas Road | Peterson Ranch Road | Templeton |
| Existing | II | Cambria Drive | Highway 1 | Main Street | Cambria |
| Existing | II | Cayucos Drive | North Ocean Avenue | Highway 1 | Cayucos |
| Existing | II | Division Street | Las Flores Drive | S. Frontage Road | Nipomo |
| Existing | II | El Camino Real | Highway 58 | Atascadero City Limit | Santa Margarita |
| Existing | II | El Moro Avenue | Tenth Street | Twelfth Street | Los Osos |
| Existing | II | Eleventh Street | El Moro Avenue | Santa Ysabel Avenue | Los Osos |
| Existing | II | Elm Street | Paso Robles Street | A.G. City Limits | Oceano |
| Existing | II | First Street | San Juan Street | West Centre Street (Hwy 41) | Shandon |
| Existing | II | Florence Street | Las Tablas Road | Salinas Avenue | Templeton |
| Existing | II | Foothill Road | Los Osos Valley Road | San Luis Obispo CL | San Luis Obispo |
| Existing | II | Halcyon Road | The Pike | Highway 1 (North) | Oceano |
| Existing | II | Higuera Street | SLO City Limit | Ontario Rd. | San Luis Obispo |
| Existing | II | Hoover Road | Sante Fe Road | Buckley Road | San Luis Obispo |
| Existing | II | Hutton Road | Highway 166 (Cuyama Ln) | south end | Nipomo |
| Existing | II | Hutton Road | Joshua Street | Highway 166 (Cuyama Ln) | Nipomo |
| Existing | II | Joshua Street | Orchard Avenue | Hutton Road | Nipomo |
| Existing | II | K Street | 10th Street | 16th Street | San Miguel |
| Existing | II | Las Tablas Road | Bethel Road | Florence Street | Templeton |
| Existing | II | Lopez Drive | Orcutt Road | Lopez Lake(Hi Mtn. Rd.) | Arroyo Grande |
| Existing | II | Los Osos Valley Road | Doris Avenue | Pecho Road | Los Osos |
| Existing | II | Los Osos Valley Road | Fairchild Way | Broderson Avenue | Los Osos |
| Existing | II | Los Osos Valley Road | SLO City Limits | Fairchild Way | Los Osos/SLO |
| Existing | II | Los Osos Valley Road WESTBOUND | Broderson Avenue | Doris Avenue | Los Osos |
| Existing | II | Main Street | Gibson Road | Ramada Drive | Templeton |
| Existing | II | Mary Avenue | Tefft Street | Hill Street | Nipomo |
| Existing | II | Mission Street | SLO Monterey Rd. | Highway 101 | San Miguel |
| Existing | II | North Ocean Avenue | Highway 1 | Cayucos Creek Bridge | Cayucos |
| Existing | II | Noyes Road | Old Oak Park Road | Equestrian Way | Arroyo Grande |
| Existing | II | Oak Park Boulevard | Arroyo Grande City Limit | Old Oak Park Road | Arroyo Grande |
| Existing | II | O'Connor Way | Foothill Boulevard | Cuesta College | San Luis Obispo |
| Existing | II | Ontario Road | Avila Beach Drive | Bob Jones Bikeway | Avila |
| Existing | II | Orchard Avenue | Tefft Street | Southland Street | Nipomo |
| ~~Existing~~ | ~~II~~ | ~~Orcutt Road~~ | ~~Johnson Ave. (SLOCL)~~ | ~~Tank Farm Road~~ | ~~San Luis Obispo~~ |
| Existing | II | Pecho Valley Road | Pecho Road | Rodman Drive | Los Osos |
| Existing | II | Pine Avenue | Skyline Drive | Los Osos Valley Road | Los Osos |
| Existing | II | Pomeroy Road | Willow Road | Tefft Street | Nipomo |
| Existing | II | Price Canyon Road | Ormonde Road | Pismo Beach City Limit | San Luis Obispo |
| Existing | II | Ramona Avenue | Fourth Street | Pine Avenue | Los Osos |
| Existing | II | Santa Rosa Creek Road | Main Street | Coast Union High School | Cambria |
| Existing | II | Santa Ysabel Avenue | 2nd Street | South Bay Boulevard | Los Osos |
| Existing | II | Shell Beach Road | Avila Beach Drive | Pismo Beach City Limit | Avila |
| Existing | II | Sixteenth Street | K Street | Mission Street | San Miguel |
| Existing | II | South Bay Boulevard | Los Osos Valley Road | M.B. City Limits | Los Osos |
| Existing | II | South Elm Street | Highway 1 | Paso Robles Street | Oceano |
| Existing | II | South Frontage Road | Southland Street | Grande Avenue | Nipomo |
| Existing | II | South Ocean Avenue | E Street | 13th Street | Cayucos |
| Existing | II | Tank Farm Road | San Luis Obispo City Limits | San Luis Obispo City Limits | San Luis Obispo |
| Existing | II | Tefft Street | Las Flores Drive | Carillo Street | Nipomo |
| Existing | II | Tenth Street | 110' North of Los Osos Valley Road | Santa Ynez Avenue | Los Osos |
| Existing | II | Thirteenth Street | Highway 1 | The Pike | Oceano |
| Existing | II | Thirteenth Street | South Ocean Avenue | Cabrillo Street | Cayucos |
| Existing | II | Thompson Avenue | Tefft Street | 1 mi. n/w Tefft Street | Nipomo |
| Existing | II | Valley Road | Highway 1 | Los Berros Road | Oceano |
| Existing | II | Vineyard Drive | Bennett Way | Bethel Road | Templeton |
| Existing | II | Vineyard Drive | Bethel Road | Vineyard Elementary School | Templeton |
| Existing | II | Vineyard Drive | Main Street (Templeton) | Bennett Way | Templeton |
| Existing | II | Willow Road | Highway 1 | Pomeroy Road | Nipomo |
| Existing | II | Willow Road | Pomeroy Road | Thompson Avenue | Nipomo |
| Existing | II | Windsor Boulevard | 400' w/o Moonstone Beach Drive | Shamel Park Entrance | Cambria |
| Existing | III | Ardath Drive | Highway 1 | Madison Street | Cambria |
| Existing | III | Avila Beach Drive | Port San Luis | First Street | Avila |
| Existing | III | B Street | Birch Avenue | Ash Avenue | Cayucos |
| Existing | III | Binscarth Road | Pecho Road | Broderson Avenue | Los Osos |
| Existing | III | Birch Avenue | B Street | Cayucos Drive | Cayucos |
| Existing | III | Burton Drive | Eton Road | Highway 1 | Cambria |
| Existing | III | Burton Drive | Highway 1 | Ardath Drive | Cambria |
| Existing | III | Cabrillo Street | 13th Street | South End | Cayucos |
| Existing | III | Cemetery Road | 10th Street | Highway 101 | San Miguel |
| Existing | III | Crocker Street | 8th Street | 1st Street | Templeton |
| Existing | III | Doris Avenue | Highland Drive | Los Osos Valley Road | Los Osos |
| Existing | III | Doris Avenue | Los Osos Valley Road | Rosina Drive | Los Osos |
| Existing | III | East Centre St | First Street | Highway 46 | Shandon |
| Existing | III | Eighth Street | Santa Ynez Avenue | Ramona Avenue | Los Osos |
| Existing | III | El Moro Avenue | Second Street | Tenth Street | Los Osos |
| Existing | III | El Pomar Drive | Templeton Road | Neal Spring Road | Templeton |
| Existing | III | Encina Avenue | I Street | El Camino Real (Hwy 58) | Santa Margarita |
| Existing | III | Eton Road | Main Street | Burton Drive | Cambria |
| Existing | III | Fearn Avenue | Ramona Avenue | Binscarth Road | Los Osos |

Appendix B: Existing Bikeways

| Status | Class | Roadway | From | To | Community |
|---|---|---|---|---|---|
| Existing | III | Florence Street | Salinas Avenue | Old County Road | Templeton |
| Existing | III | Fourth Street | Ramona Avenue | Pismo Avenue | Los Osos |
| Existing | III | H Street | Encina Avenue | Santa Margarita School | Santa Margarita |
| Existing | III | Hazel Lane | Tefft Street | Division Street | Nipomo |
| Existing | III | Highland Drive | Doris Avenue | Bayview Heights Drive | Los Osos |
| Existing | III | I Street | Wilhelmina Street | Encina Avenue | Santa Margarita |
| Existing | III | Interlake Road | Nacimiento Lake Drive | Monterey County line | Bradley |
| Existing | III | Juniper Street | Pomeroy Road | North Frontage Road | Nipomo |
| Existing | III | K Street | Tenth Street | San Luis Obispo Road | San Miguel |
| Existing | III | La Panza Road | Highway 41 | Highway 58 | Creston |
| Existing | III | Las Flores Drive | Osage Road | Division Street | Nipomo |
| Existing | III | Las Tablas Road | Florence Street | Old County Road | Templeton |
| Existing | III | Los Olivos Avenue | South Bay Boulevard | 9th Street | Los Osos |
| Existing | III | Main Street | Ramada Drive | Theater Drive | Templeton |
| Existing | III | Main Street | Vineyard Drive | Gibson Road | Templeton |
| Existing | III | Main Street | Windsor Boulevard | Highway 1 | Cambria |
| Existing | III | Mallagh Street | Tefft Street | Northern limits | Nipomo |
| Existing | III | Mary Avenue | Juniper Street | Tefft Street | Nipomo |
| ~~Existing~~ | ~~III~~ | ~~McMillian Canyon Road~~ | ~~Highway 46~~ | ~~Highway 41~~ | ~~Shandon~~ |
| Existing | III | Mesa Road | Tefft Street | Viva Way | Nipomo |
| Existing | III | Moonstone Beach Dr | Highway 1 | Windsor Blvd | Cambria |
| Existing | III | Mountain View Drive | Los Olivos Avenue | Ramona Avenue | Los Osos |
| Existing | III | Neal Springs Road | South River Road | El Pomar Drive | Templeton |
| Existing | III | Ninth Street | El Moro Avenue | Santa Maria Avenue | Los Osos |
| Existing | III | Nipomo Avenue | 10th Street | South Bay Boulevard | Los Osos |
| Existing | III | North Ocean Avenue | Cayucos Creek Bridge | E Street | Cayucos |
| Existing | III | Ocean Boulevard | North End | Chaney Avenue | Cayucos |
| Existing | III | Old Creek Road | Highway 1 | Highway 46 | Cayucos |
| Existing | III | Ontario Road | Bob Jones Bikeway | San Luis Bay Drive | Avila |
| Existing | III | Ontario Road | San Luis Bay Drive | Higuera Street | Avila |
| Existing | III | Osage Road | Mesa Road | Las Flores Drive | Nipomo |
| Existing | III | Oso Flaco Lake Road | Division Street | Oso Flaco Lake | Nipomo |
| Existing | III | Pacific Avenue | South Ocean Avenue | 24th Street | Cayucos |
| Existing | III | Palisades Avenue | Highland Drive | North End | Los Osos |
| Existing | III | Paso Robles Street | Highway 1 | Elm Street | Oceano |
| Existing | III | Pecho Road | Los Osos Valley Road | Binscarth Road | Los Osos |
| Existing | III | Pier Avenue | Highway 1 | West End | Oceano |
| Existing | III | Pine Avenue | Skyline Drive | Ramona Avenue | Los Osos |
| Existing | III | Pismo Avenue | Third Street | Fourth Street | Los Osos |
| Existing | III | Pozo Road | Highway 58 | Santa Margarita Lake Rd | Santa Margarita |
| Existing | III | Price Street | Thompson Avenue | Beechnut Street | Nipomo |
| Existing | III | Ramona Avenue | 4th Street | 10th Street | Los Osos |
| Existing | III | Ramona Avenue | Fearn Avenue | Pine Avenue | Los Osos |
| Existing | III | River Road | Mission Street | P.R. City Limits | Paso Robles |
| Existing | III | River Road | Paso Robles City Limit | Neal Springs Road | Paso Robles |
| Existing | III | San Luis Obispo Road | K Street | Mission Street | San Miguel |
| Existing | III | Santa Margarita Lake Road | Pozo Road | Santa Margarita Lake | Santa Margarita |
| Existing | III | Santa Ynez Avenue | 8th Street | 10th Street | Los Osos |
| Existing | III | Second Street | El Moro Avenue | Santa Ysabel Avenue | Los Osos |
| Existing | III | Seventeenth Street | Highway 1 | Wilmar Avenue | Oceano |
| Existing | III | Seventeenth Street | Ramona Avenue | El Moro Avenue | Los Osos |
| Existing | III | Sixth Street | Old County Road | Main Street | Templeton |
| Existing | III | Skyline Drive | Solano Drive | Pecho Road | Los Osos |
| Existing | III | South Fourth Street | Highway 1 | Grover Beach City Limit | Oceano |
| Existing | III | South Frontage Road | Tefft Street | Grande Avenue | Nipomo |
| Existing | III | State Highway 1 | Monterey County Line | Santa Barbara County Line | Countywide |
| Existing | III | Studio Drive | South end | North End | Cayucos |
| Existing | III | Tefft Street | Carillo Street | Thompson Avenue | Nipomo |
| Existing | III | Templeton Road | Main Street | El Pomar Drive | Templeton |
| Existing | III | Tenth Street | Cemetery Road | Mission Street | San Miguel |
| Existing | III | Tenth Street | Santa Ynez Avenue | El Moro Avenue | Los Osos |
| Existing | III | Theatre Drive | Main Street | Paso Robles City Limit | Templeton |
| Existing | III | Third Street | El Moro Avenue | Pismo Avenue | Los Osos |
| Existing | III | Thirteenth Street | Pacific Avenue | South Ocean Avenue | Cayucos |
| Existing | III | Twenty-Second Street | Highway 1 | The Pike (GBCL) | Oceano |
| Existing | III | Valley Road | Arroyo Grande City Limit | Arroyo Grande City Limit | Oceano |
| Existing | III | Vista Street | 22nd Street | 19th Street | Oceano |
| Existing | III | West Centre St | Highway 41 | First Street | Shandon |
| Existing | III | Wilhelmina Street | El Camino Real | I Street | Santa Margarita |
| Existing | III | Wilmar Avenue | 13th Street | 22nd Street | Oceano |
| Existing | III | Windsor Boulevard | Shamel Park Entrance | Murray Pl | Cambria |

# APPENDIX C: MAPS (BICYCLE CIRCULATION AND LAND USE)




# COUNTY
# Bikeways Plan
## 2015 UPDATE

### Appendix C
### Figure 1:
### Map Index

**Legend**

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways**
**(all Highways are Bikeways)**
- U.S. Highway
- State Highway

**County Roadways**
- County Maintained

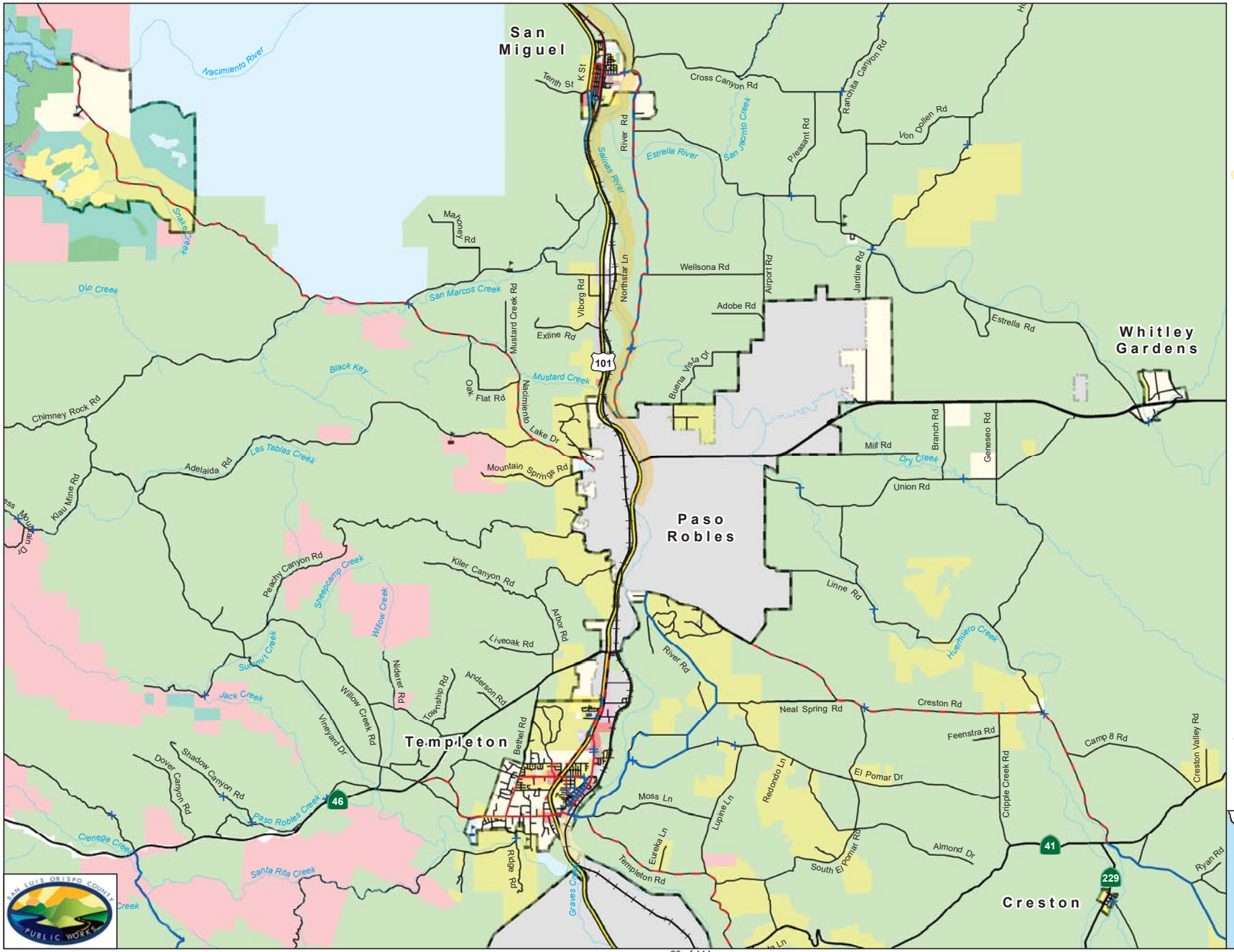
- Areas of Interest
- City Limit
- Urban Reserve Line

- Lake
- State Park
- Military Reservation
- Los Padres National Forest

N

0 2.5 5 10
Miles

SAN LUIS OBISPO COUNTY PUBLIC WORKS




# COUNTY
# Bikeways Plan
## 2015 UPDATE
## Appendix C
### Figure 2: North County

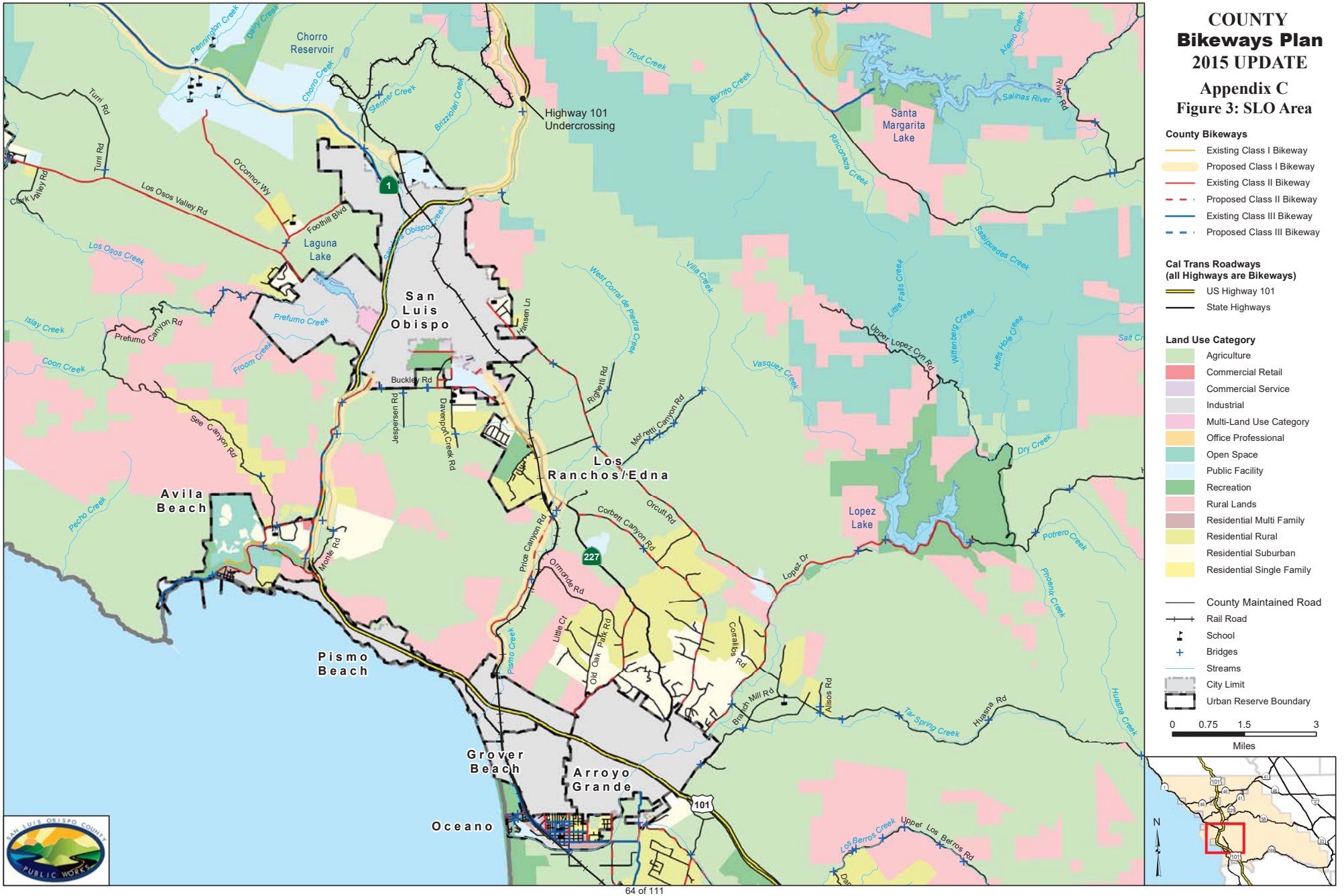
**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

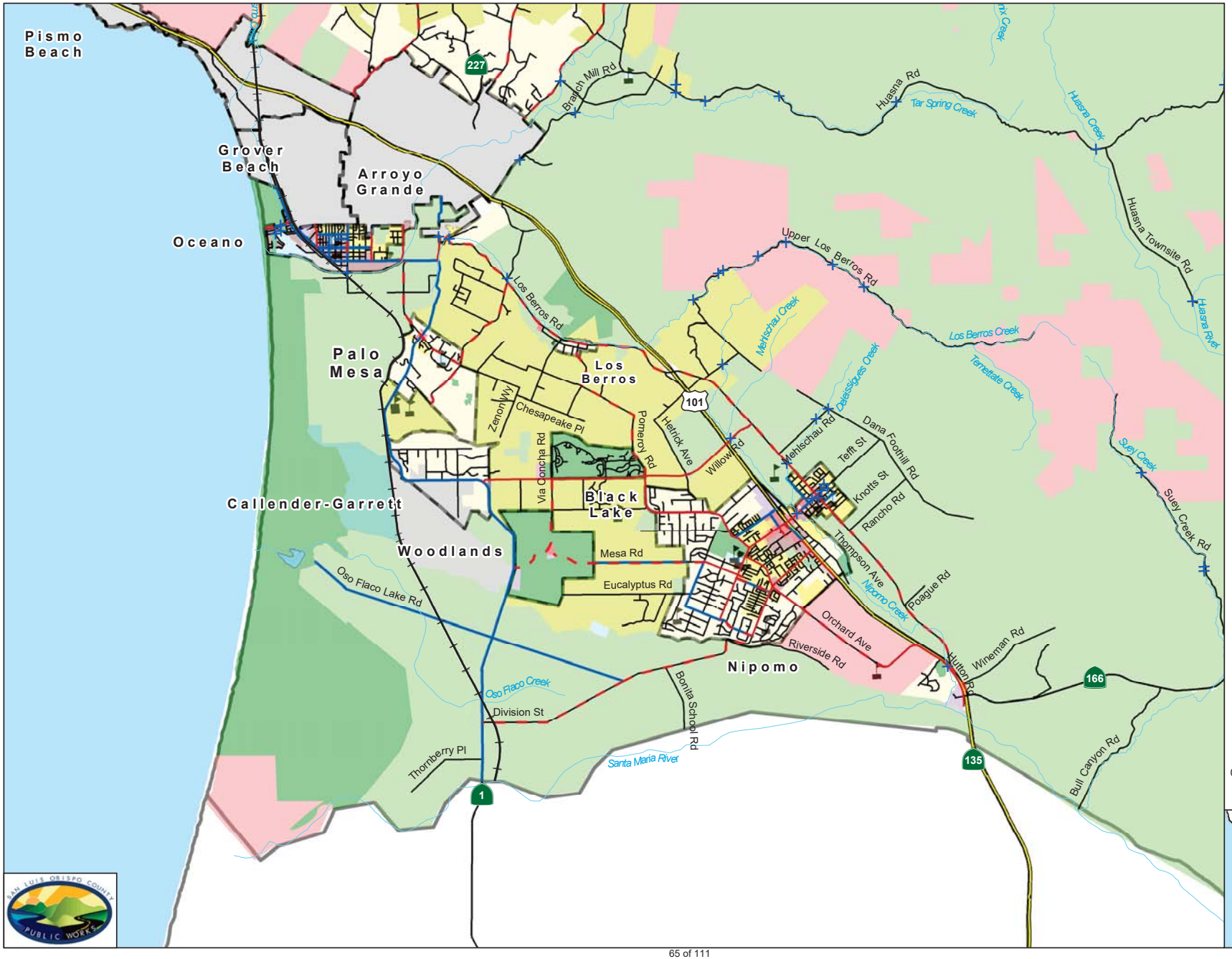
**Cal Trans Roadways (all Highways are Bikeways)**
- US Highway 101
- State Highways

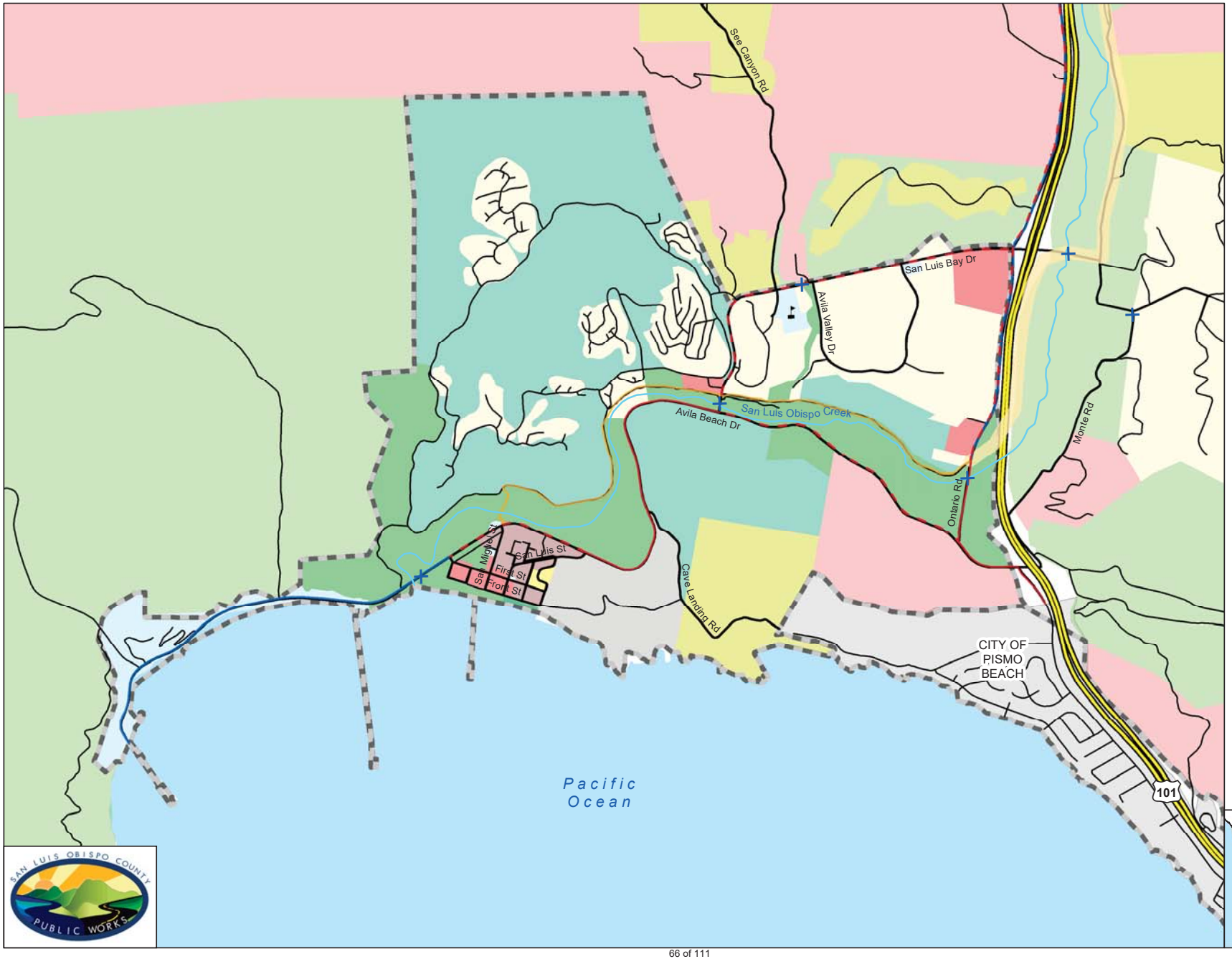
**Land Use Category**
- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained Road
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.75 1.5 3
Miles


COUNTY
Bikeways Plan
2015 UPDATE
Appendix C
Figure 3: SLO Area
County Bikeways
Existing Class I Bikeway
Proposed Class I Bikeway
Existing Class II Bikeway
Proposed Class II Bikeway
Existing Class III Bikeway
Proposed Class III Bikeway
Cal Trans Roadways
(all Highways are Bikeways)
US Highway 101
State Highways
Land Use Category
Agriculture
Commercial Retail
Commercial Service
Industrial
Multi-Land Use Category
Office Professional
Open Space
Public Facility
Recreation
Rural Lands
Residential Multi Family
Residential Rural
Residential Suburban
Residential Single Family
County Maintained Road
Rail Road
School
Bridges
Streams
City Limit
Urban Reserve Boundary
0 0.75 1.5 3
Miles
N
Chorro Reservoir
Highway 101 Undercrossing
Santa Margarita Lake
Laguna Lake
San Luis Obispo
Los Ranchos/Edna
Avila Beach
Pismo Beach
Grover Beach
Arroyo Grande
Oceano
Lopez Lake
Pennington Creek
Dairy Creek
Chorro Creek
Trout Creek
Burrito Creek
Alamo Creek
Salinas River
River Rd
Turri Rd
Clark Valley Rd
Los Osos Valley Rd
O'Connor Wy
Foothill Blvd
Los Osos Creek
Islay Creek
Prefumo Canyon Rd
Prefumo Creek
Froom Creek
Coon Creek
Buckley Rd
Jespersen Rd
Davenport Creek Rd
See Canyon Rd
Pecho Creek
Monte Rd
Righetti Rd
Morretti Canyon Rd
Corbett Canyon Rd
Orcutt Rd
Price Canyon Rd
Ormonde Rd
Pismo Creek
Little Ct
Old Oak Park Rd
Conalbos Rd
Lopez Dr
Branch Mill Rd
Alsos Rd
Tar Spring Creek
Huasna Rd
Huasna Creek
Phoenix Creek
Potrero Creek
Dry Creek
Los Berros Creek
Upper Los Berros Rd
Upper Lopez Cyn Rd
Wittenberg Creek
Huffs Hole Creek
Little Falls Creek
Salsipuedes Creek
Rinconada Creek
Villa Creek
Vasquez Creek
West Corral de Piedra Creek
Jansen Ln
1
227
101


Pismo Beach
Grover Beach
Arroyo Grande
Oceano
Palo Mesa
Los Berros
Callender-Garrett
Black Lake
Woodlands
Nipomo
Mesa Rd
Eucalyptus Rd
Oso Flaco Lake Rd
Oso Flaco Creek
Division St
Thornberry Pl
Santa Maria River
Bonita School Rd
Los Berros Rd
Branch Mill Rd
Huasna Rd
Tar Spring Creek
Huasna Creek
Huasna Townsite Rd
Upper Los Berros Rd
Los Berros Creek
Mehlschau Creek
Terrettate Creek
Suey Creek
Suey Creek Rd
Dana Foothill Rd
Tefft St
Knotts St
Rancho Rd
Thompson Ave
Nipomo Creek
Poague Rd
Orchard Ave
Riverside Rd
Hutton Rd
Wineman Rd
Bull Canyon Rd
Zenon Wy
Chesapeake Pl
Via Concha Rd
Pomeroy Rd
Helrick Ave
Willow Rd
227
101
166
135
1
COUNTY
Bikeways Plan
2015 UPDATE
Appendix C
Figure 4: South County
County Bikeways
Existing Class I Bikeway
Proposed Class I Bikeway
Existing Class II Bikeway
Proposed Class II Bikeway
Existing Class III Bikeway
Proposed Class III Bikeway
Cal Trans Roadways
(all Highways are Bikeways)
US Highway 101
State Highways
Land Use Category
Agriculture
Commercial Retail
Commercial Service
Industrial
Multi-Land Use Category
Office Professional
Open Space
Public Facility
Recreation
Rural Lands
Residential Multi Family
Residential Rural
Residential Suburban
Residential Single Family
County Maintained
Rail Road
School
Bridges
Streams
City Limit
Urban Reserve Boundary
0 0.75 1.5 3
Miles
N




# COUNTY Bikeways Plan 2015 UPDATE

## Appendix C

## Figure 5: Avila Beach

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**

- US Highway 101
- State Highways

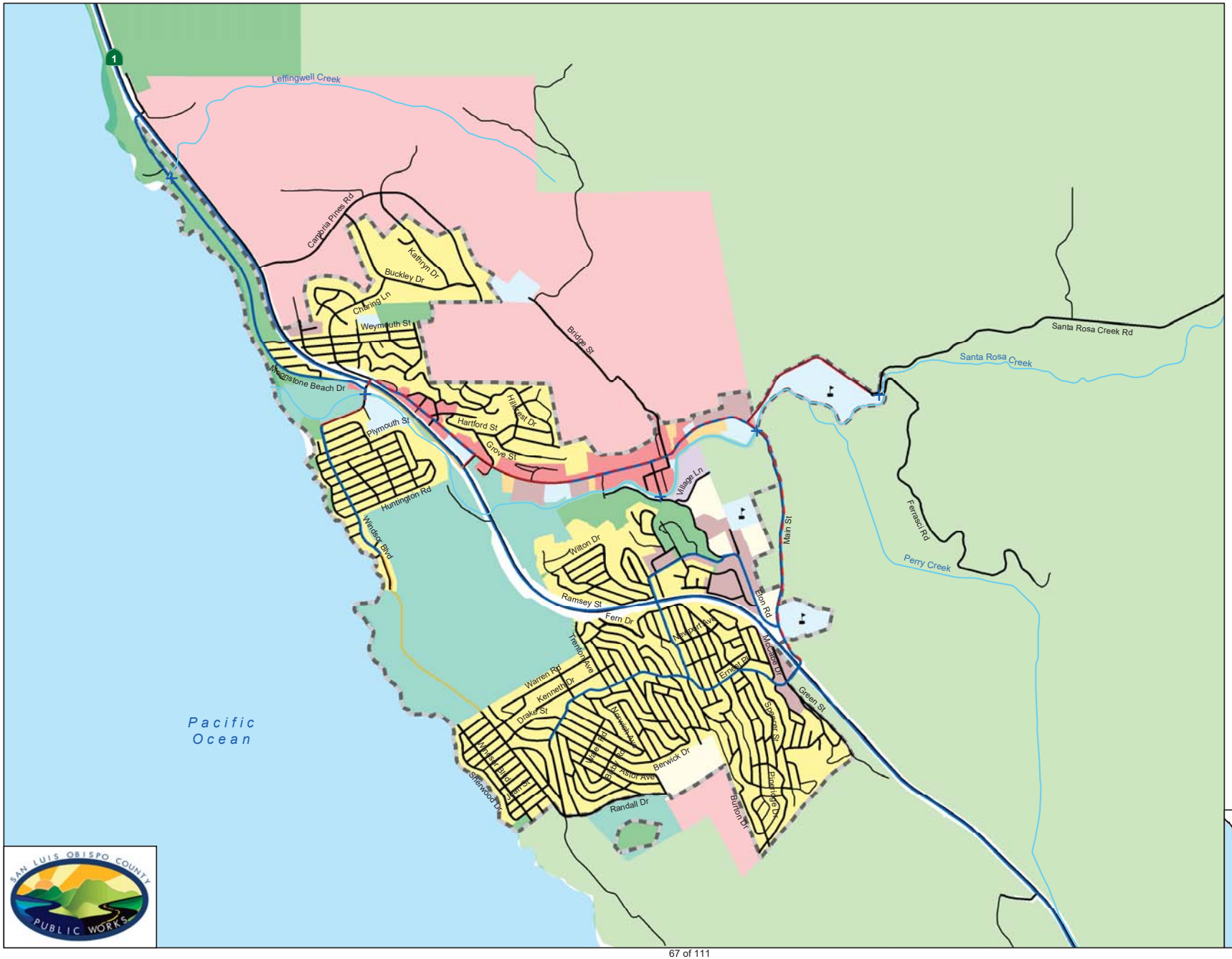
**Land Use Category**

- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5

Miles




# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C

## Figure 6: Cambria

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**

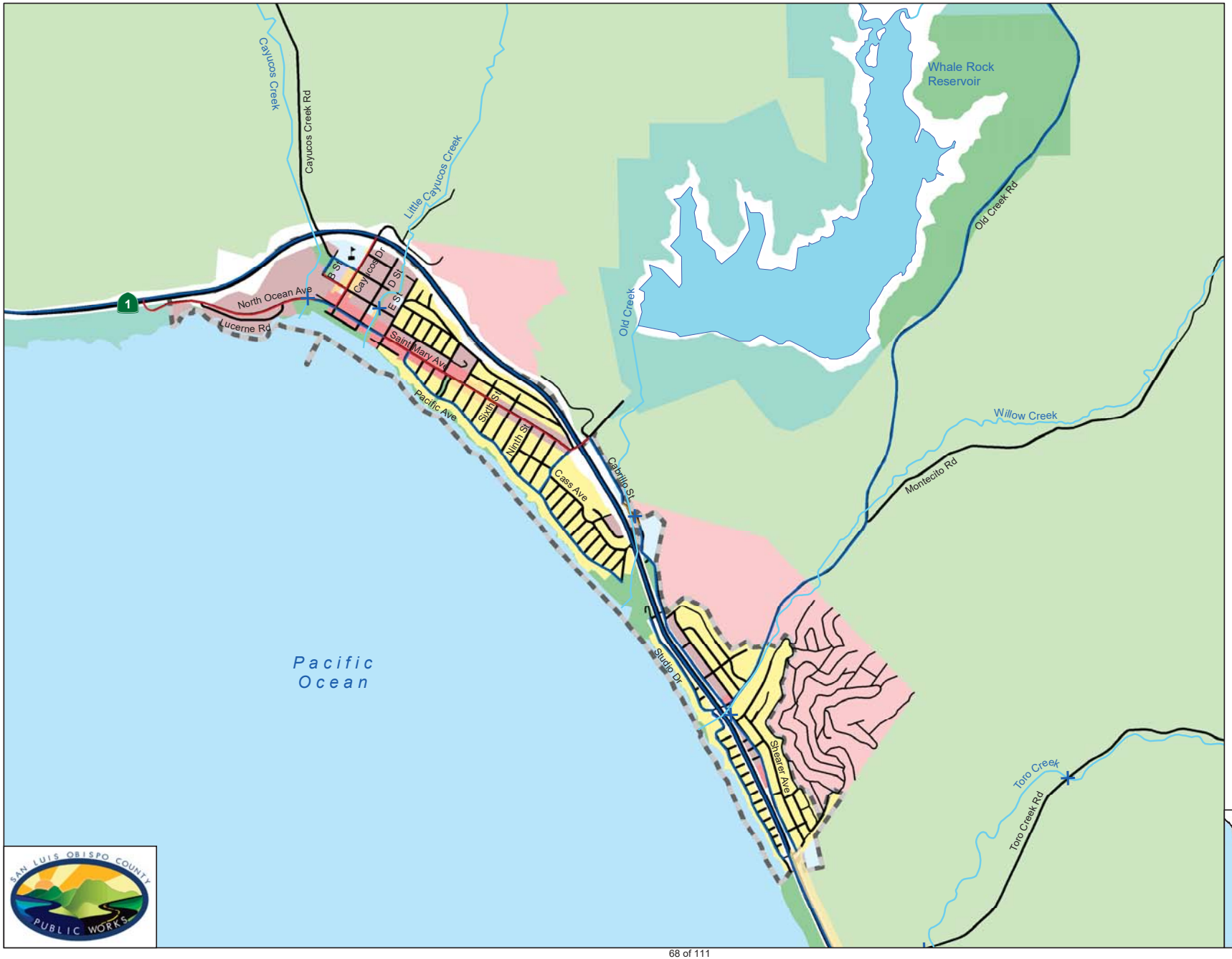
- US Highway 101
- State Highways

**Land Use Category**

- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5
Miles




# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C

## Figure 7: Cayucos

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**

- US Highway 101
- State Highways

**Land Use Category**

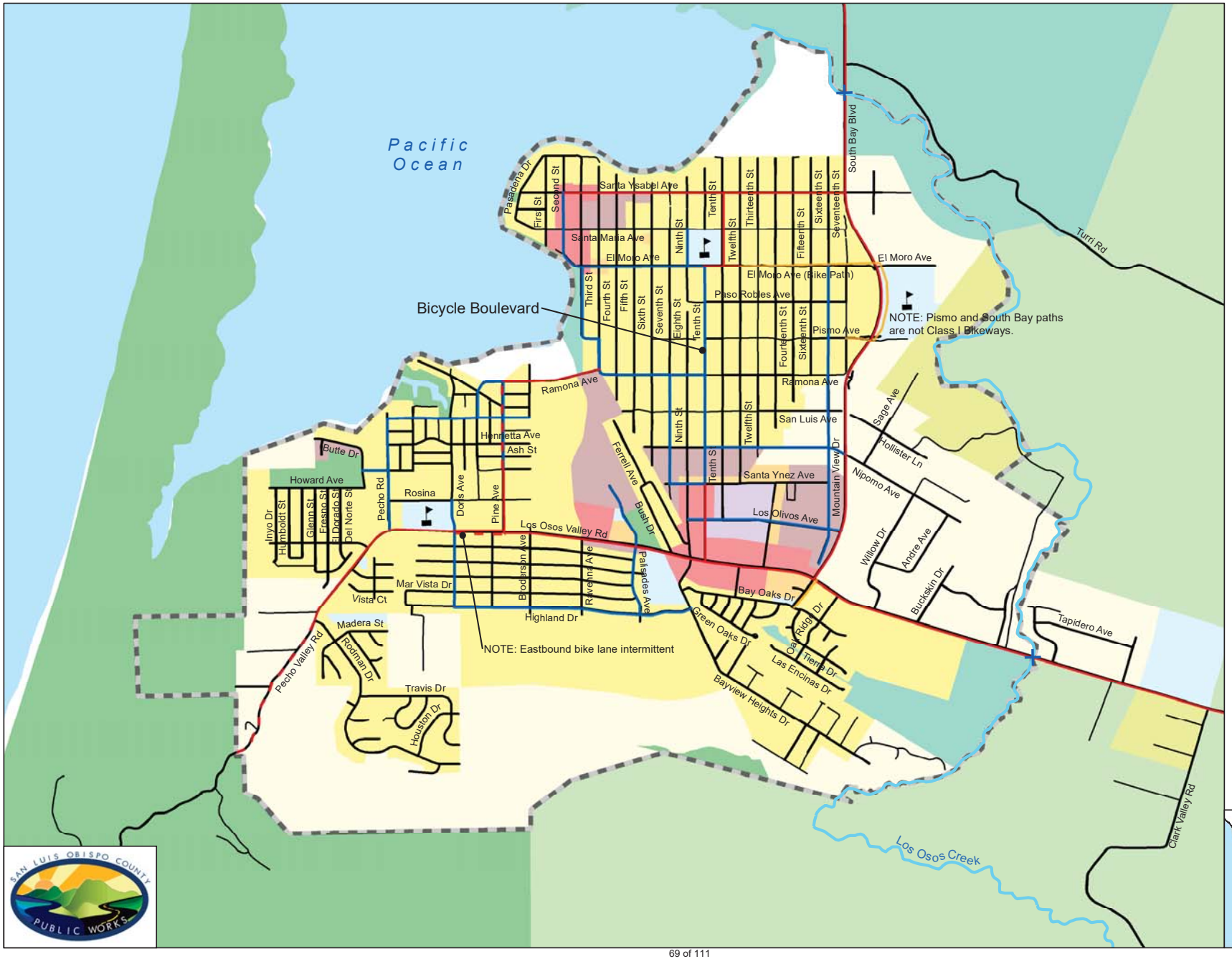
- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5
Miles

# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C
## Figure 8: Los Osos



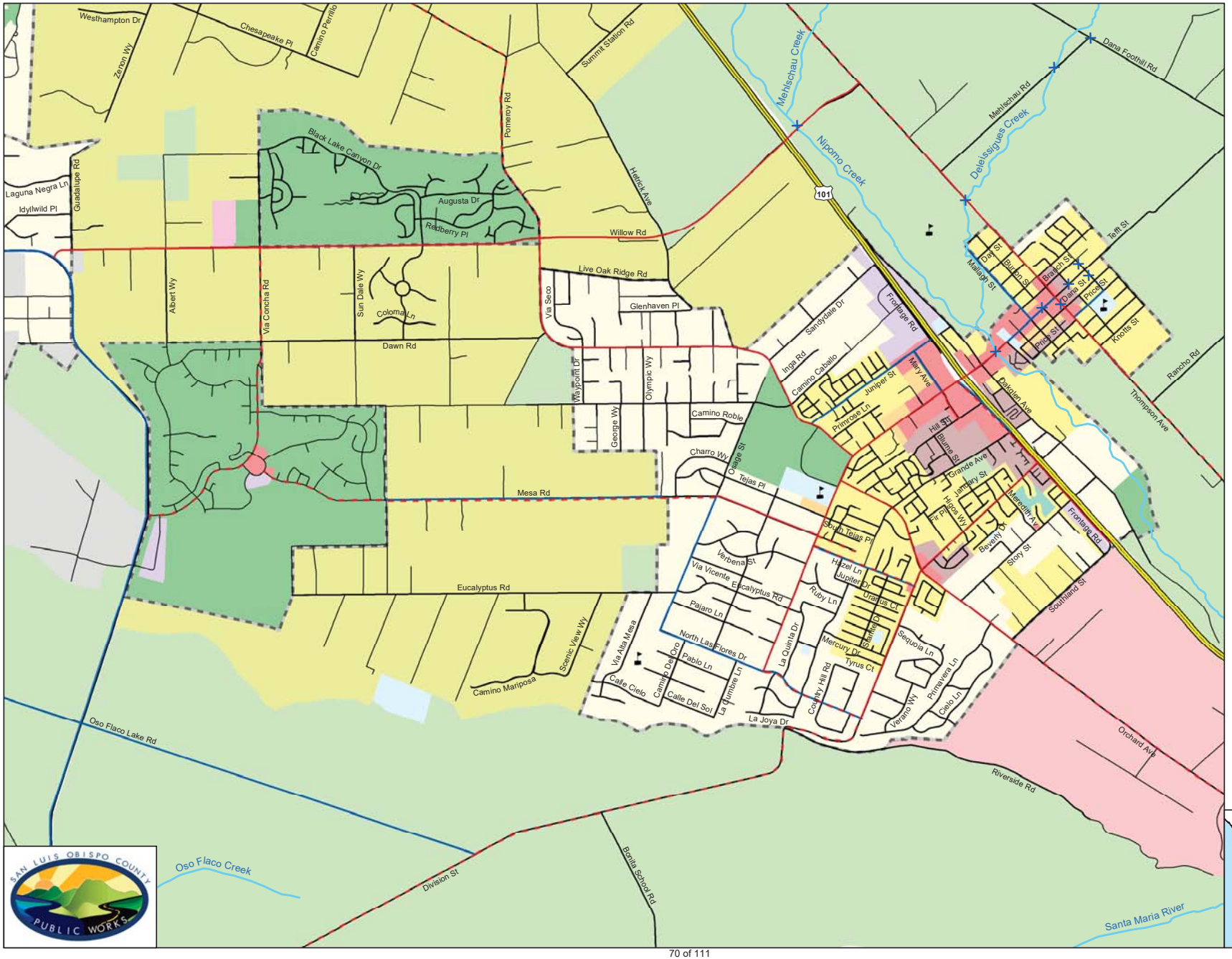

### County Bikeways
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

### Cal Trans Roadways (all Highways are Bikeways)
- US Highway 101
- State Highways

### Land Use Category
- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5
Miles




# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C
## Figure 9: Nipomo

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**

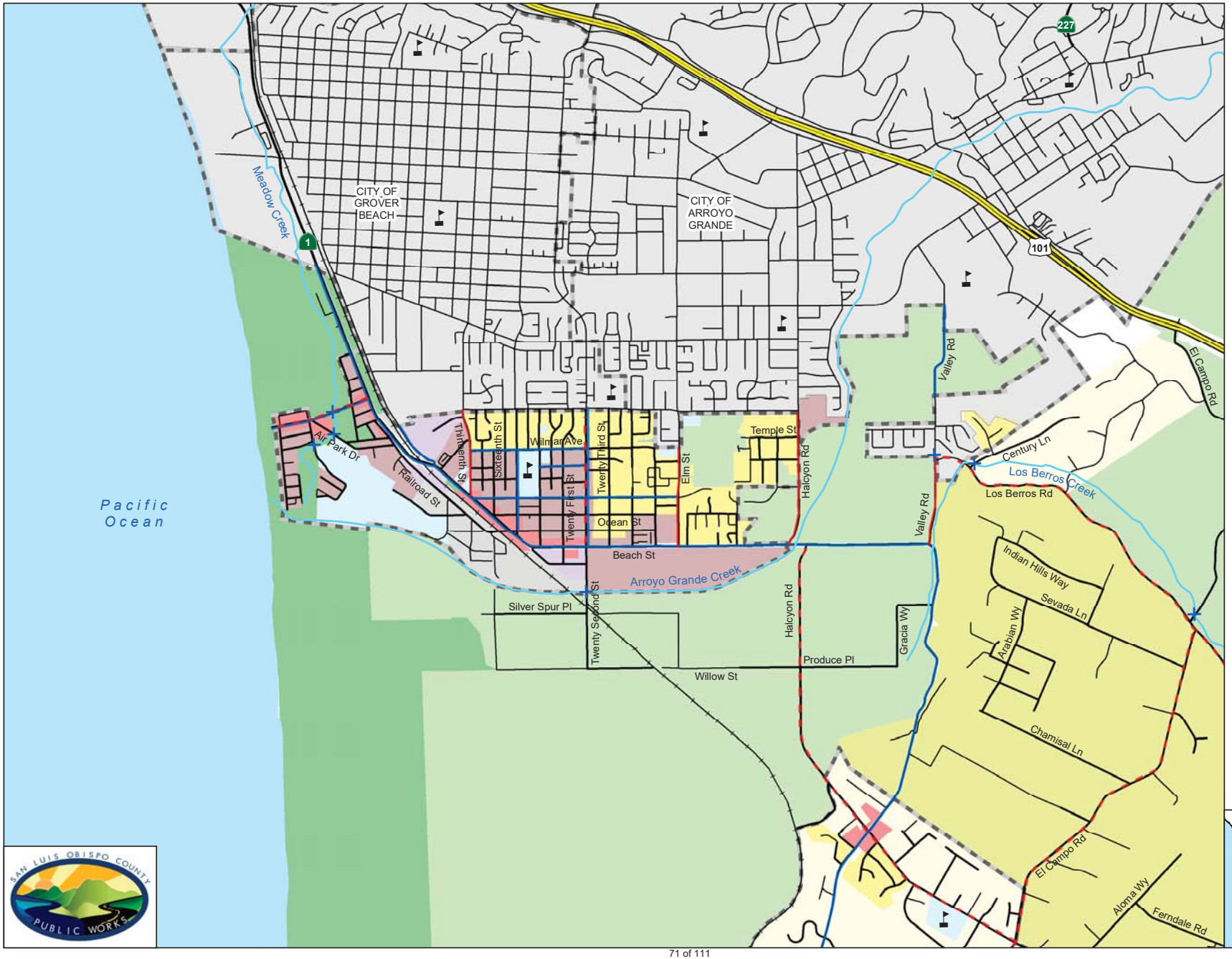
- US Highway 101
- State Highways

**Land Use Category**

- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.25 0.5 1
Miles




# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C
## Figure 10: Oceano

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**

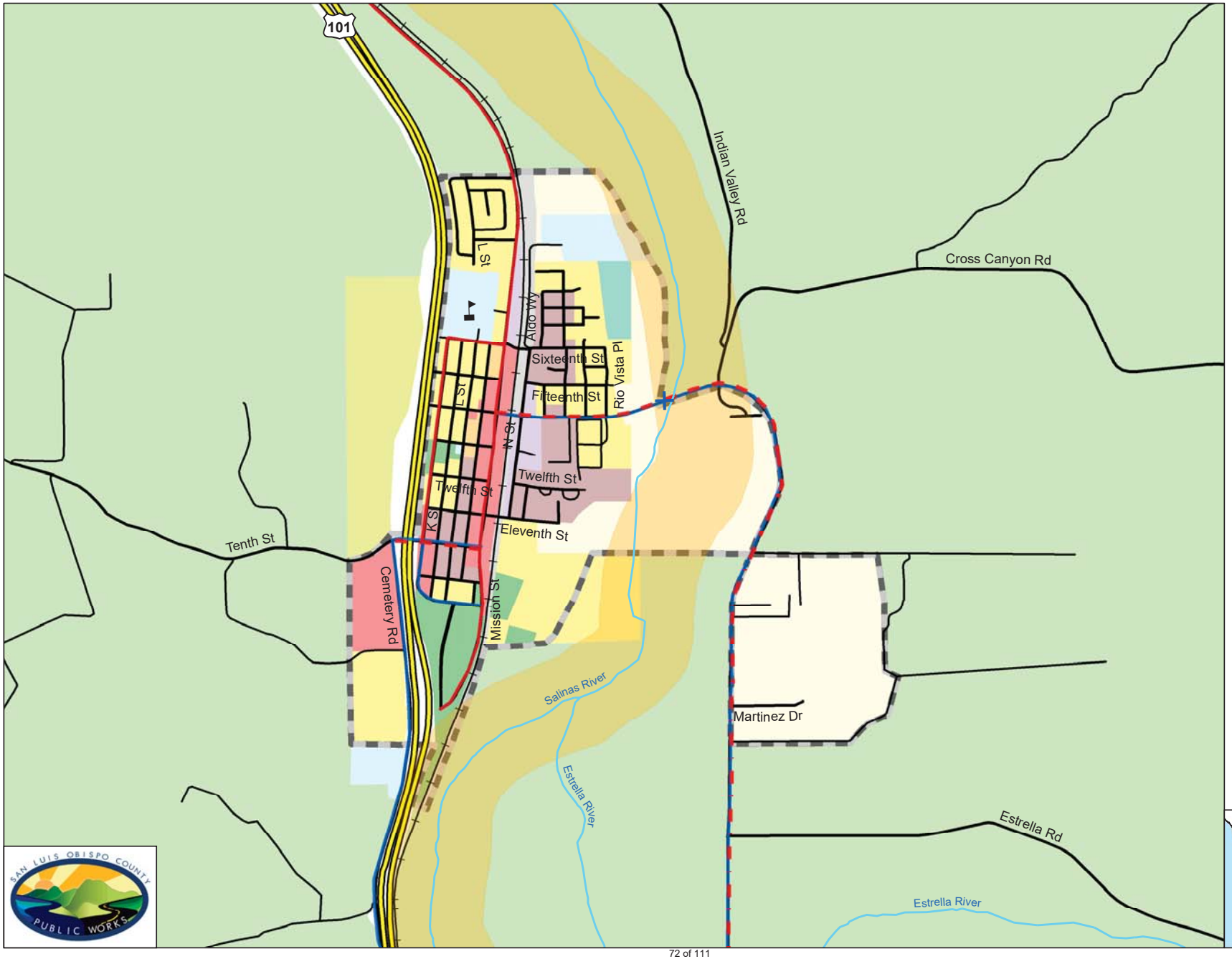
- US Highway 101
- State Highways

**Land Use Category**

- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5
Miles




# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C

## Figure 11: San Miguel

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**

- US Highway 101
- State Highways

**Land Use Category**

- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

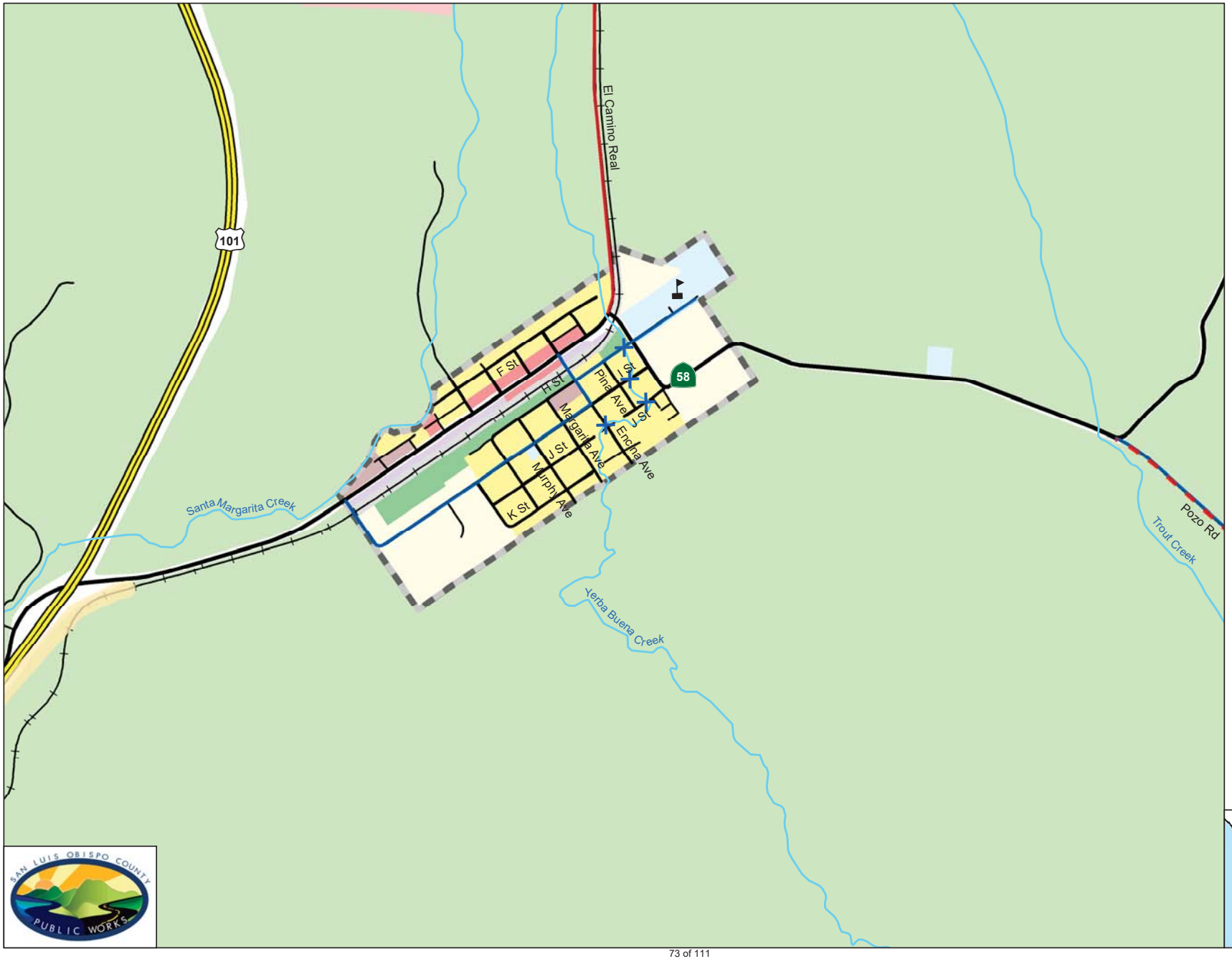
- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5
Miles

# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C

## Figure 12: Santa Margarita




**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**

- US Highway 101
- State Highways

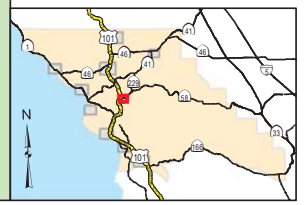
**Land Use Category**

- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5

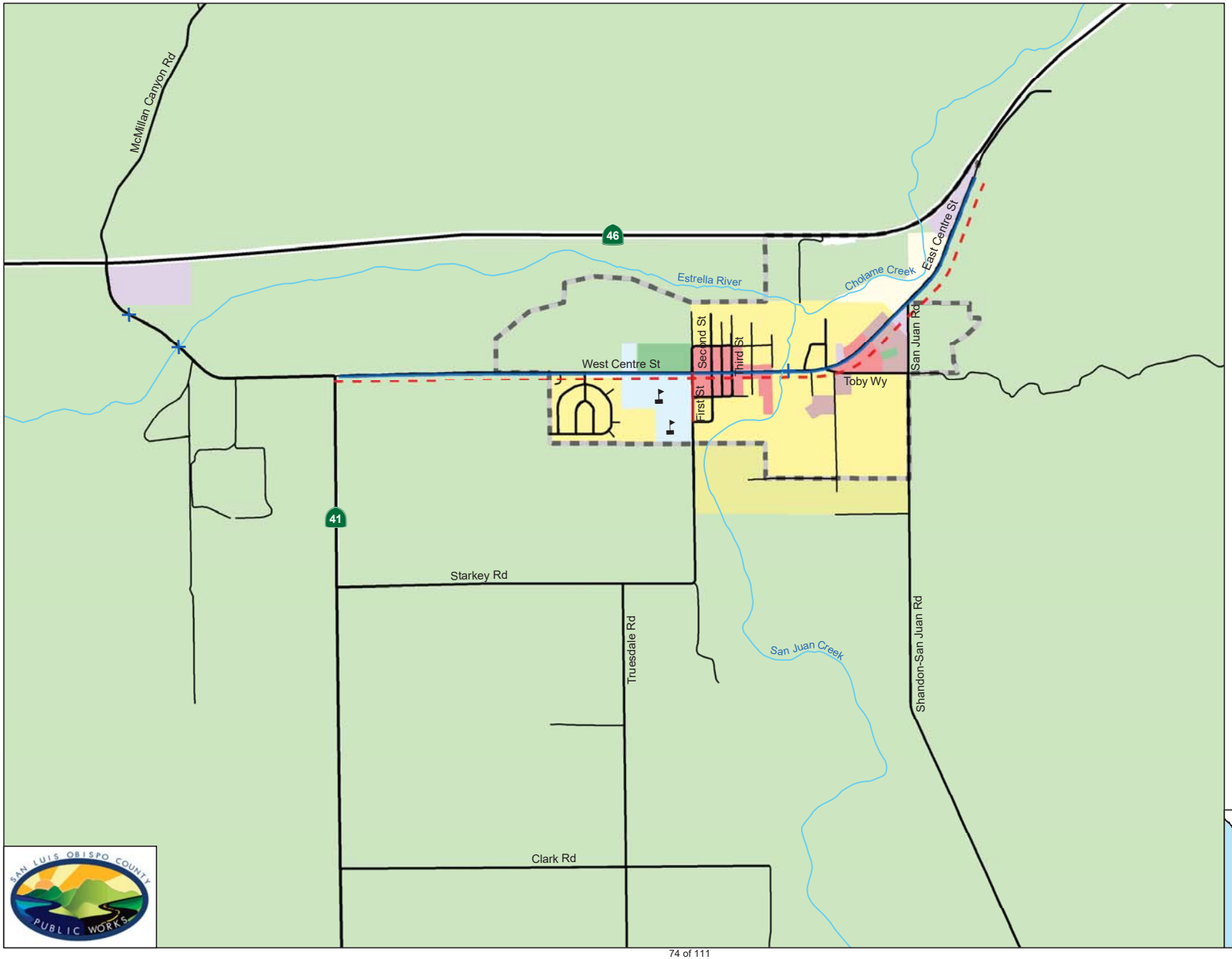
Miles



# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C

## Figure 13: Shandon




**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**

- US Highway 101
- State Highways

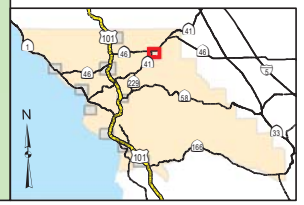
**Land Use Category**

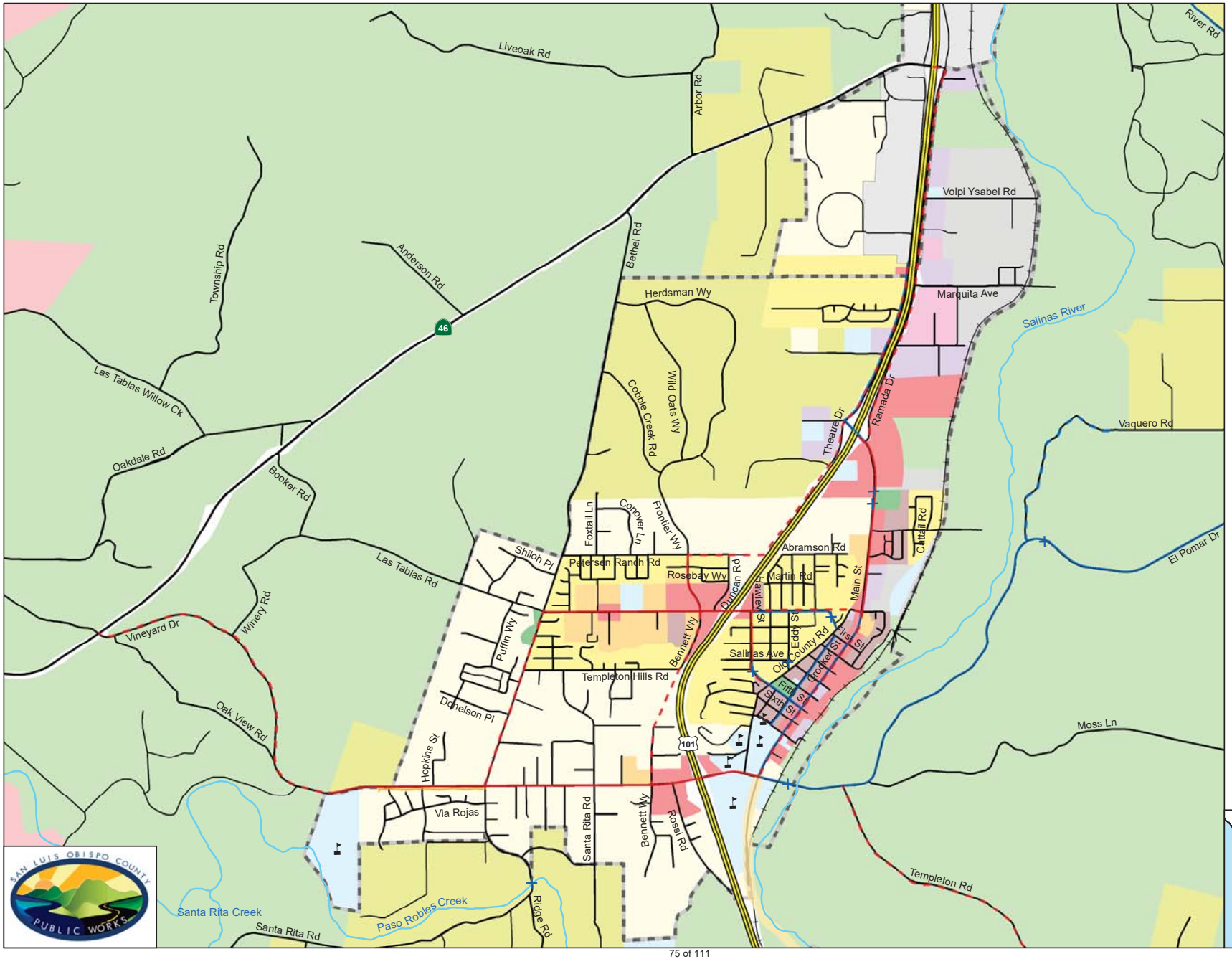
- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- School
- Rail Road
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5

Miles






# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix C

## Figure 14: Templeton

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways**
**(all Highways are Bikeways)**

- US Highway 101
- State Highways

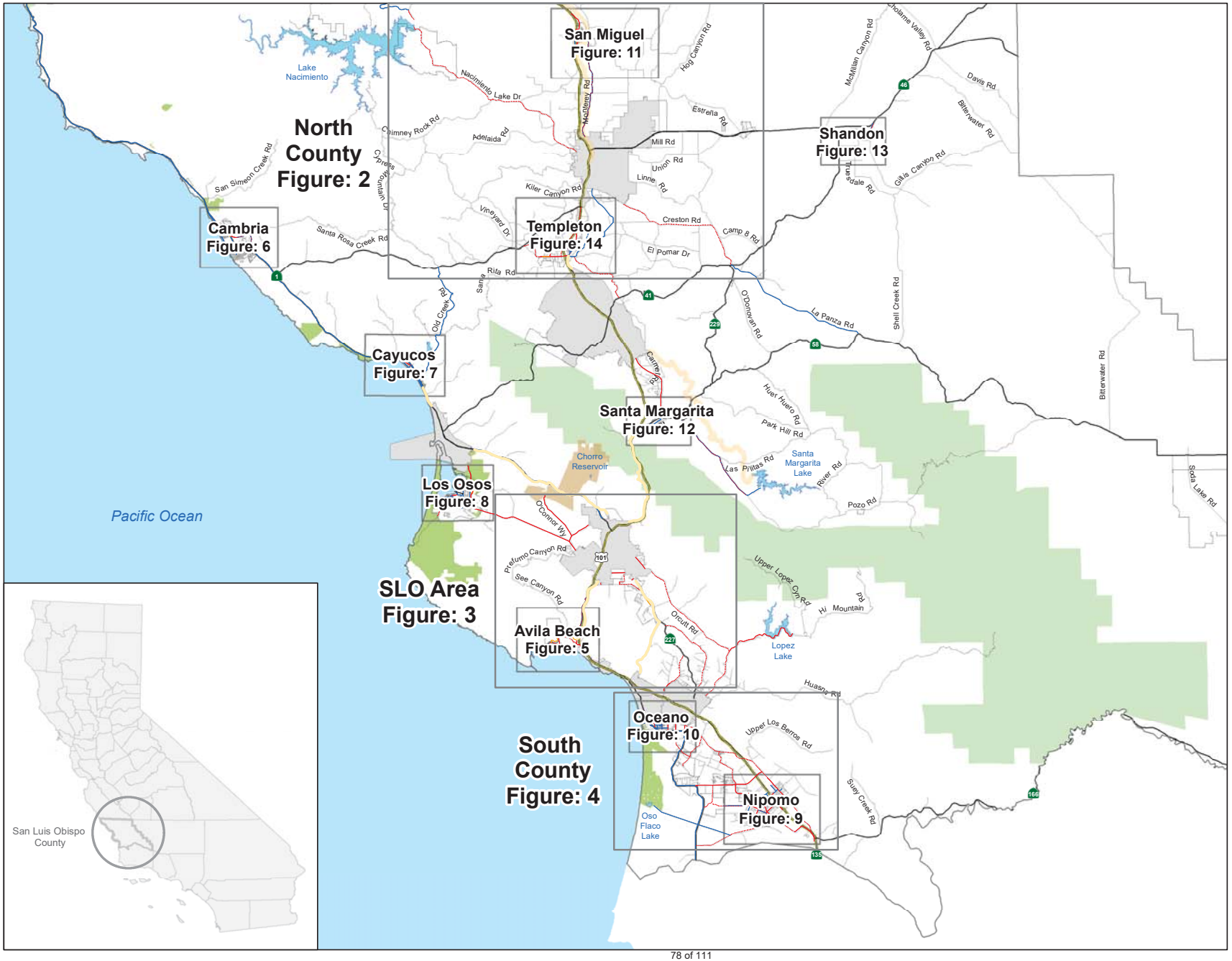
**Land Use Category**

- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family

- County Maintained
- Rail Road
- School
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary

0 0.125 0.25 0.5
Miles

# APPENDIX D: MAPS (BICYCLE CIRCULATION AND STORAGE)




# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix D
## Figure 1:
## Map Index

**Legend**

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**
- U.S. Highway
- State Highway

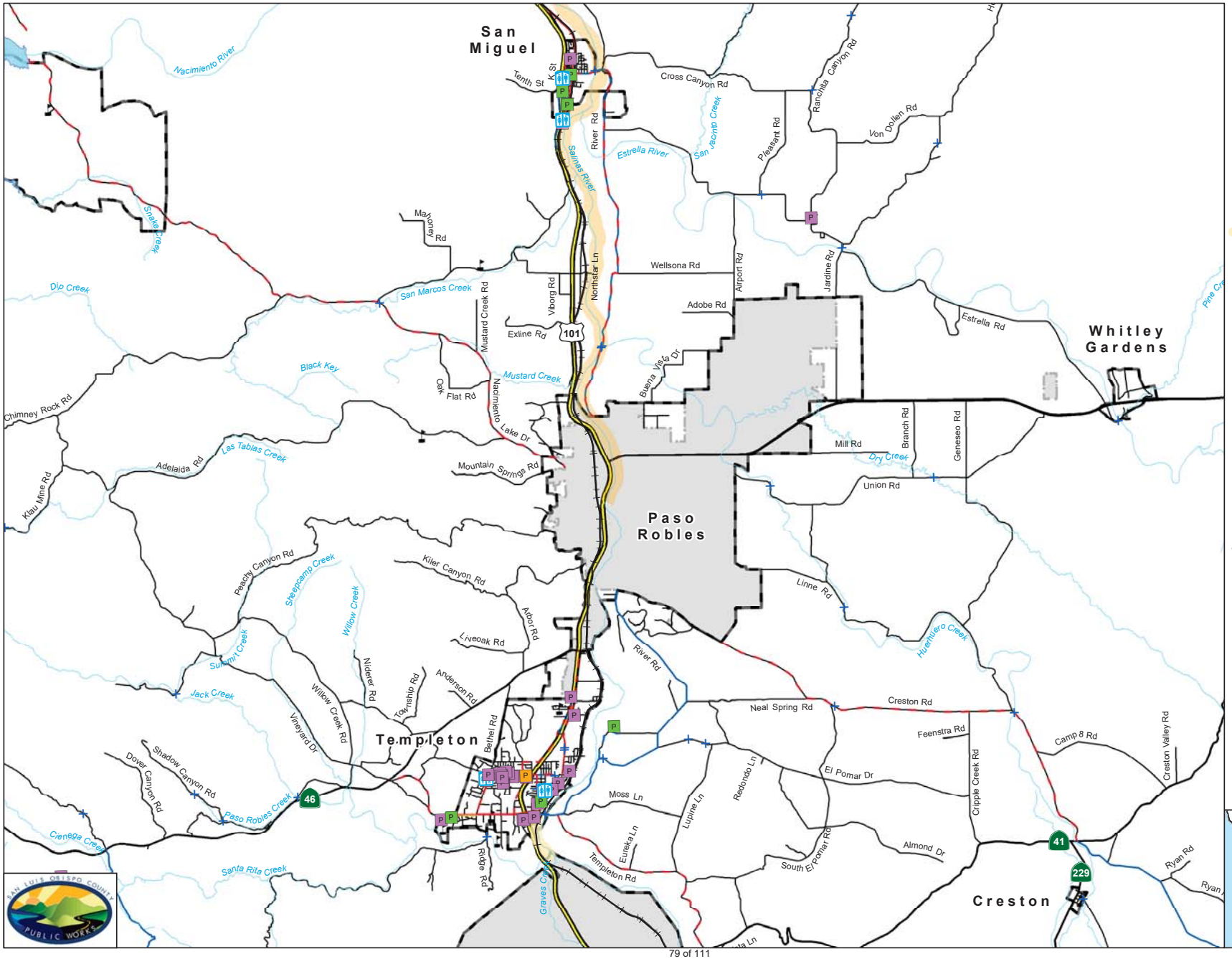
**County Roadways**
- County Maintained

- Areas of Interest
- City Limit
- Urban Reserve Line

- Lake
- State Park
- Military Reservation
- Los Padres National Forest

N

0 2.5 5 10
Miles




# COUNTY Bikeways Plan 2015 UPDATE

## Appendix D Figure 2: North County

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

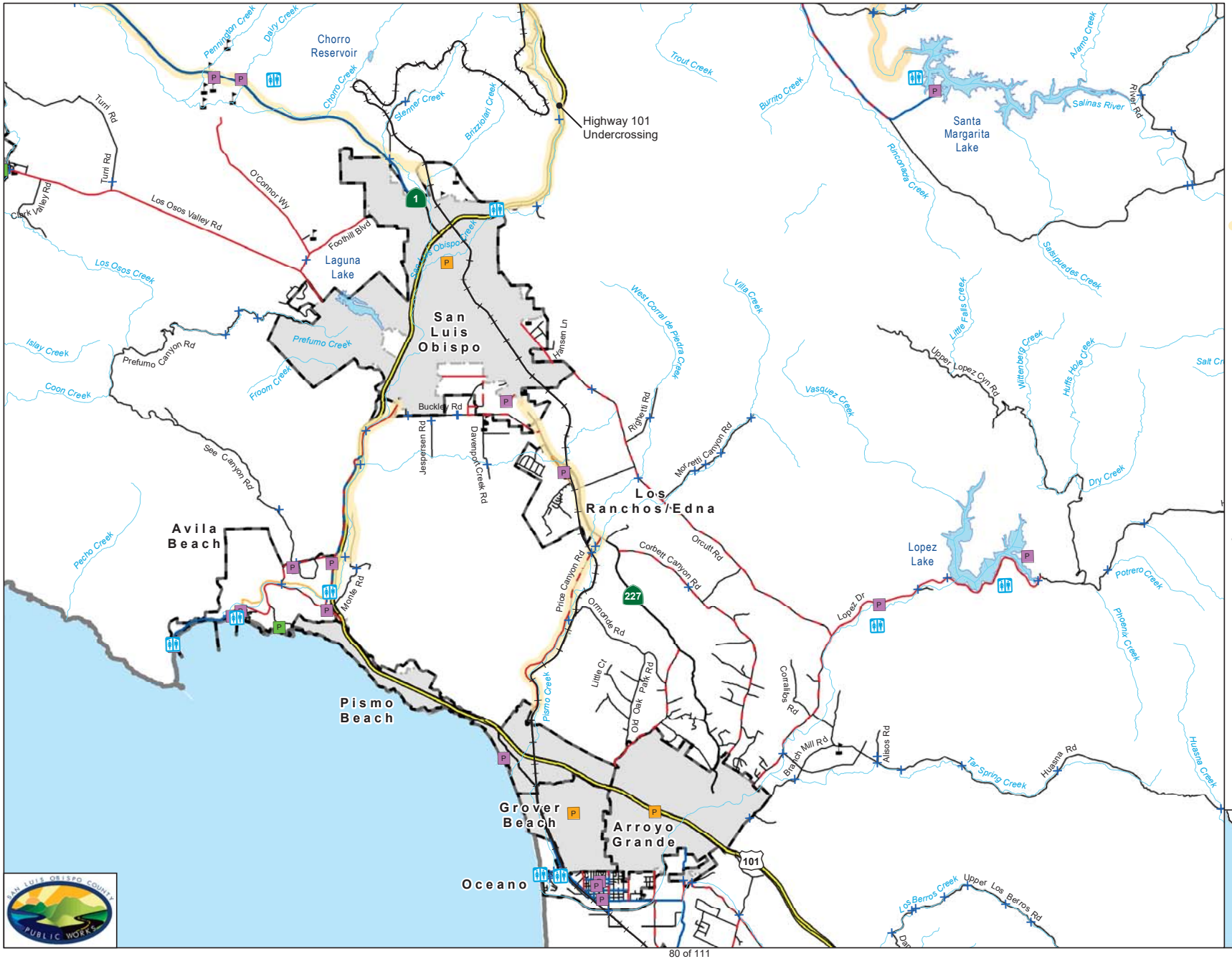
**Cal Trans Roadways (all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Roadways**
- County Maintained

- Bridges
- Streams

- City Limit
- Urban Reserve Boundary

- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road




# COUNTY Bikeways Plan 2015 UPDATE

## Appendix D Figure 3: SLO Area

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

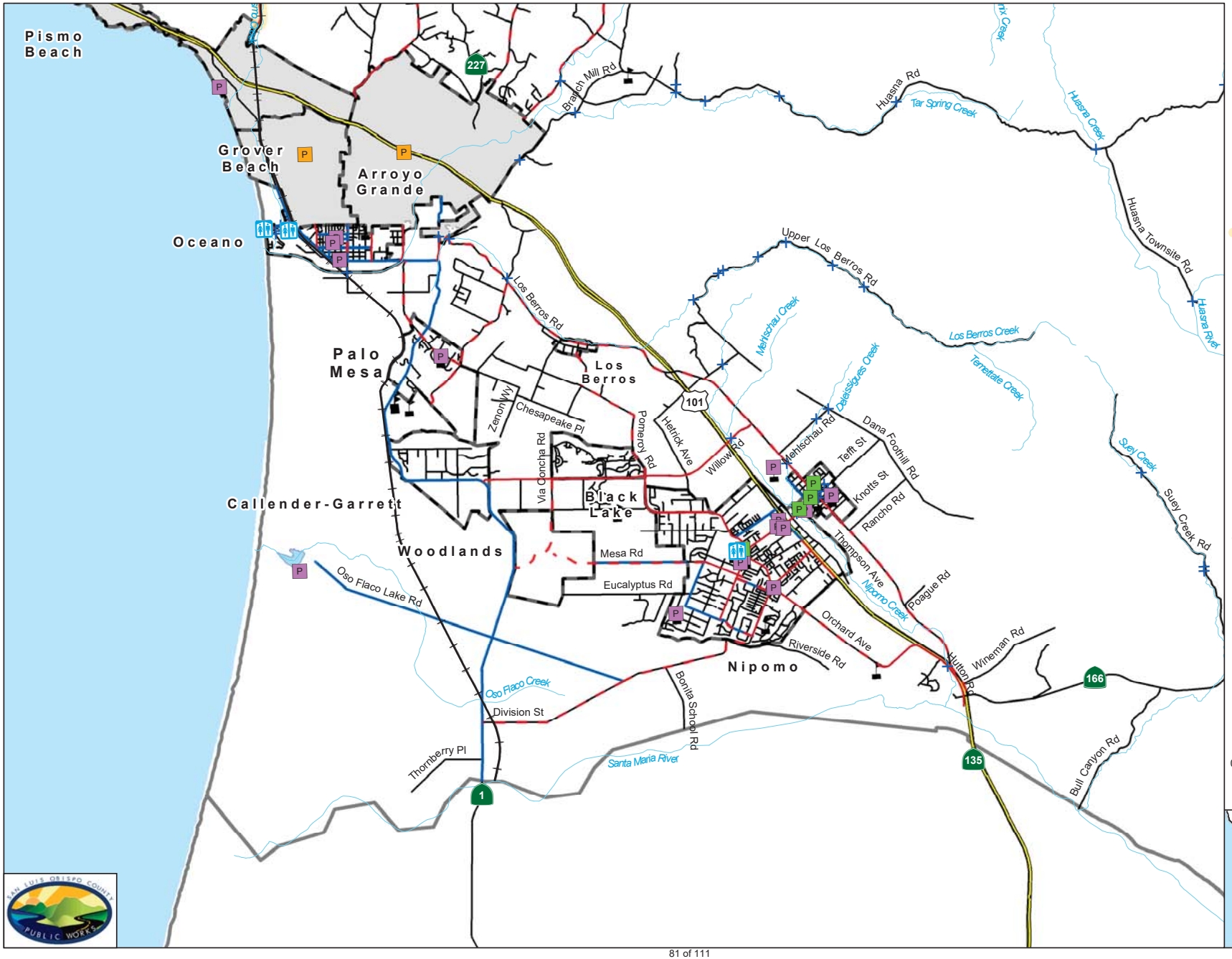
**Cal Trans Roadways (all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Roadways**
- County Maintained

- Bridges
- Streams

- City Limit
- Urban Reserve Boundary

- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road




# COUNTY
# Bikeways Plan
## 2015 UPDATE
### Appendix D
### Figure 4: South County

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

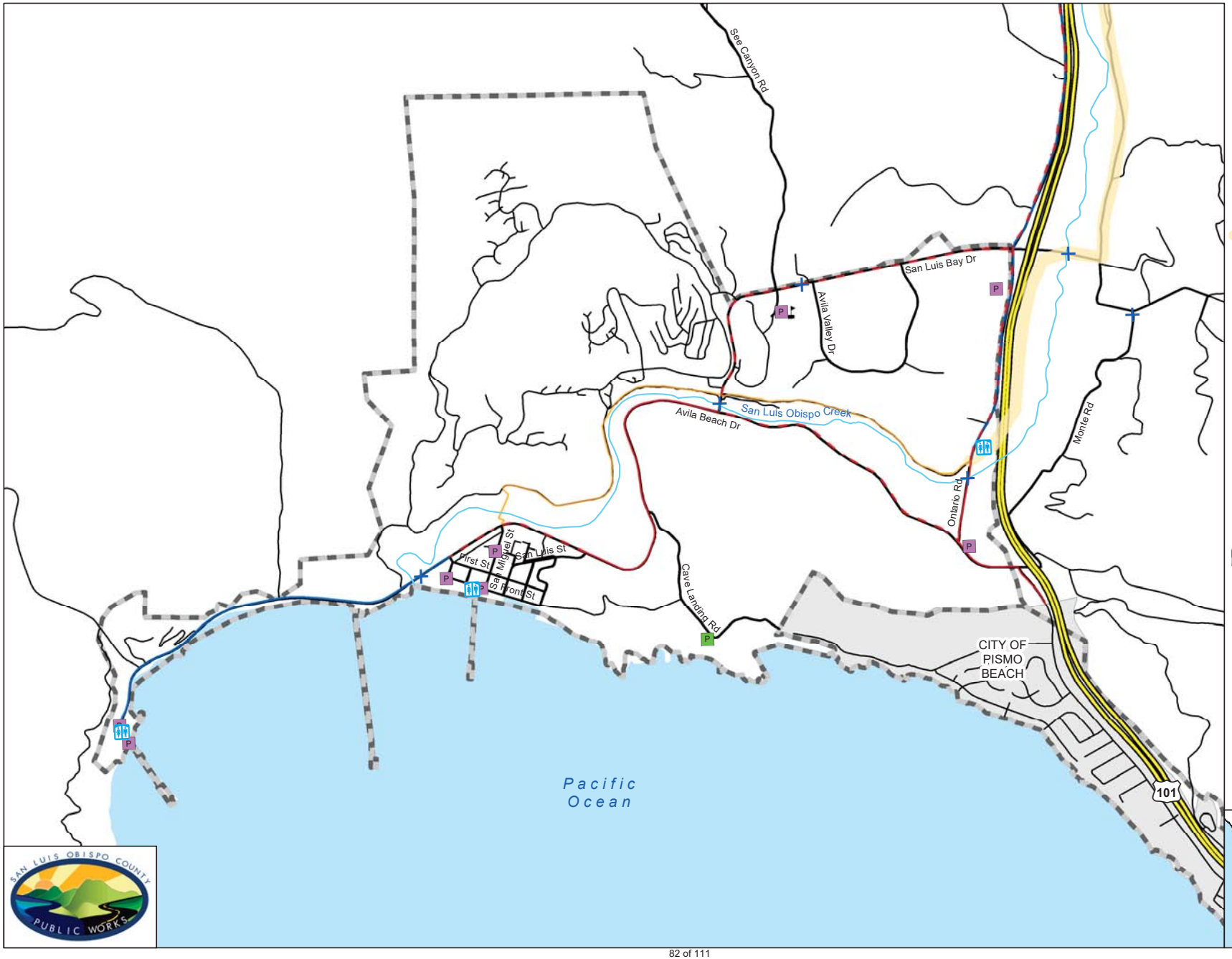
**Cal Trans Roadways (all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Roadways**
- County Maintained

- Bridges
- Streams

- City Limit
- Urban Reserve Boundary

- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road




# COUNTY Bikeways Plan 2015 UPDATE

## Appendix D
## Figure 5: Avila Beach

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

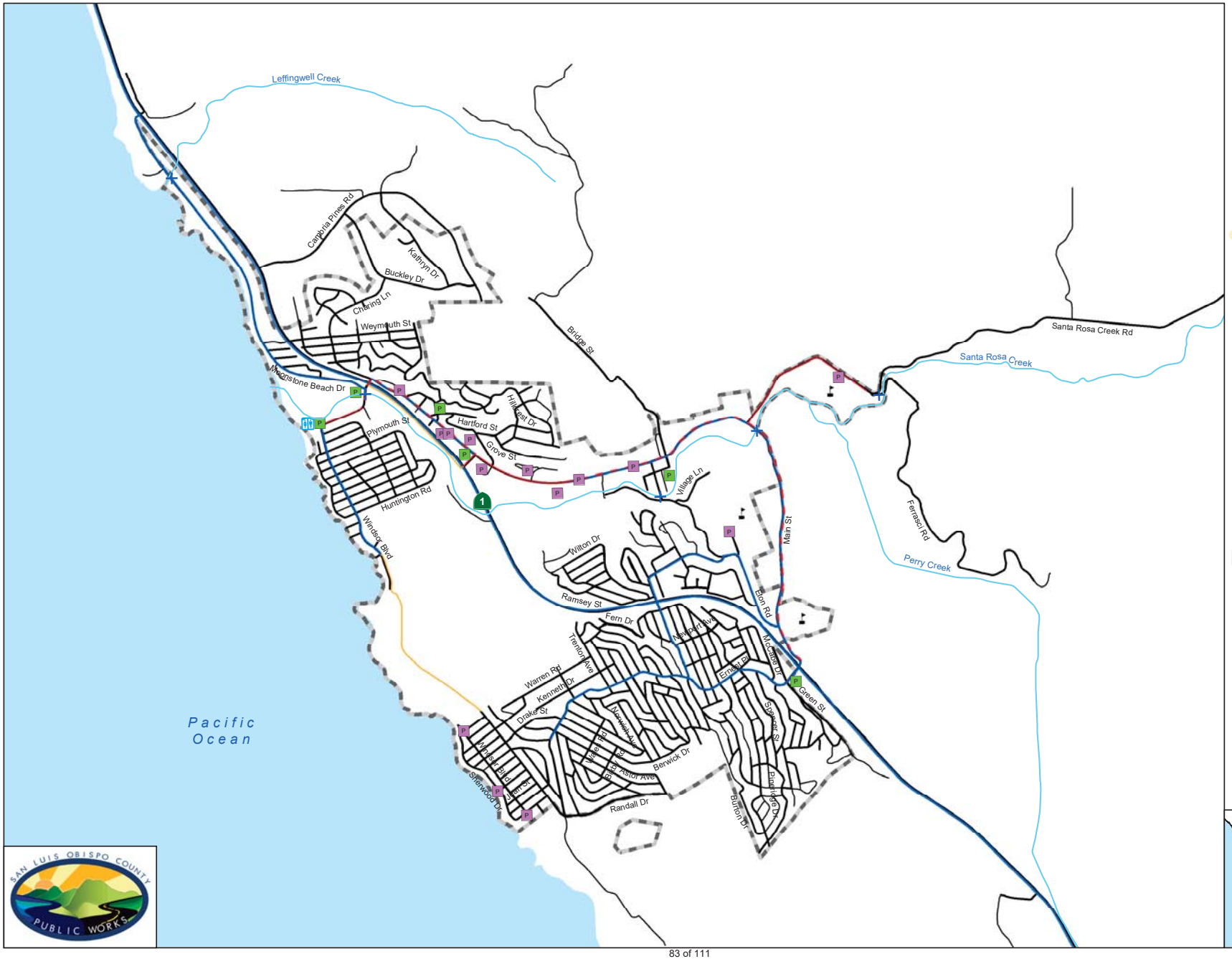
**Cal Trans Roadways (all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Maintained**
- County Maintained
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary
- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

0 0.125 0.25 0.5
Miles

# COUNTY
# Bikeways Plan
## 2015 UPDATE

### Appendix D
### Figure 6:
### Cambria




**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways (all Highways are Bikeways)**
- US Highway 101
- State Highways

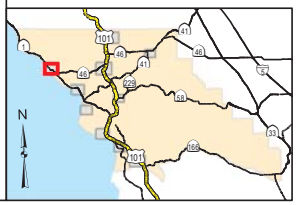
**County Maintained**
- County Maintained

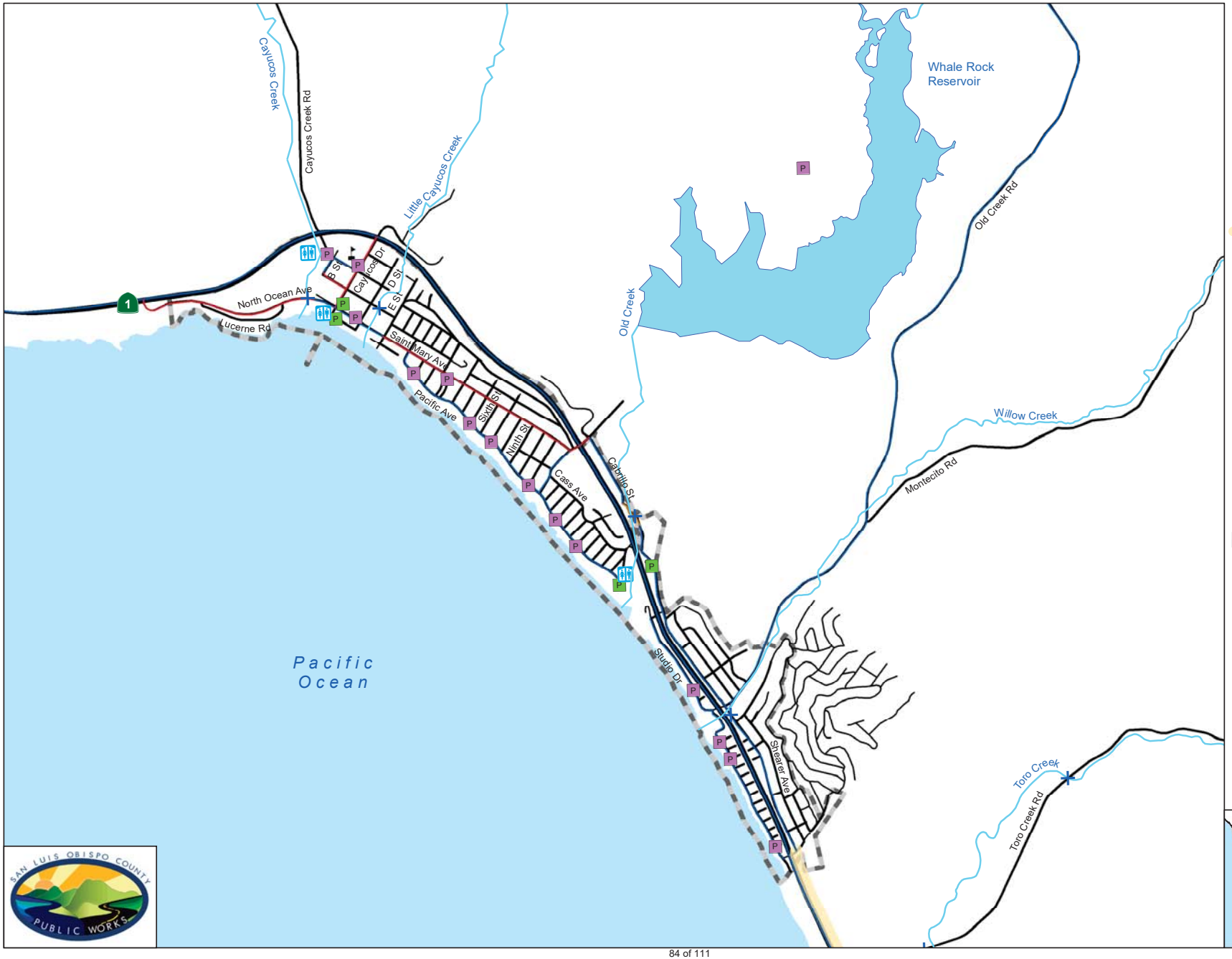
- Bridges
- Streams

- City Limit
- Urban Reserve Boundary

- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

0 0.125 0.25 0.5
Miles






# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix D
## Figure 7:
## Cayucos

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways**
**(all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Maintained**
- County Maintained

- Bridges
- Streams

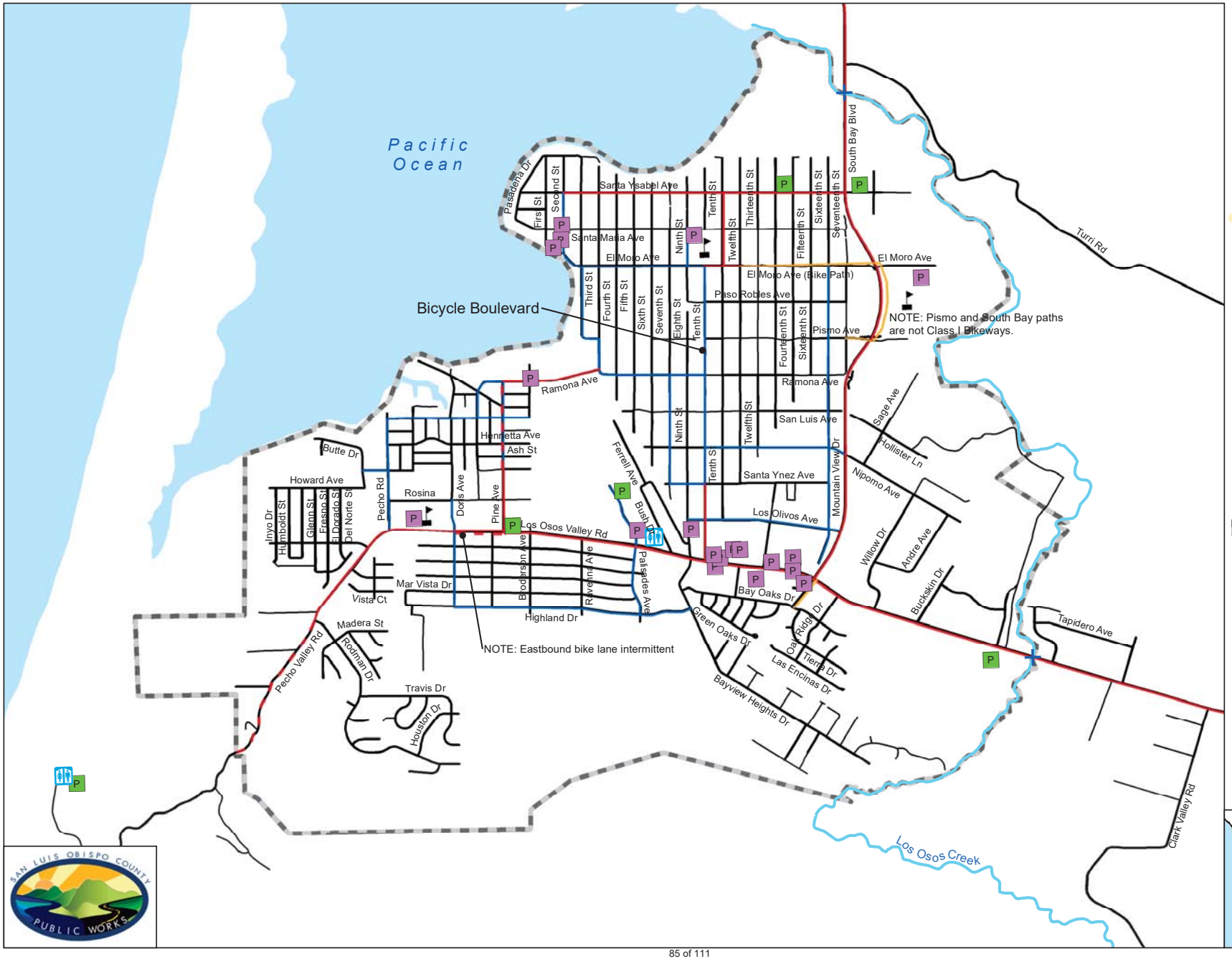
- City Limit
- Urban Reserve Boundary

- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

0 0.125 0.25 0.5
Miles

# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix D
## Figure 8:
## Los Osos




### County Bikeways
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

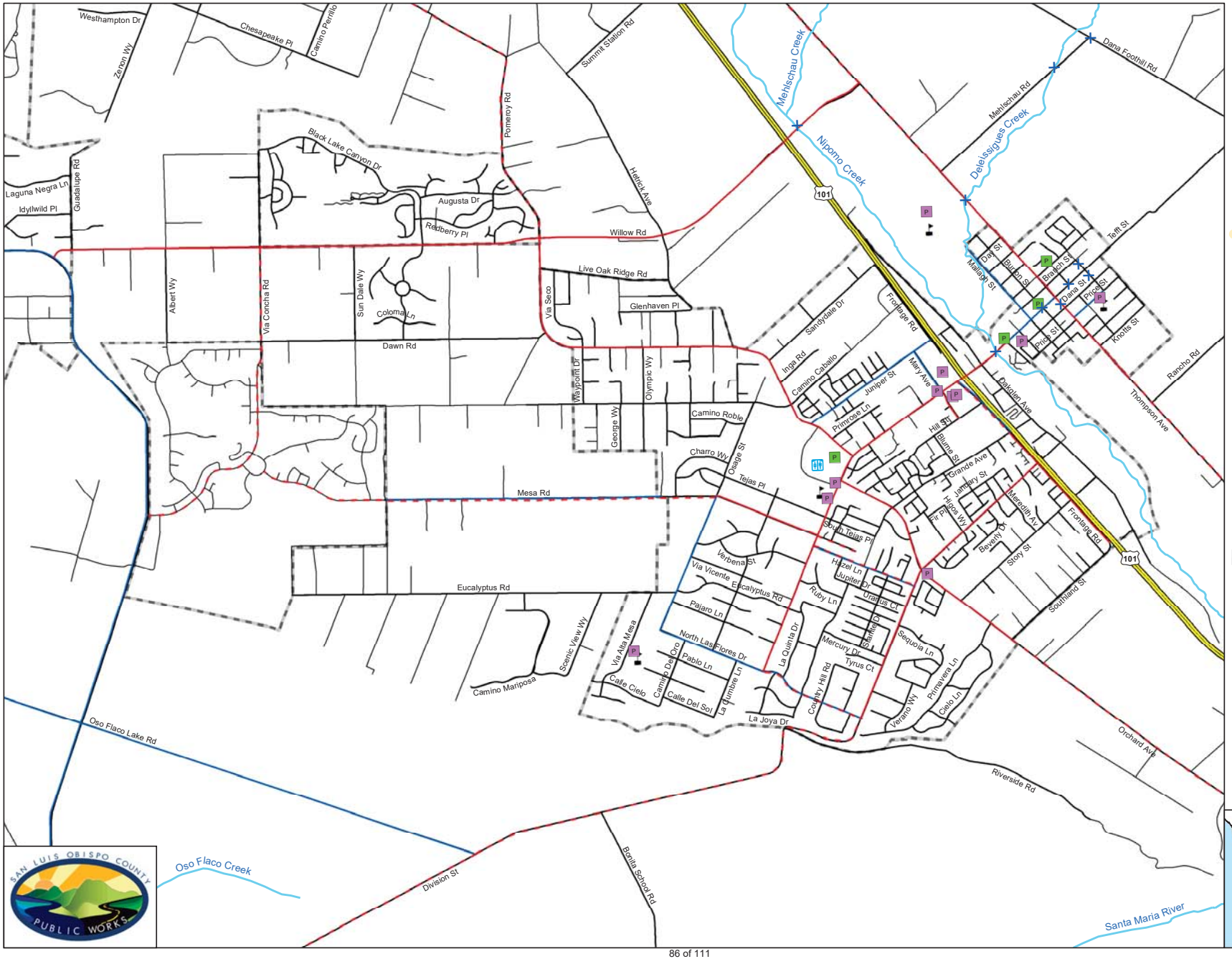
### Cal Trans Roadways
**(all Highways are Bikeways)**
- US Highway 101
- State Highways

### County Maintained
- County Maintained

- Bridges
- Streams

- City Limits
- Urban Reserve Boundary

- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road




# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix D
## Figure 9:
## Nipomo

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways**
**(all Highways are Bikeways)**

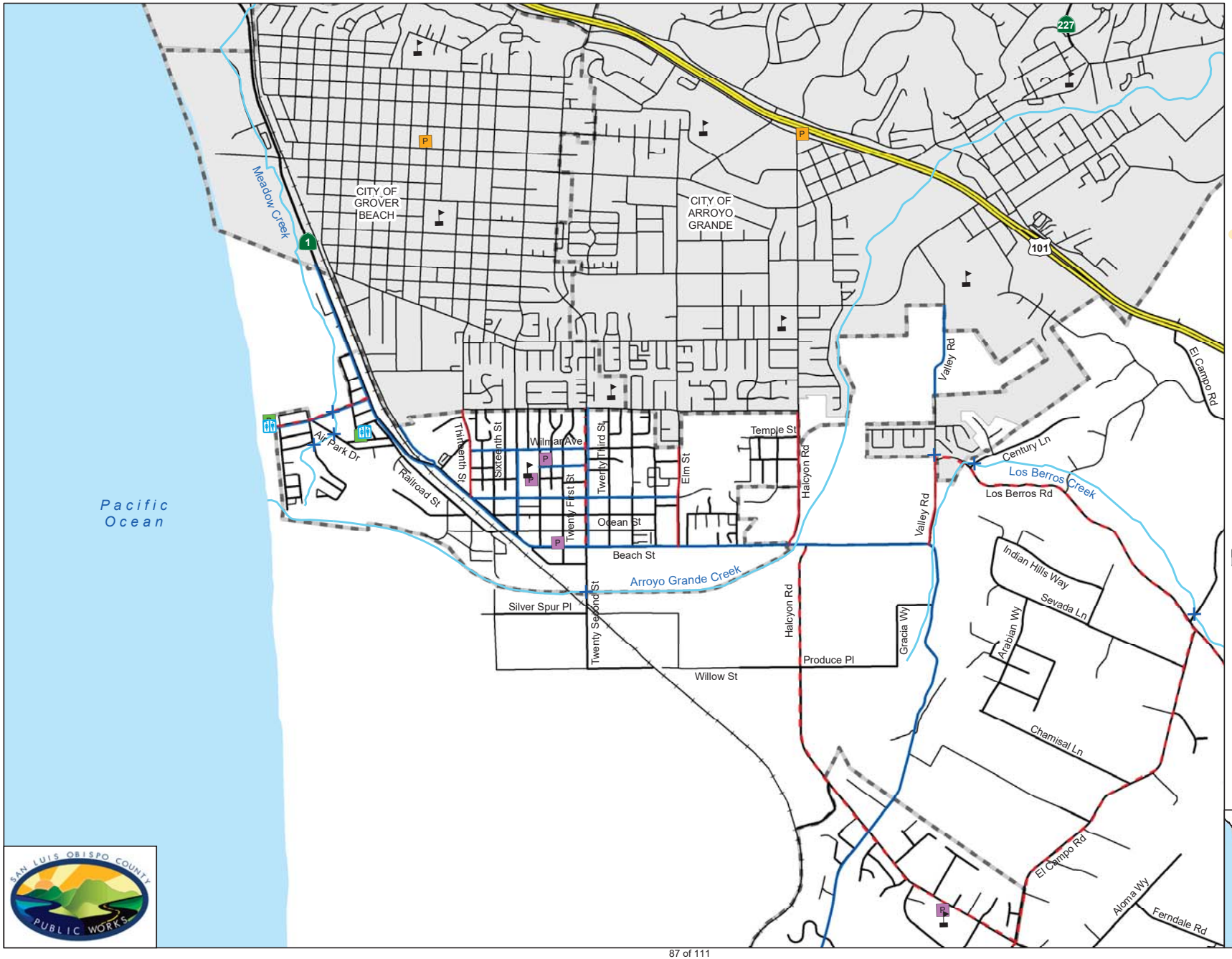
- US Highway 101
- State Highways

**County Maintained**

- County Maintained
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary
- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix D
## Figure 10:
## Oceano

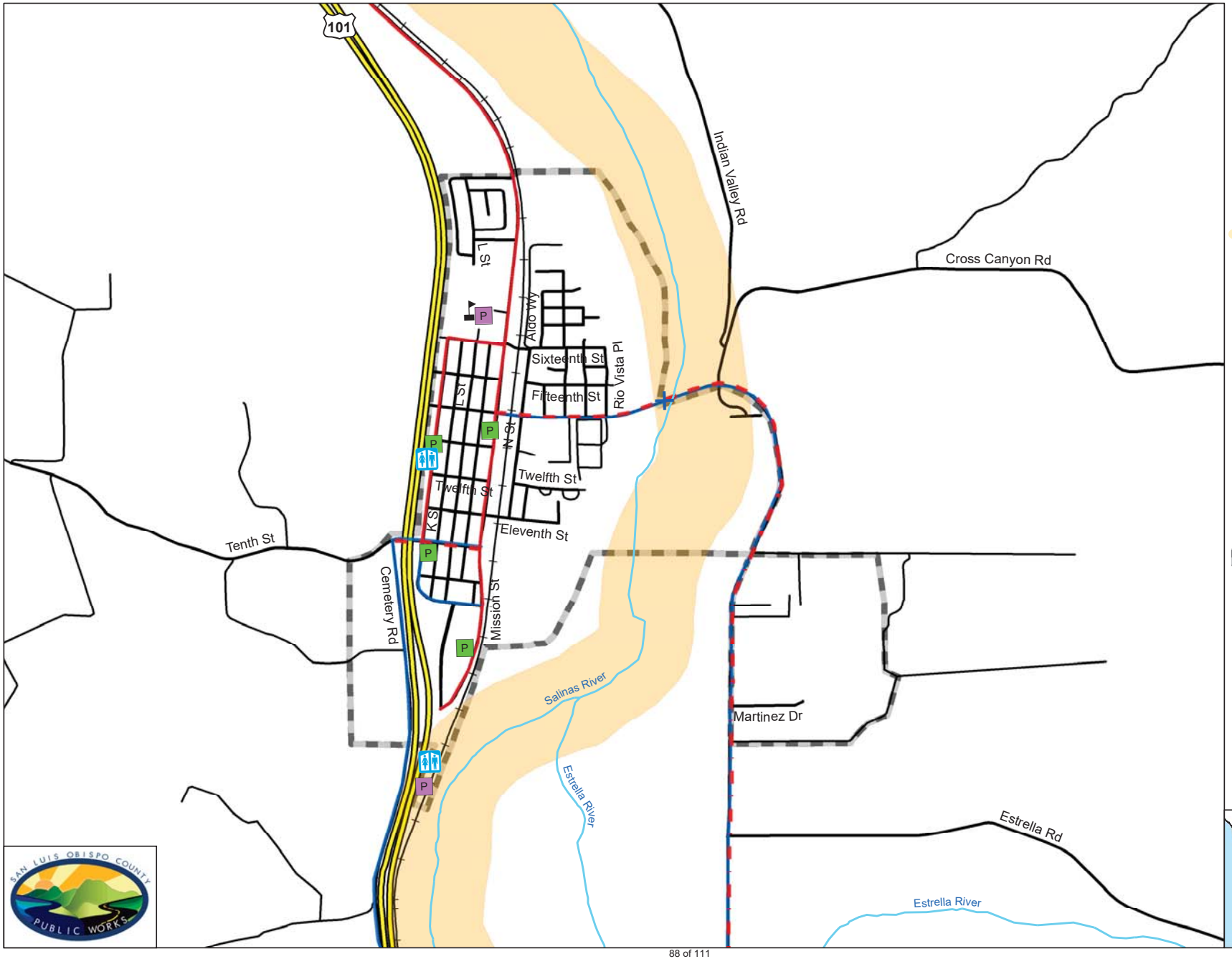



**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways**
**(all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Maintained**
- County Maintained
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary
- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

0 0.125 0.25 0.5
Miles




# COUNTY
# Bikeways Plan
## 2015 UPDATE

### Appendix D
### Figure 11:
### San Miguel

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways**
**(all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Maintained**
- County Maintained

- Bridges
- Streams

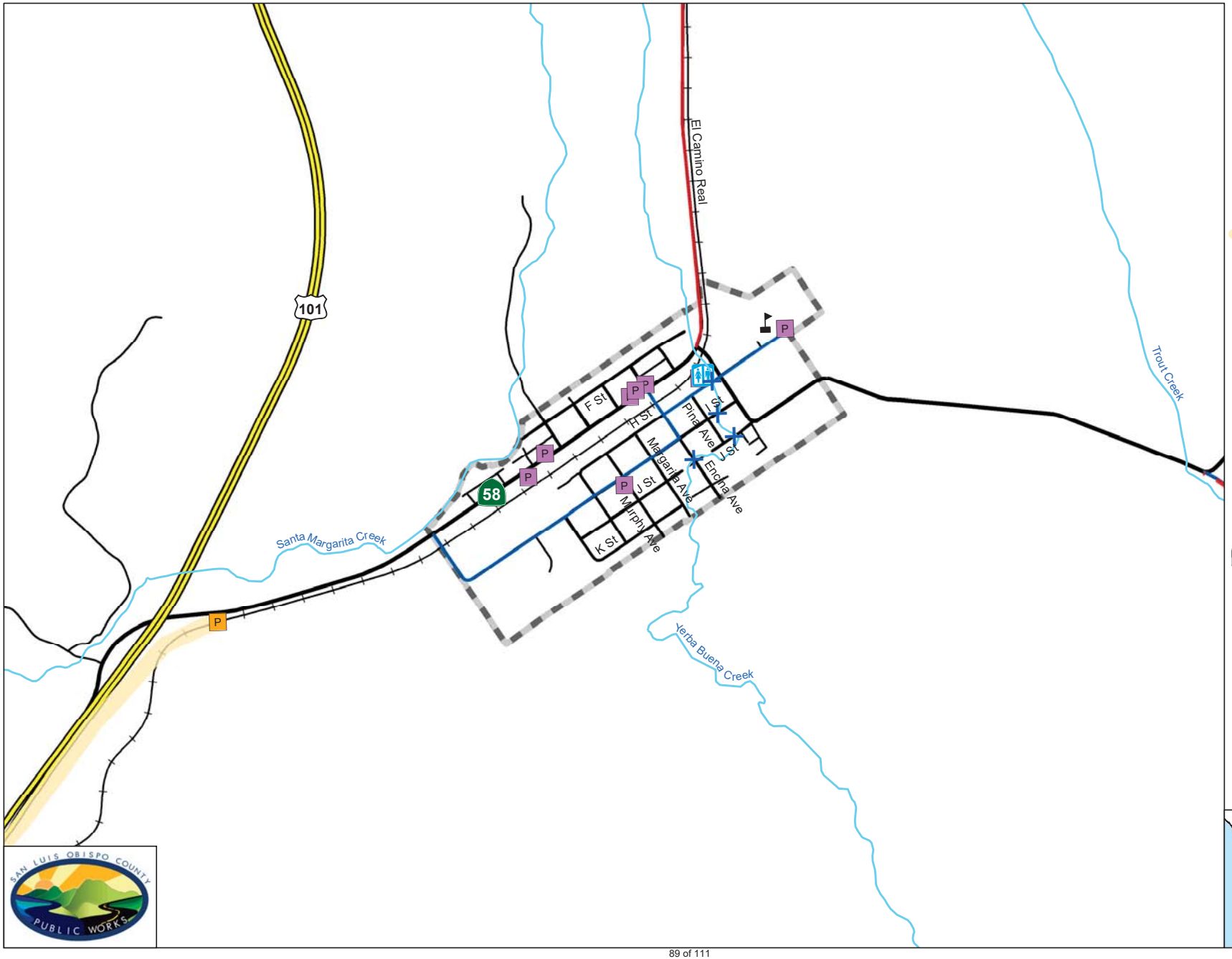
- City Limit
- Urban Reserve Boundary

- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

0 0.125 0.25 0.5
Miles

# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix D
## Figure 12:
## Santa Margarita

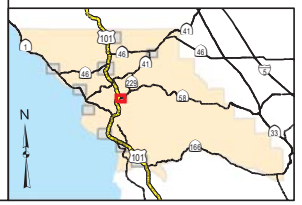


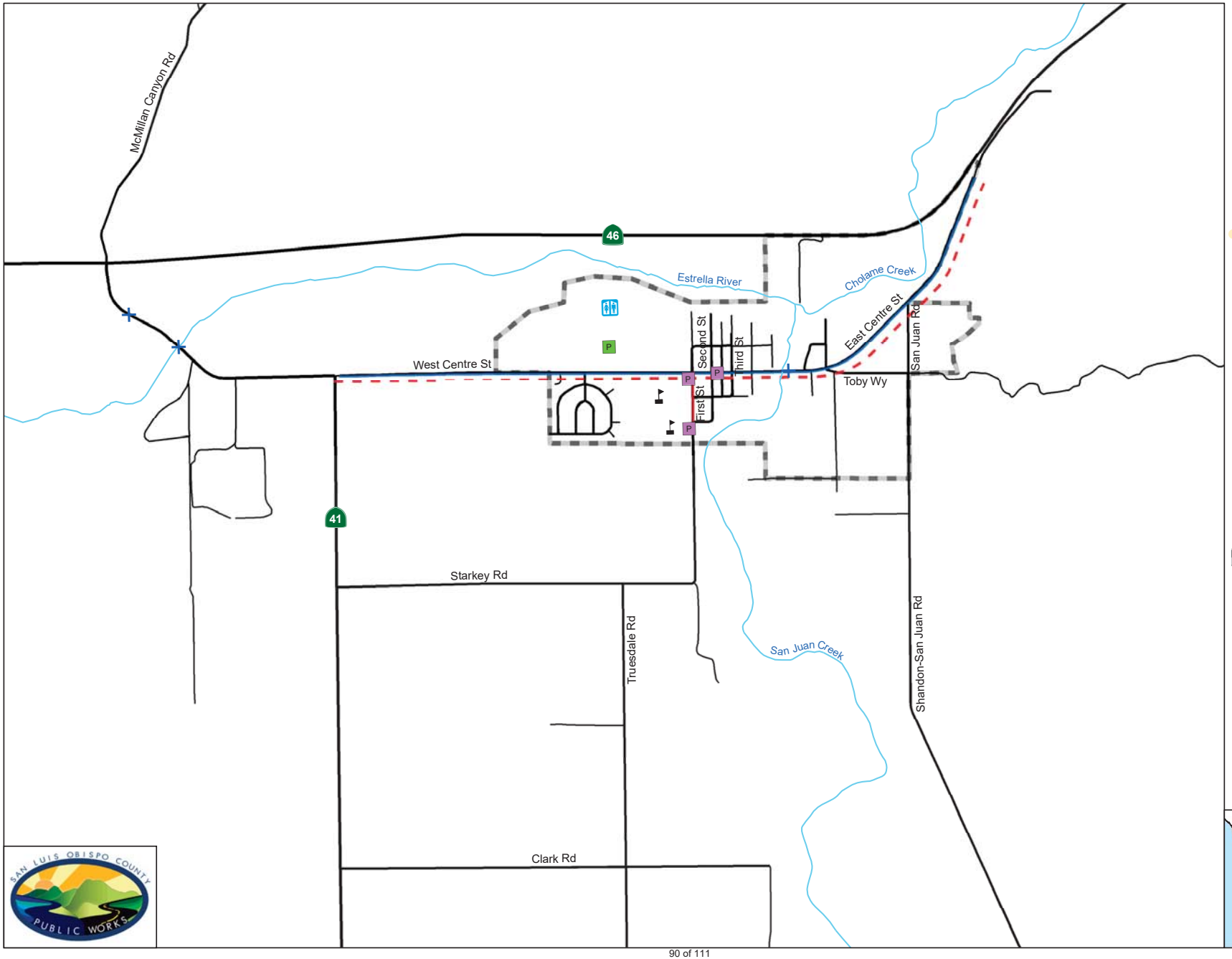

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways**
**(all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Maintained**
- County Maintained
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary
- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

0 0.125 0.25 0.5
Miles






# COUNTY
# Bikeways Plan
# 2015 UPDATE

## Appendix D
## Figure 13:
## Shandon

**County Bikeways**

- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

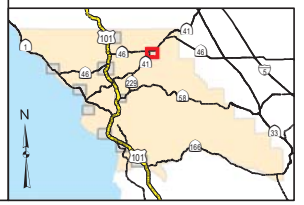
**Cal Trans Roadways**
**(all Highways are Bikeways)**

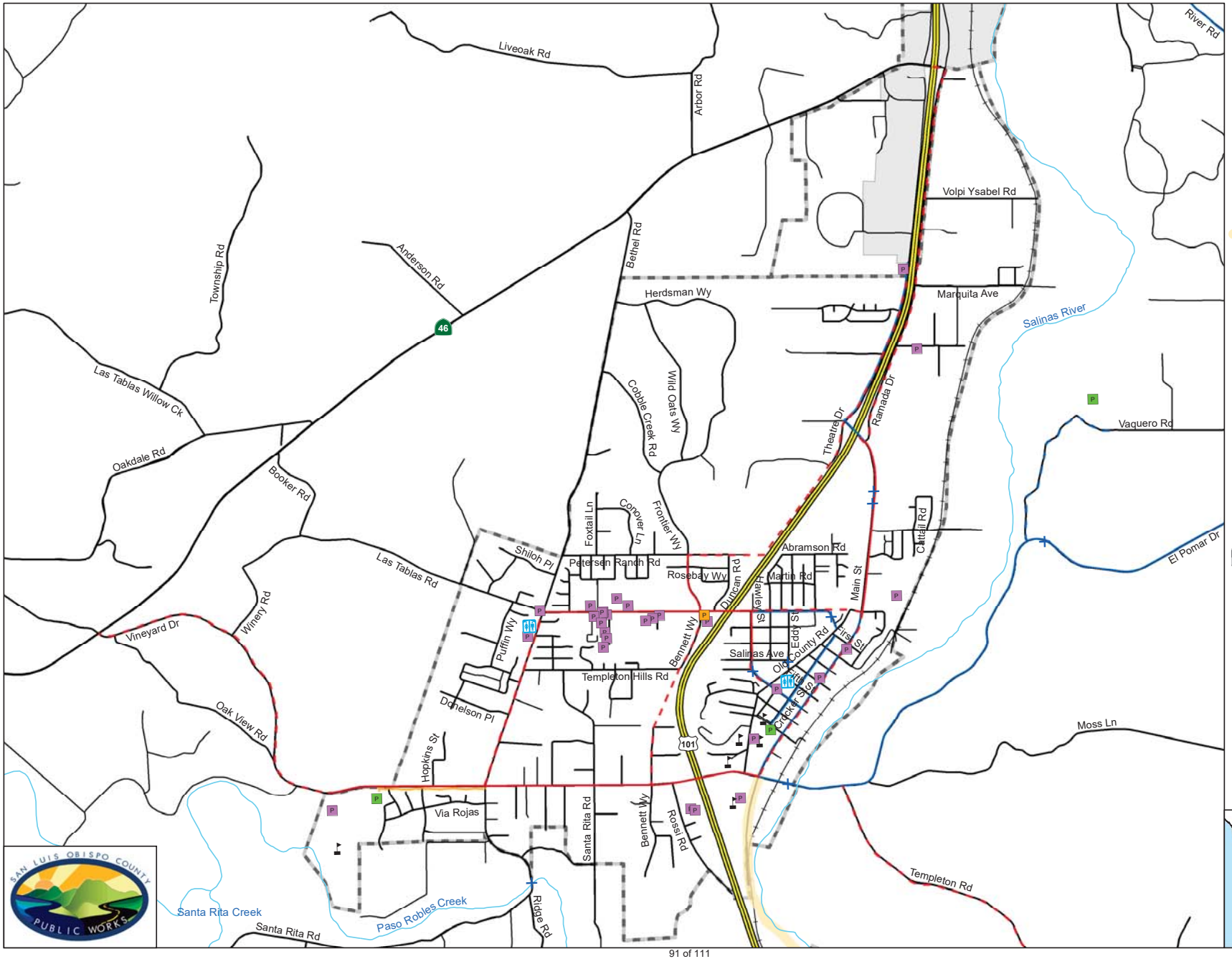
- US Highway 101
- State Highways

**County Maintained**

- County Maintained
- Bridges
- Streams
- City Limit
- Urban Reserve Boundary
- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

0 0.125 0.25 0.5
Miles






# COUNTY Bikeways Plan 2015 UPDATE

## Appendix D
## Figure 14: Templeton

**County Bikeways**
- Existing Class I Bikeway
- Proposed Class I Bikeway
- Existing Class II Bikeway
- Proposed Class II Bikeway
- Existing Class III Bikeway
- Proposed Class III Bikeway

**Cal Trans Roadways**
**(all Highways are Bikeways)**
- US Highway 101
- State Highways

**County Maintained**
- County Maintained
- Non-County Maintained
- Bridges
- Streams

- City Limit
- Urban Reserve Boundary

- Bicycle Lockers
- Existing Bicycle Parking
- Proposed Bicycle Parking
- Public Restroom
- School
- Rail Road

0 0.125 0.25 0.5
Miles

# APPENDIX E: BICYCLE PARKING INVENTORY

Table 7 – Bike Parking Inventory

| Type of Facility | Location | | # Spaces | | |
|---|---|---|---|---|---|
| | Name of Site | Address | 1995 | 2010 | 2015 |
| **AVILA BEACH** | | | | | |
| *business* | Avila Hot Springs | 250 Avila Beach Dr | 6 | 0 | 0 |
| | Fat Cats Café | 3920 Avila Beach Dr | 0 | 4 | 4 |
| | PG&E Information Center | Ontario Rd | 20 | 20 | 20 |
| | Avila Beach Post Office | 191 San Miguel St | 0 | 5 | 5 |
| | Avila Beach Promenade | at Pier on Front St | - | - | 22 |
| *park* | Avila Beach | Front St | 0 | 25 | 14 |
| | Port San Luis | 3900 Avila Beach Dr | 0 | 7 | 7 |
| *school* | Bellevue Santa Fe Elementary | 1401 San Luis Bay Dr | 16 | 9 | 8 |
| *PROPOSED* | Cave Landing Road Trailhead | Cave Landing | - | - | - |
| **CAMBRIA** | | | | | |
| *business* | Cambria Village Square | 1253 Knollwood Dr | 8 | 4 | 4 |
| | Main Street Grill | 603 Main St | 0 | 10 | 8 |
| | Cambria Connection | 870 Main St | 0 | 6 | 6 |
| | Cambria Library | 900 Main St | 3 | 3 | - |
| | Cambria Library (New Location) | 1043 Main St | - | - | 6 |
| | Rabobank | 1070 Main St | 4 | 4 | 5 |
| | Old Cambria Grammar | 1350 Main St | 12 | 16 | 0* |
| | Cambria Bicycle Outfitters | 1602 Main St | 0 | 18 | 6 |
| | RedWood Center | 2080 Main St | 7 | 0 | 0* |
| *park* | Harvey accessway | Harvey St | 4 | 4 | 4 |
| | Lampton Cliffs County Park | Lampton St | 4 | 18 | 18 |
| | Wedgewood accessway | Wedgewood St | 4 | 4 | 4 |
| | Shamel Park | Windsor Blvd | 0 | 0 | 0 |
| *school* | Cambria Grammer School | 3223 Main Street | - | - | TBD |
| | Coast Union High | 2950 Santa Rosa Creek Rd | 10 | 15 | 15 |
| | Santa Lucia Middle | 2849 Schoolhouse Ln | 24 | 24 | 24 |
| *PROPOSED PARKING* | Moonstone Beach Dr Trailhead | at Windsor Blvd | - | - | - |
| | Shamel Park | Windsor Blvd | - | - | - |
| | RTA Bus Stop | at Ardath Dr | - | - | - |
| | Veteran/s Memorial | 1000 Main St | - | - | - |
| | Center Street Parking Lot | E of Burton | - | - | - |
| | Sheffield Street | E of Cornwall | - | - | - |

| | | | | | |
|---|---|---|---|---|---|
| **CAYUCOS** | | | | | |
| *business* | none identified in inventory | n/a | n/a | n/a | n/a |
| *park* | Pacific Street accessways | 1st, 6th, 8th, 12th, 16th, 19th, Sts. | 32 | 23 | 21 |
| | Paul Andrew Park | 3rd St | 0 | 7 | 6 |
| | Hardie Park | B St | 8 | 8 | 7 |
| | Studio Drive accessways | King, Gracia, El Sereno, Cody | 16 | 16 | 14 |
| | Cayucos Beach | Ocean Front | 10 | 0 | 0* |
| *school* | Cayucos Elementary | 301 Cayucos Dr | 35 | 16 | 22 |
| *PROPOSED PARKING* | RTA Bus Stop | Ocean Ave & Cayucos Dr | - | - | - |
| | Cayucos Pier | at Ocean Front | - | - | - |
| | Norma Rose Park/ Skate Park | Ocean Blvd | - | - | - |
| | Morro Strand State Beach | Pacific St & 24th St | - | - | - |
| **LOS OSOS** | | | | | |
| *business* | Baywood Market | 1297 2nd St | 5 | 5 | 4 |
| | Baywood Bed & Breakfast | 1370 2nd St | 5 | 0 | 0 |
| | Back Bay Inn | 1399 2nd St | 9 | 6 | 10 |
| | Baywood Cyclery | 2179 9th St (new location 2015) | 6 | 12 | 0 |
| | Chase | 1045 LOVR | 0 | 3 | 6 |
| | Round Table Pizza | 1050 LOVR | 6 | 6 | 6 |
| | Los Osos Fitness/ The Blender | 1078 LOVR | 0 | 6 | 6 |
| | Rite Aid | 1110 LOVR | 9 | 4 | 4 |
| | Haggens (Vons) | 1130 LOVR | 6 | 6 | 6 |
| | Los Osos Post Office | 1188 LOVR | 3 | 3 | 3 |
| | Office Plaza | 1236 LOVR | 8 | 5 | 5 |
| | Shopping Center (Ralphs) | 1310 LOVR | 0 | 8 | 6 |
| | San Luis Obispo Coast District | 1320 LOVR | 0 | 2 | 2 |
| | VanBeurden Insurance Services | 1330 LOVR | 0 | 2 | 2 |
| | South Bay Public Library | 2075 Palisades Ave | 8 | 0 | 8 |
| *park* | South Bay County Park | Palisades Ave | 8 | 8 | 8 |
| | Los Osos Oaks State Reserve | LOVR | 0 | 0 | 0 |
| | Sweet Springs Nature Preserve | Ramona Ave | 14 | 14 | 14 |
| *school* | Baywood Elementary | 1330 9th St | 101 | 61 | 54 |
| | Monarch Grove Elementary | 348 LOVR | 126 | 121 | 120 |
| | Los Osos Middle | 1555 El Moro Ave | 150 | 138 | 140 |
| *PROPOSED PARKING* | Los Osos Oaks State Reserve | LOVR | - | - | - |
| | RTA Bus Stop | Pine Ave at LOVR | - | - | - |

| | | | | | |
|---|---|---|---|---|---|
| | RTA Bus Stop | Santa Ysabel at 15th | - | - | - |
| | Park and Ride Lot | Santa Ysabel Ave | - | - | - |
| | Montana de Oro State Park | Pecho Valley Road | - | - | - |
| **NIPOMO** | | | | | |
| *business* | Old Towne Video | 505 Orchard Rd | 0 | 7 | 7 |
| | Vons | 520 Tefft St | 0 | 3 | 3 |
| | Miner's Ace Hardware | 553 Tefft St | 0 | 3 | 3 |
| | Wells Fargo | 555 Tefft St | 0 | 3 | 3 |
| | CVS Pharmacy | 610 Tefft St | 0 | 7 | 6 |
| | Nipomo Branch Library | 918 Tefft St | 0 | 7 | 6 |
| | Hart Velo | Thompson Ave | 6 | 0 | 0 |
| | Nipomo CSD | 1485 Wilson St | 0 | 5 | 4 |
| *park* | Nipomo Regional Park | Pomeroy Rd | 0 | 0 | 0 |
| *school* | Nipomo Elementary | Price St | 20 | 8 | 8 |
| | Nipomo High School | 525 Thompson Ave | 0 | 75 | 75 |
| | Dorothea Lange Elementary | 1661 Via Alta Mesa | 0 | 30 | 15 |
| | Mesa Middle School | 2555 Halcyon Rd | 88 | 8 | 8 |
| | Dana Elementary | 920 W Tefft St | 40 | 22 | 37 |
| *PROPOSED PARKING* | Nipomo Regional Park | Pomeroy Rd | - | - | - |
| | RTA Bus Stop | Tefft St at Carrillo St | - | - | - |
| | Old Town Nipomo | Tefft St | - | - | - |
| **OCEANO** | | | | | |
| *business* | Central Market | 2061 Cienaga St | 2 | 2 | 2 |
| *park* | Oceano Community Center | 1425 19th St | 0 | 21 | 18 |
| *school* | Oceano Elementary | 17th St | 10 | 18 | 30 |
| *PROPOSED PARKING* | Oceano Memorial Park | Pier Ave | - | - | - |
| | Pismo State Beach | Pier Ave | - | - | - |
| **SAN MIGUEL** | | | | | |
| *business* | none identified in inventory | n/a | n/a | n/a | n/a |
| *park* | Rios Caledonia Adobe | Mission St (S.End) | 8 | 6 | 6 |
| *school* | Larsen Elementary | 1601 L St | 45 | 8 | 18 |
| *PROPOSED PARKING* | Mission San Miguel | Mission St (S.End) | - | - | - |
| | San Miguel Park | K St | - | - | - |
| | RTA Bus Stop | Mission St at 14th St | - | - | - |
| | Park and Ride Lot | K St | - | - | - |
| **SANTA MARGARITA** | | | | | |
| *business* | Margarita Plaza Liquor | 22350 El Camino Real | 0 | 3 | 0* |
| | Margarita Adventures | 22719 El Camino Real | 0 | 6 | 0* |
| | Santa Margarita Tavern | 22302 El Camino Real | - | - | 4 |

| | | | | | |
|---|---|---|---|---|---|
| | Just Baked (Dunbar Brewery) | 22720 El Camino Real | 0 | 4 | 4 |
| *park* | Santa Margarita Library/ Community Center | 9610 Murphy Ave | 0 | 19 | 19 |
| | Santa Margarita Community Park | Estrada Ave | 0 | 0 | 8 |
| *school* | Santa Margarita Elementary | H St | 50 | 36 | 36 |
| *other* | Park & Ride Lot | Santa Barbara Rd | 0 | 2 lockers | 2 lockers |
| | | SR-58 @ US 101 | 0 | 4 lockers | 4 lockers |
| *PROPOSED* | RTA BUS Stop | SR-58 at Encina Ave | - | - | 2 |
| **SHANDON** | | | | | |
| *business* | Shandon Post Office | 200 E. Center St | 7 | 0 | 0 |
| | Shandon Library | 240 E. Center St | 7 | 7 | 7 |
| *park* | C.W. Clarke Park | N. 1st St | 16 | 0 | 0 |
| *school* | Shandon Junior/ Senior High | 101 S. 1st St | 8 | 7 | 7 |
| | Shandon Elementary | 301 S. 1st St | 20 | 32 | 32 |
| *PROPOSED* | C.W. Clarke Park | N. 1st St | - | - | 0 |
| **TEMPLETON** | | | | | |
| *business* | PG&E Service Center | Cow Meadow Pl | 8 | 8 | 0* |
| | Rabobank | 1025 Las Tablas Rd | 3 | 3 | 3 |
| | Twin Cities Professional Center | 1051 Las Tablas Rd | 5 | 5 | 5 |
| | Templeton Medical Center | 1101 Las Tablas Rd | 10 | 5 | 5 |
| | Medical Arts Center at Twin Cities | 1220 Las Tablas Rd | - | - | 4 |
| | Twin Cities Community Hospital | 1100 Las Tablas Rd | 0 | 4 | 4 |
| | Heritage Oaks Bank | 1255 Las Tablas Rd | 0 | 5 | 4 |
| | Omkar Medical Plaza | 1310 Las Tablas Rd | 0 | 12 | 12 |
| | Sani Eye Center | 1315 Las Tablas Rd | 5 | 4 | 3 |
| | La Posada | 205 Posada Ln | 5 | 0 | 0 |
| | Posada Medical Center | 265, 292 Posada Ln | 5 | 10 | 10 |
| | Posada Ambulatory Surgery Center | 322 Posada Ln | 0 | 5 | 4 |
| | Medworks | 350 Posada Ln | 0 | 5 | 4 |
| | Templeton Pizza | 98 Main St | 0 | 6 | 5 |
| | Templeton Market and Deli | 390 Main St | 0 | 4 | 4 |
| | Trader Joes | 1111 Rossi Rd | 0 | 4 | 4 |
| | Subway | 1121 Rossi Rd | 0 | 4 | 4 |
| | RLC Plaza | 2985 Theater Dr | 5 | 5 | 5 |
| *park* | Templeton Park | 6th St | 10 | 25 | 25 |
| | Tom Jermin Sr Community | Bethel Rd | 0 | 14 | 14 |

| | | | | | |
|---|---|---|---|---|---|
| | Park | | | | |
| *school* | Templeton Elementary | 215 8th St | 12 | 0 | 0 |
| | Templeton High | 1200 Main St | 12 | 28 | 28 |
| | Templeton Middle | 925 Old County Rd | 12 | 36 | 32 |
| | Vineyard Elementary | 2121 Vineyard Dr | 0 | 23 | 0* |
| *other* | Park & Ride Lot | Las Tablas Rd | 0 | 7 | 6 |
| | | | 0 | lockers | lockers |
| *PROPOSED PARKING* | Templeton Elementary | 215 8th St | - | - | 0 |
| | Duveneck Park (Future) | Vaquero Dr | - | - | 0 |
| | Evers Sports Park | Gibson Rd | - | - | 14 |
| | Tom Jermin, Jr Park | Bethel Rd | - | - | 6 |
| | Templeton Dog Park | Vineyard Dr | - | - | 0 |
| **RURAL AREAS** | | | | | |
| *business* | San Luis Obispo Airport | Aero Dr | 5 | 5 | 5 |
| | San Simeon Mini Mart | Castillo Dr | - | 6 | 0* |
| *park* | El Chorro Regional Park | Highway 1, near SLO | 0 | 0 | 8 |
| | Biddle Park | Lopez Dr | 0 | 0 | 0 |
| | Lopez Lake | Lopez Dr | 4 | 10 | 14 |
| | Whale Rock Reservoir | Old Creek Rd | 0 | 0 | 0 |
| | Pismo State Beach | Oso Flaco Lake Rd | - | 0 | 0 |
| | Santa Margartia Lake | Santa Margarita Lake Rd | 0 | 0 | 0 |
| *school* | Cuesta College | Highway 1, near SLO | 60 | 113 | 113 |
| | Los Ranchos Elementary | 5785 Los Ranchos Rd | 78 | 78 | 99 |
| | Pleasant Valley Elementary | 7000 Ranchita Canyon Rd | - | - | 0 |
| | Hearst San Simeon State Park | Highway 1 | - | - | 0 |
| | Biddle Park | Lope Dr | - | - | 0 |
| | Whale Rock Reservoir | Old Creek Rd | - | - | 0 |
| | Pismo State Beach | Oso Flaco Lake Rd | - | - | 0 |
| | Santa Margarita Lake | Santa Margarita Lake Rd | 0 | 0 | 0 |
| **Total** | | | **1253** | **1457** | **1466** |

# APPENDIX F: PEAK HOUR BICYCLE COUNTS

The following tables show the peak bicycle count data. AM and PM counts were conducted on a Tuesday, Wednesday, and Thursday during fall 2014 and Mid-day counts were conducted on a Tuesday, Wednesday, and Thursday during June and July 2015.

Table 8 – Bike Counts North County

| Roadway | Location | Peak Hour | | |
|---|---|---|---|---|
| | | AM | PM | MID-DAY |
| | | 7-9AM | 4-6PM | 11AM-2PM |
| **Nacimiento Lake Drive** | Chimney Rock to Adelaida Road | 0 | 0 | 2 |
| **Creston Road** | North of SR 41 | 0 | 0 | 0 |
| **La Panza Road** | South of SR 41 | 0 | 0 | 0 |
| **SAN MIGUEL** | | | | |
| **14th/River** | East of Mission Street | 10 | 0 | 4 |
| **Mission Street** | North of 14th Street | 12 | 1 | 2 |
| **SANTA MARGARITA** | | | | |
| **El Camino Real** | North of State Highway 58 | 6 | 5 | 2 |
| **Pozo Road** | East of SR 58 | 0 | 2 | 0 |
| **SHANDON** | | | | |
| **Center St** | East of First Street | TBD | TBD | 4 |
| **TEMPLETON** | | | | |
| **Bethel Road** | North of Vineyard Drive | 0 | 3 | 6 |
| **Florence Street** | South of Las Tablas Road | 3 | 3 | 4 |
| **Las Tablas Road** | Bethel Rd to Bennett Way | 1 | 3 | 1 |
| **Las Tablas Road** | West of Florence Street | 2 | 3 | 6 |
| **Main St/Theater Dr** | West of Ramada Drive | 4 | 2 | 10 |
| **Main Street** | North of Vineyard Drive | 5 | 5 | 7 |
| **Ramada Drive** | North of Main Street | 1 | 0 | 2 |
| **Templeton Road** | East of Main Street | 3 | 6 | 5 |
| **Vineyard Drive** | Bethel Road to Santa Rita Road | 4 | 3 | 2 |
| **Vineyard Drive** | West of Main Street | 3 | 5 | 6 |

Table 9 – Bike Counts South County

| Roadway | Location | Peak Hour | | |
|---|---|---|---|---|
| | | AM | PM | MID-DAY |
| | | 7-9AM | 4-6PM | 11AM-2PM |
| **Halcyon Road** | North of Cienaga Street (SR-1) | 1 | 0 | 2 |
| **Halcyon Road** | Cienga St (SR-1) to Mesa View Drive (SR-1) | 4 | 3 | 2 |
| **Pier Ave** | West of SR-1 | TBD | TBD | 4 |
| **Valley Road** | North of SR-1 | 4 | 6 | 3 |
| **NIPOMO** | | | | |
| **Division Street** | East of Orchard Avenue | 1 | 7 | 2 |
| **Hutton Road** | South of SR-166 | 0 | 1 | 4 |
| **Los Berros Road** | West of US 101 | 5 | 4 | - |
| **Los Berros Road** | West of Pomeroy Road | 0 | 4 | 2 |
| **Orchard Avenue** | South of Division Street | 0 | 3 | 7 |
| **Orchard Avenue** | South of Tefft Street | 1 | 6 | 3 |
| **Pomeroy Road** | North of Tefft | 1 | 2 | 0 |
| **Pomeroy Road** | North of Willow Road | 0 | 0 | 4 |
| **Tefft Street** | West of Mary Avenue | 3 | 10 | 1 |
| **Tefft Street** | West of Orchard Avenue | 4 | 4 | 3 |
| **Thompson Avenue** | North of SR-166 | 1 | 1 | 1 |
| **Thompson Avenue** | North of Tefft Street | 0 | 3 | 4 |
| **Willow Road** | SR-1 to Pomeroy Road | 1 | 2 | 4 |
| **Willow Road** | Pomeroy Rd to Willow Road | 1 | 0 | 6 |

Table 10 – Bike Counts Coastal Regions & San Luis Obispo

| Roadway | Location | Peak Hour | | |
|---|---|---|---|---|
| | | AM | PM | MID-DAY |
| | | 7-9AM | 4-6PM | 11AM-2PM |
| **Buckley Road** | West of Hoover Avenue | TBD | TBD | 5 |
| **Corbett Canyon Road** | North of Tiffany Ranch Road | 3 | 1 | 7 |
| **Foothill Blvd** | North of Los Osos Valley Road | 9 | 18 | 14 |
| **Lopez Drive** | South of Orcutt Road | 2 | 2 | 2 |
| **Los Osos Valley Road** | East of Foothill Blvd | 23 | 23 | 17 |
| **Orcutt Road** | North of Biddle Ranch Road | - | - | 10 |
| **Orcutt Road** | West of Lopez Drive | 3 | 2 | 5 |
| **Price Canyon Road** | West of State Highway 227 | 6 | 2 | 6 |
| **AVILA BEACH** | | | | |
| **Avila Beach Drive** | West of San Luis Bay Drive | 12 | 20 | 19 |
| **Ontario Road** | North of San Luis Bay Drive | 14 | 13 | 14 |
| **San Luis Bay Drive** | West of Ontario Road | 10 | 2 | 9 |
| **Shell Beach Road** | South of Avila Beach Drive | 9 | 11 | 8 |
| **CAMBRIA** | | | | |
| **Cambria Drive** | South of Main Street | 3 | 1 | 2 |
| **Main Street** | East of Santa Rosa Creek Road | 3 | 3 | 5 |
| **Main Street** | West of Cambria Drive | 11 | 4 | 8 |
| **Moonstone Beach Drive** | North of Windsor Blvd | 7 | 3 | 4 |
| **Santa Rosa Creek Road** | North of Main Street | 2 | 2 | - |
| **Windsor Blvd** | South of Moonstone Beach Drive | 3 | 2 | 7 |
| **CAYUCOS** | | | | |
| **Ocean Avenue** | East of Cayucos Drive | 2 | 2 | 13 |
| **Cayucos Drive** | North of Ocean Avenue | 1 | 1 | 6 |
| **LOS OSOS** | | | | |
| **Los Osos Valley Road** | East of South Bay Blvd | 7 | 8 | 6 |
| **Los Osos Valley Road** | West of Pine Avenue | 1 | 7 | 4 |
| **Pine Avenue** | North of Los Osos Valley Road | 3 | 4 | 0 |
| **Santa Ysabel Avenue** | West of South Bay Blvd | 5 | 4 | - |
| **South Bay Blvd** | North of Los Osos Valley Road | 7 | 11 | 3 |
| **South Bay Blvd** | North of Santa Ysabel Avenue | 5 | 7 | 18 |

# APPENDIX G: FUTURE BIKEWAY PRIORITIES

| Class | Roadway | From | To | Community | SRC | Closes Gap | Commute Route | School Route | Rec. Route | Bike Traffic | Rideable Shoulder | ADT | Speed | Collisions | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I | Connector | Templeton | Atascadero | Inter-regional | 100 | 100 | 100 | 0 | 100 | - | - | - | - | - | **400** |
| I | Connector | San Luis Obispo | Morro Bay | Inter-regional | 100 | 50 | 75 | 50 | 100 | - | - | - | - | - | **375** |
| I | Connector (Bob Jones Trail) | San Luis Obispo | Avila Beach | Inter-regional | 100 | 100 | 75 | 0 | 100 | - | - | - | - | - | **375** |
| II | Corbett Canyon Road | Deer Canyon Road | Arroyo Grande City Limit | Arroyo Grande | 50 | 50 | 40 | 0 | 30 | 10 | 50 | 0 | 50 | 75 | **355** |
| II | Main Street (Templeton) | Vineyard Drive | Gibson Road | Templeton | 50 | 50 | 40 | 40 | 30 | 20 | 0 | 25 | 25 | 75 | **355** |
| II | Orchard Avenue | Southland Street | Joshua Street | Nipomo | 50 | 50 | 40 | 0 | 30 | 10 | 50 | 25 | 50 | 50 | **355** |
| II | Ontario Road | Bob Jones Bikeway | Higuera Street | Avila | 50 | 50 | 40 | 0 | 30 | 30 | 40 | 0 | 50 | 50 | **340** |
| II | Halcyon Road | Highway 1 (North) | Highway 1 (South) | Nipomo | 50 | 50 | 30 | 0 | 30 | 10 | 40 | 25 | 50 | 50 | **335** |
| II | Valley Road | Los Berros Road | Arroyo Grande City Limit | Arroyo Grande | 50 | 50 | 30 | 40 | 30 | 20 | 40 | 25 | 25 | 25 | **335** |
| II | Los Berros Road | Arroyo Grande City Limit (600' E of \ | El Campo Road | Nipomo | 50 | 50 | 40 | 0 | 30 | 10 | 50 | 0 | 25 | 75 | **330** |
| II | Price Canyon Road | Highway 227 | Ormonde Road | San Luis Obispo | 50 | 50 | 40 | 0 | 30 | 20 | 40 | 25 | 50 | 25 | **330** |
| I | Connector | San Luis Obispo | Pismo Beach | Inter-regional | 100 | 100 | 50 | 0 | 75 | - | - | - | - | - | **325** |
| I | Connector | San Miguel | Santa Margarita | Inter-regional | 100 | 100 | 75 | 0 | 50 | - | - | - | - | - | **325** |
| II | Los Berros Road | El Campo Road | Pomeroy Road | Nipomo | 50 | 50 | 40 | 0 | 30 | 10 | 40 | 25 | 25 | 50 | **320** |
| II | Los Berros Road | Pomeroy Road | Highway 101(Frontage Rd.) | Nipomo | 50 | 50 | 40 | 0 | 30 | 10 | 40 | 25 | 25 | 50 | **320** |
| II | River Road | Cross Canyon Road | P.R. City Limits | Paso Robles | 50 | 50 | 30 | 0 | 30 | 10 | 50 | 0 | 50 | 50 | **320** |
| II | Templeton Road | So El Pomar | Highway 41 | Templeton | 50 | 50 | 30 | 0 | 30 | 10 | 50 | 0 | 50 | 50 | **320** |
| II | Corbett Canyon Road | Highway 227 (North) | Tiffany Ranch Road | San Luis Obispo | 50 | 50 | 40 | 0 | 30 | 20 | 50 | 0 | 50 | 25 | **315** |
| II | Main Street (Templeton) | Ramada Drive | Theater Drive | Templeton | 50 | 50 | 40 | 0 | 30 | 20 | 50 | 25 | 25 | 25 | **315** |
| II | Theatre Drive | Main Street | Paso Robles City Limit | Templeton | 50 | 50 | 40 | 0 | 30 | 20 | 50 | 25 | 25 | 25 | **315** |
| II | Buckley Road | Highway 227 | Vachell Lane | San Luis Obispo | 50 | 50 | 30 | 0 | 30 | 10 | 40 | 0 | 50 | 50 | **310** |
| II | Pomeroy Road | Los Berros Road | Lyn Road | Nipomo | 50 | 50 | 30 | 0 | 30 | 0 | 50 | 0 | 50 | 50 | **310** |
| II | Corbett Canyon Road | Tiffany Ranch Road | Deer Canyon Road | Arroyo Grande | 50 | 50 | 40 | 0 | 30 | 10 | 50 | 0 | 50 | 25 | **305** |
| I | Connector | San Luis Obispo | Santa Margarita | Inter-regional | 100 | 100 | 75 | 0 | 25 | - | - | - | - | - | **300** |
| II | Main Street (Cambria) | Windsor Boulevard | Santa Rosa Creek Road | Cambria | 50 | 0 | 20 | 40 | 30 | 30 | 0 | 25 | 25 | 75 | **295** |
| II | Pomeroy Road | Lyn Road | Willow Road | Nipomo | 50 | 50 | 30 | 0 | 30 | 10 | 50 | 0 | 25 | 50 | **295** |
| II | River Road | Mission Street | Cross Canyon Road | San Miguel | 50 | 50 | 30 | 0 | 30 | 20 | 40 | 0 | 25 | 50 | **295** |
| II | Templeton Road | El Pomar Drive | So El Pomar | Templeton | 50 | 50 | 30 | 0 | 30 | 10 | 50 | 0 | 50 | 25 | **295** |
| II | Twenty-Second Street | Highway 1 | The Pike (GBCL) | Oceano | 50 | 50 | 10 | 40 | 0 | 20 | 50 | 0 | 0 | 75 | **295** |
| II | Creston Road | P.R. City Limit | Highway 41 | Paso Robles | 50 | 50 | 30 | 0 | 30 | 0 | 50 | 0 | 50 | 25 | **285** |
| II | Thompson Avenue | Knotts Street | Highway 166 | Nipomo | 50 | 50 | 30 | 0 | 30 | 10 | 40 | 0 | 50 | 25 | **285** |
| II | Vachell Lane | Buckley Road | San Luis Obispo City Limits | San Luis Obispo | 50 | 50 | 30 | 0 | 30 | 10 | 40 | 25 | 25 | 25 | **285** |
| II | Avila Beach Drive | First Street | San Luis St | Avila | 50 | 0 | 20 | 0 | 30 | 40 | 40 | 50 | 25 | 25 | **280** |
| II | Orcutt Road | Avocado Lane | Biddle Ranch Road | San Luis Obispo | 50 | 50 | 30 | 0 | 30 | 20 | 50 | 0 | 50 | 0 | **280** |
| II | Orcutt Road | Biddle Ranch Road | Morretti Canyon Road | San Luis Obispo | 50 | 50 | 30 | 0 | 30 | 20 | 50 | 0 | 50 | 0 | **280** |
| II | Lopez Drive | Cecchetti Road | Orcutt Road | Arroyo Grande | 50 | 50 | 30 | 0 | 30 | 10 | 50 | 0 | 25 | 25 | **270** |
| II | Orcutt Road | Morretti Canyon Road | Tiffany Ranch Road | San Luis Obispo | 50 | 50 | 30 | 0 | 30 | 20 | 40 | 0 | 50 | 0 | **270** |
| II | Orcutt Road | San Luis Obispo City limits (2500' E | Avocado Road | San Luis Obispo | 50 | 50 | 30 | 0 | 30 | 20 | 40 | 0 | 50 | 0 | **270** |
| II | Orcutt Road | Tiffany Ranch Road | Lopez Drive | Arroyo Grande | 50 | 50 | 30 | 0 | 30 | 10 | 50 | 0 | 50 | 0 | **270** |
| II | Vineyard Drive | Vineyard Elementary School | Highway 46 | Templeton | 50 | 50 | 30 | 0 | 30 | 10 | 50 | 0 | 50 | 0 | **270** |
| I | Connector | Cayucos | Morro Bay | Inter-regional | 100 | 50 | 75 | 0 | 100 | - | - | - | - | - | **270** |
| II | Avila Beach Drive | San Luis Bay Drive | Ontario Road | Avila | 50 | 0 | 30 | 0 | 30 | 40 | 40 | 50 | 25 | 0 | **265** |
| II | El Campo Road | Los Berros Road | Woodland Hills Road | Nipomo | 50 | 50 | 30 | 0 | 30 | 10 | 40 | 0 | 25 | 25 | **260** |
| II | Los Osos Valley Road EASTBOUND | Broderson Avenue | Doris Avenue | Los Osos | 50 | 30 | 40 | 40 | 30 | 20 | 0 | 25 | 25 | 0 | **260** |
| II | Windsor Boulevard | 400' w/o Moonstone Beach Drive | Highway 1 | Cambria | 50 | 50 | 0 | 20 | 30 | 20 | 40 | 25 | 25 | 0 | **260** |
| II | Division Street | Las Flores Drive | Oso Flaco Lake Road | Nipomo | 50 | 50 | 0 | 0 | 30 | 0 | 50 | 0 | 50 | 25 | **255** |
| II | Division Street | Oso Flaco Lake Road | Highway 1 | Nipomo | 50 | 50 | 0 | 0 | 30 | 0 | 50 | 0 | 50 | 25 | **255** |
| II | Huasna Road/Lopez Drive | Arroyo Grande City Limit | Lopez Drive | Arroyo Grande | 50 | 50 | 40 | 0 | 30 | 20 | 40 | 0 | 25 | 0 | **255** |
| II | Centre Street | State Highway 41 | State Highway 46 | Shandon | 60 | 0 | 30 | 20 | 30 | 10 | 50 | 0 | 50 | 0 | **250** |
| II | Lopez Drive | Huasna Road | Cecchetti Road | Arroyo Grande | 50 | 50 | 0 | 0 | 30 | 20 | 50 | 0 | 25 | 25 | **250** |
| II | Nacimiento Lake Drive | San Marcos Road | Mustang Springs Road | Paso Robles | 50 | 0 | 30 | 0 | 30 | 10 | 0 | 25 | 50 | 50 | **245** |
| II | Thompson Avenue | Tefft Street | Knotts Street | Nipomo | 50 | 50 | 40 | 40 | 30 | 10 | 0 | 0 | 25 | 0 | **245** |
| II | Las Tablas Road | Florence Street | Old County Road | Templeton | 0 | 50 | 20 | 0 | 30 | 20 | 40 | 0 | 25 | 50 | **235** |
| II | Main Street (Cambria) | Santa Rosa Creek Road | Highway 1 | Cambria | 50 | 0 | 30 | 40 | 30 | 20 | 40 | 0 | 25 | 0 | **235** |
| II | San Luis Bay Drive | Bob Jones Bikeway | Ontario Road | Avila | 50 | 0 | 40 | 40 | 30 | 20 | 0 | 25 | 25 | 0 | **230** |
| II | South Frontage Road | Tefft Street | Grande Avenue | Nipomo | 0 | 50 | 20 | 0 | 0 | 10 | 50 | 25 | 25 | 50 | **230** |
| II | Thompson Avenue | Highway 101(Frontage Rd.) | 1 mi. n/w Tefft Street | Nipomo | 50 | 50 | 40 | 0 | 30 | 10 | 0 | 0 | 50 | 0 | **230** |

| Class | Roadway | From | To | Community | SRC | Closes Gap | Commute Route | School Route | Rec. Route | Bike Traffic | Rideable Shoulder | ADT | Speed | Collisions | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| II | Ramada Drive | Main Street | Highway 46 | Templeton | 50 | 0 | 20 | 0 | 0 | 10 | 40 | 0 | 25 | 75 | **220** |
| II | Halcyon Road | Highway 1 (South) | El Campo Road | Nipomo | 0 | 50 | 20 | 40 | 30 | 10 | 40 | 0 | 25 | 0 | **215** |
| II | Nacimiento Lake Drive | Interlake Road | Chimney Rock Road | Bradley | 50 | 0 | 30 | 0 | 30 | 0 | 50 | 0 | 50 | 0 | **210** |
| II | Nacimiento Lake Drive | Chimney Rock Road | San Marcos Road | Paso Robles | 50 | 0 | 30 | 0 | 30 | 0 | 40 | 0 | 50 | 0 | **200** |
| II | Tenth Street | Cemetery Road | Mission Street | San Miguel | 50 | 0 | 40 | 0 | 0 | 10 | 0 | 0 | 50 | 50 | **200** |
| II | Bethel Road | Vineyard Drive | Las Tablas Road | Templeton | 0 | 50 | 20 | 40 | 30 | 20 | 0 | 0 | 25 | 0 | **185** |
| II | Las Flores Drive | Tefft Street | Division Street | Nipomo | 0 | 50 | 10 | 40 | 0 | 10 | 0 | 0 | 25 | 50 | **185** |
| II | Noyes Road | Equestrian Way | Highway 227 | Arroyo Grande | 50 | 0 | 30 | 0 | 30 | 10 | 40 | 0 | 25 | 0 | **185** |
| II | Nacimiento Lake Drive | Mustang Springs Road | Paso Robles City Limit | Paso Robles | 50 | 0 | 30 | 0 | 30 | 20 | 0 | 25 | 25 | 0 | **180** |
| II | Florence Street | Salinas Avenue | Old County Road | Templeton | 0 | 50 | 20 | 40 | 0 | 10 | 40 | 0 | 0 | 0 | **160** |
| II | Pine Avenue | Skyline Drive | Ramona Avenue | Los Osos | 0 | 50 | 20 | 0 | 30 | 10 | 0 | 25 | 25 | 0 | **160** |
| II | Pier Avenue | Highway 1 | West End | Oceano | 0 | 0 | 20 | 0 | 30 | 20 | 0 | 25 | 0 | 25 | **120** |
| II | Pecho Valley Road | Rodman Drive | Montana De Oro St. Park | Los Osos | 0 | 0 | 0 | 0 | 30 | 10 | 50 | 0 | 25 | 0 | **115** |
| II | Hazel Lane | Tefft Street | Division Street | Nipomo | 0 | 0 | 10 | 40 | 0 | 10 | 0 | 0 | 25 | 25 | **110** |
| II | Pozo Road | Highway 58 | Santa Margarita Lake Rd | Santa Margarita | 0 | 0 | 0 | 0 | 30 | 10 | 0 | 0 | 50 | 0 | **90** |

# APPENDIX H: CEQA DOCUMENT

# NOTICE OF EXEMPTION

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805)781-5600

**Project Title and No.: County Bikeways Plan 2016 Update; 245R12C111 and ED 15-237**

| | |
|---|---|
| **Project Location(Specific address):** Countywide | **Project Applicant/Phone No./Email:** Michelle Matson, County Public Works Department/805-788-2830/ mmatson@co.slo.ca.us |
| **Project Location(County):** San Luis Obispo | **Applicant Address (specific):** County Government Center, Room 206 San Luis Obispo, CA 93408 |

**Description of Nature, Purpose and Beneficiaries of Project**

San Luis Obispo County prepared the Bikeways Plan to identify and prioritize bikeway facilities throughout the unincorporated area of the County including, bikeways, parking, connections with public transportation, educational programs, and funding.

**Name of Public Agency Approving Project:** County of San Luis Obispo

**Exempt Status: (Check One)**

| | | |
|---|---|---|
| ☐ | Ministerial | {Sec. 21080(b)(1); 15268} |
| ☐ | Declared Emergency | {Sec. 21080(b)(3); 15269(a)} |
| ☐ | Emergency Project | {Sec. 21080(b)(4); 15269(b)(c)} |
| ☐ | Categorical Exemption. | {Sec.___; Class: _____ } |
| ☐ | Statutory Exemption | {Sec.____} |
| ☒ | Not a "Project" | |

**Reasons why project is exempt:** The County Bikeways Plan Update 2016 is not a "project" per the definition in the CEQA Guidelines Section 15378 b(4). Please refer to the attached Notice of Exemption rationale from the County Bikeways Plan 2010 Update.

Keith Miller (805)781-5714

**Lead Agency Contact Person** **Telephone**

**If filed by applicant:**
1. Attach certified document of exemption finding
2. Has a notice of exemption been filed by the public agency approving the project?
   Yes ☐ No ☐

Signature Ellen Carroll Date 4.4.2016

Name (Print) Ellen Carroll Title Environmental Coordinator

**San Luis Obispo County**

Department of Planning and Building
***environmental division***

# NOTICE OF EXEMPTION

**Pursuant to the California Environmental Quality Act**
**(CA Public Resources Code §21000 et seq.)**

**County of San Luis Obispo**

| | |
|---|---|
| **TO:** | Office of the County Clerk<br>County Government Center<br>San Luis Obispo, CA |

**Title of the Action:**

County Bikeways Plan 2010 Update

**Location of the Action – Specific:**

Countywide

**Location of the Action – County:**

San Luis Obispo

**Description of Nature, Purpose, and Beneficiaries of the Action:**

The proposed action is a regular update to the County Bikeways Plan. The County Bikeways plan is intended to: identify needed bikeway routes and accessory facilities such as bike parking; provide for coordination with other modes of transportation, promotional and educational programs; and identify potential funding sources for these facilities and programs.

A key purpose of the Bikeways Plan is to qualify future bikeways projects for funding from the Bicycle Transportation Account in the State Transportation Fund. Section 891.4 of the California Streets and Highways Code states:

> *"(a) A city or county that has prepared a bicycle transportation plan pursuant to Section 891.2 may submit the plan to the county transportation commission or transportation planning agency for approval. The city or county may submit an approved plan to the department in connection with an application for funds for bikeways and related facilities which will implement the plan. If the bicycle transportation plan is prepared, and the facilities are*

*proposed to be constructed, by a local agency other than a city or county, the city or county may submit the plan for approval and apply for funds on behalf of that local agency. (b) The department may grant funds applied for pursuant to subdivision (a) on a matching basis which provides for the applicant's furnishing of funding for 10 percent of the total cost of constructing the proposed bikeways and related facilities. The funds may be used, where feasible, to apply for and match federal grants or loans."*

Adoption of an update to the County Bikeways Plan is not subject to the requirements of the California Environmental Quality Act (CEQA) for each of the following reasons:

Not a "Approval" of a Proposed Action

CEQA applies to "discretionary projects proposed to be carried out or approved by public agencies . . ." Public Resources Code, Section 21080, subd. (a). The CEQA Guidelines require a threshold, two-part analysis to determine the applicability of CEQA. "Approval" occurs when the agency commits to a definite course of action. Section 15352(a) of the State CEQA Guidelines defines "approval" as:

*"The decision by a public agency which commits the agency to a definite course of action in regard to a project intended to be carried out by a person. The exact date of approval of any project is a matter determined by each public agency according to its rules, regulations, and ordinances. Legislative action in regard to a project often constitutes approval."*

In adopting updates to the Bikeways Plan, the County establishes priorities and opportunities for future projects by qualifying for a funding mechanism, but has not committed itself to a definite course of action. Determinations of the entire scope and details of any future bikeway project are not made until funding has been secured and a complete environmental review as required by CEQA has been prepared. Therefore, an update to the Bikeways Plan does not constitute "approval" of a project as defined by CEQA.

Government Funding Mechanism

Section 15378(b)(4) of the State CEQA Guidelines concludes that the creation of government funding mechanisms or other fiscal activities which do not involve any commitment to any specific "project" which may result in potentially significant physical impact on the environment are not "projects". Citizens to Enforce CEQA v. City of Rohnert Park (2004) 131 Cal.App.4th 1594, 1601. Among the cases supporting this conclusion is Stein v. City of Santa Monica (1980) 110 Cal.App.3d 458, 460-462. In that case, the approval of boundary adjustments by local agency formation commission where the adjustment would not accommodate or otherwise presage a change in the type or extent of land use involved does not constitute a "project". The following cases also support this concept: Simi Valley Recreation and Park District v. Local Agency Formation Commission (1975) 51 Cal.App.3d 648, 662-666; and City of Agoura Hills v.

Local Agency Formation Commission (1988) 98 Cal.App.3d 480, 493-496. In the case of Kaufman & Broad-South Bay, Inc. v. Moran Hill Unified School Dist. (1992) 9 Cal.App.4th 464, it was determined that a resolution calling for creation of a Mello-Roos District, which also requires a vote of the electorate, was not a "project". In the same way, planning for and securing financing for anticipated but uncertain future actions necessary for the furtherance of the Bikeways Plan does not create a significant effect on the environment.

Timing of CEQA Review

Section 15004(b) of the State CEQA Guidelines states:

> *Choosing the precise time for CEQA compliance involves a balancing of competing factors. EIRs and negative declarations should be prepared as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment.*
> *(1) With public projects, at the earliest feasible time, project sponsors shall incorporate environmental considerations into project conceptualization, design, and planning. CEQA compliance should be completed prior to acquisition of a site for a public project.*
> *(2) To implement the above principles, public agencies shall not undertake actions concerning the proposed public project that would have a significant adverse effect or limit the choice of alternatives or mitigation measures, before completion of CEQA compliance. For example, agencies shall not:*
> *(A) Formally make a decision to proceed with the use of a site for facilities which would require CEQA review, regardless of whether the agency has made any final purchase of the site for these facilities, except that agencies may designate a preferred site for CEQA review and may enter into land acquisition agreements when the agency has conditioned the agency's future use of the site on CEQA compliance.*
> *(B) Otherwise take any action which gives impetus to a planned or foreseeable project in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project.*

Updating the Bikeways Plan will not have an adverse environmental effect, and will not limit the choice of alternatives or mitigation measures for any future bikeways project. No land acquisition will occur as a result of updating the Bikeways Plan. The Bikeways Plan does not contain sufficient detail to provide for a meaningful review of the environmental effects of any particular bikeways project; CEQA review at this stage would not provide sufficient information to ensure that environmental resources are being protected to the greatest feasible degree. Given the lack of detail, and the fact that no irreversible decisions are being made, CEQA review of the update of the Bikeways Plan would be premature.

Never-the-less, this notice of exemption will not exempt future actions to design and implement any future project that arises from the Bikeways Plan. Future activities that fall within the CEQA definition of "project" and are not otherwise exempt in their own right will require compliance with CEQA.

**Name of Public Agency Approving the Action:**

County of San Luis Obispo

**Name of Person or Agency Carrying Out the Action:**

San Luis Obispo County Department of Public Works

**Exempt Status/ Reasons why the action is exempt:**

1) The activity does not constitute "approval" of a project as the term is used in CEQA.

2) The activity is primarily the creation of a government funding mechanism pursuant to Section 15378(b)(4) of the State CEQA Guidelines.

3) CEQA review of an update of the Bikeways Plan would be premature, occurring too early in the process to provide meaningful results because of a lack of detail about any particular bikeway mentioned in the Plan.

| **Contact Person** | **Area Code** | **Telephone** |
|---|---|---|
| Mark Hutchinson, Environmental Programs Manager<br>Department of Public Works | (805) | 781-5458 |

Nov. 10, 2009
Date

Ellen Carroll
Ellen Carroll, Environmental Coordinator
County of San Luis Obispo