

# San Luis Obispo County Bicycle Advisory Committee

## DRAFT Agenda - Tuesday, November 13<sup>th</sup>, 2018 at 5:30 p.m.

County Government Center, 1055 Monterey St. Room 161/162, San Luis Obispo, CA 93408

*The Bicycle Advisory Committee promotes the expanded use of bicycle transportation by working together with County staff to develop the County Bikeways Plan, reviewing the Plan and presenting a recommendation to the Board of Supervisors for its adoption; by reviewing the policies and programs related to bicycling in the Circulation Element of the County General Plan and Local Coastal Plan and making recommendations on the goals and their implementation to the Board of Supervisors; and by reviewing the policies and programs related to bicycling in the Bikeways Element of the Regional Transportation Plan and providing input to the Board of Supervisors on the goals and their implementation.*

1. **Call to order/ Thank you**
2. **Roll Call**  
Heidi Wicka (District 1), VACANT (District 1), Josh Olejczak (District 2), Aaron Linn (District 2), Dale Sutliff (Chairperson, District 3), Myron "Skip" Amerine (Vice Chairperson, District 3), Bill Kennedy (District 4), Rob Horch (District 4), Claudia Callwood (District 5), Ed Goshorn (District 5)
3. **Introductions**
4. **Approval of August 14<sup>th</sup>, 2018 Meeting Minutes**
5. **Public Comment** (Limit to 4 minutes; any Q&A from BAC)  
Members of the audience wishing to address the Board on pertinent matters other than scheduled agenda items may do so now when recognized by the Chair. Upon recognition by the Chair, please state your name and address. Comments are limited to three minutes. In accordance with the Brown Act, the Board cannot discuss any matter unless it is listed on the agenda, but may agendaize such matters for consideration at a future meeting.
6. **Committee/Staff Reports** (5 min. max., agendaize longer items)
  - I. CHP
  - II. BAC Chairperson
  - III. County Public Works
  - IV. Air Pollution Control District
  - V. County Parks
  - VI. SLOCOG
  - VII. County Planning and Building
  - VIII. Caltrans
7. **Presentation**  
Avila Beach Dr./HWY 101 Interchange (Exhibit)– Genaro Diaz
8. **BAC Business & Discussion**
  - A. Mission Street Bike Lanes – PW/BAC
  - B. US Route 95 – PW/BAC
  - C. Proposed County Standards – PW/BAC
  - D. BAC/TAC subcommittee – TAC/BAC/County Parks
  - E. Planning Department Referrals – Dale/BAC/ Planning and Building
  - F. Schedule future quarterly meetings for BAC – PW/BAC

Agendas and Minutes are available on the web @ <http://www.slocounty.ca.gov/PW/Traffic/BAC>. Visit <http://www.slocounty.ca.gov/PW/Bicycles.htm> for Bicycle Advisory Committee information, the SLO County Bike Plan and to submit bicycle requests

9. **Project Updates (see staff report)**
10. **Future Agenda Items**
  - A. Proposed US Bicycle Route 95 – PW/BAC
  - B. Traffic Signal Bicycle Detection Countywide – PW/BAC
  - C. BAC/TAC Joint meeting – PW/BAC
11. **Adjourn - Next meeting – February 12<sup>th</sup>, 2019**

**STAFF REPORT**  
**San Luis Obispo County Bicycle Advisory Committee**  
**Tuesday, November 13<sup>th</sup>, 2018 at 5:30 p.m.**

**7. Presentations**

Avila Beach Dr./HWY 101 Interchange (Exhibit)– Genaro Diaz

**8. BAC Business & Discussion**

**A. Mission Street Bike Lanes:**

Discussion: County has recently been made aware that parishioners of the Mission have been parking in the bike lane on Mission Street and were unaware that it was illegal to do so despite existing No Parking signage. CHP has not been enforcing the no parking ordinance. There has been question as to the need for a bike lane fronting the Mission. There is ~500' distance where parking and the bike lane cannot be accommodated with the curb and gutter.

**Staff Recommendation: Would like the BAC to consider the following:**

- **Allow parking in constrained section on Sundays.**
- **Remove southbound bike lane in constrained section. In this scenario, the southbound bike lane on Mission Street would end at San Luis Obispo Road. There is an existing Class III on San Luis Obispo Road.**



**B. US Route 95:**

Discussion: U.S. Bicycle Route 95 (USBR 95) is a U.S. Numbered Bicycle Route which will eventually run between the State of Alaska and San Diego, California. Organizers are seeking approval from local agencies in the form of a resolution. Within the unincorporated area of the County, the proposed route would travel on Ocean Avenue, South Bay Boulevard, Los Osos Valley Road, Higuera Street, Ontario Road, Avila Beach Drive and Shell Beach Road. Route is attached for review and is consistent with County Bike Plan. Cities have been emailed for concurrence. Caltrans has noted all the Highways referenced are open to bicycles.

Visit <http://www.slocounty.ca.gov/PW/Bicycles.htm> for Bicycle Advisory Committee information, the SLO County Bike Plan and to submit bicycle requests

**Staff Recommendation: Review proposed route. Comment or take action to support. Following concurrence resolution would be forwarded to BOS.**

Viejo Rd	0.5	0.5	Slight right onto bike path along	Monterey/Monterey County	Monterey County/D5
bike path	0.4	0.9	Turn right onto CA-68 E	Caltrans D5	San Luis Obispo County/D5
CA-68 E	0.1	1	Turn left onto CA-1	Caltrans D5	San Luis Obispo County/D5
CA-1/Cabrillo Hwy	112.8	113.8	Turn right onto N Ocean Ave	Caltrans D5	San Luis Obispo County/D5
N Ocean Ave	1.7	115.5	Take the CA-1 S ramp	San Luis Obispo County	San Luis Obispo County/D5
CA-1	5.2	120.7	Take the Main-St SR-41 ramp	Caltrans D5	San Luis Obispo County/D5
Main-St SR-41 ramp	0.2	120.9	Turn right onto Main St	Morro Bay	San Luis Obispo County/D5
Main St	3.2	124.1	Turn right onto S Bay Blvd	Morro Bay/San Luis Obispo	San Luis Obispo County/D5
S Bay Blvd	3.2	127.3	Turn left onto Los Osos Valley	San Luis Obispo County/San Luis Obispo	San Luis Obispo County/D5
Los Osos Valley Rd	10.1	137.4	Turn right onto Higuera St	San Luis Obispo County/San Luis Obispo	San Luis Obispo County/D5
Higuera St	1.8	139.2	Turn right onto Ontario Rd	San Luis Obispo County	San Luis Obispo County/D5
Ontario Rd	3	142.2	Turn left onto Avila Beach Dr	San Luis Obispo County	San Luis Obispo County/D5
Avila Beach Dr	0.3	142.5	Turn right onto Shell Beach Rd	San Luis Obispo County	San Luis Obispo County/D5
Shell Beach Rd	2.7	145.2	Continue onto Price St	Pismo Beach/San Luis Obispo	San Luis Obispo County/D5
Price St	1.4	146.6	Turn right onto Dolliver St	Pismo Beach	San Luis Obispo County/D5
CA 1/Dolliver St	3.4	150	Continue onto Front St	Caltrans D5	San Luis Obispo County/D5
CA 1/Front St	0.6	150.6	Continue onto CA-1 S/Cienega	Caltrans D5	San Luis Obispo County/D5
CA-1	27.3	177.9	Continue onto CA-135	Caltrans D5	San Luis Obispo County/D5
CA-135	2.9	180.8	Turn right onto Harris Grade	Caltrans D5	Santa Barbara County/D5

**C. Proposed County Standards:**

Discussion: County Standards have been updated and recirculated through two revision drafts via County staff. Comment #18 addresses bike lane width of 5 feet to be revised to 6 feet in the County standards for roadways with speed limits of greater than 40 miles per hour. Standards that are generally not listed into the County Standards and project specific can be filed for design adjustment and applied when approved. Standards will also allow and encourage use of pavers for streets in urban areas dependent on the structural capacity and ease of removal for the purpose of utilities access. Osos and Palm Street is an example of a road with pavers.

**Staff Recommendation: Staff recommends the BAC comment and input feedback into the proposed County Standards as well as unanimous support.**

**D. BAC/TAC Subcommittee:**

Discussion: The BAC and TAC committee are in the process of developing schedules to reserve joint meetings or a subcommittee for the purpose of review and discussion of trail rules within the county. It is anticipated that the BAC and TAC will have a joint committee

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meeting on the February 2019 BAC meeting.

**Staff Recommendation: County Parks has attached an update of Class I trails projects for the Trails Advisory Committee. See attachment below.**

**E. Planning Department Referrals**

Discussion: Any referrals that may come in through the planning department may be discussed.

Existing Projects:

- 1) **DRC2018-00131, PEOPLES' SELF-HELP HOUSING**, South County E-Referral

**Staff Recommendation: Staff recommends that BAC members create a list of referrals/projects to be discussed prior to each quarterly BAC meeting in order for planning staff to address any concerns or questions.**

**F. Schedule future quarterly meetings for BAC:**

Discussion: Annually, the BAC would like to confirm that the existing quarterly schedules work for BAC members of the committee and for the purpose of reservation of the room in which these meetings take place. Meeting dates for the 2019 year are as follows; **February 12<sup>th</sup>, 2019, May 14<sup>th</sup>, 2019, August 13<sup>th</sup>, 2019, and November 12<sup>th</sup>, 2019**

**Staff Recommendation: The BAC to make a motion for approval on the existing quarterly schedules or revise if desired to be applied to the 2019 quarterly meetings schedule.**

**9. Project Updates:**

- Main/US 101 Interchange: Project Initiation Document (PID) completed. Project Approval and Environmental Document (PAED) to start early 2019 with consultant selection.
- Avila/US 101 Interchange: Project is currently in Project Approval & Environmental Documentation (PA&ED) phase. Approximate 30% design to be completed by Fall 2018 and Draft Environmental Document anticipated around Summer 2019.
- Main Street, Templeton Overlay: The project is currently in construction phase. The contractor is working on concrete curb returns throughout the downtown area of Main Street (Vineyard to 1<sup>st</sup> street).
- Bob Jones Pathway: Wallace Group is under contract to prepare final design, 65% construction documents, and right of way exhibits. 30% construction documents are anticipated to be completed by mid-December. A cycle 4 ATP grant application (for \$15.1M) was submitted for the completion of construction documents, ROW acquisition, and construction funding.
- Morro Bay to Cayucos Connector: Currently in the process of NEPA and Construction documents to be finished by Cannon Associates firm. A Cycle 4 ATP grant application (for \$7.3M) was submitted for the ROW acquisition, and construction funding.
- Templeton to Atascadero Connector: In process of finishing the NEPA documents. Right of way buy-in being planned. The construction documents will be completed by mid to late 2018. ATP grant funding for construction has been awarded.

- Los Ranchos/HWY 227 Roundabout: The project is in the early planning phase and its anticipated that a design consultant will be hired by early 2019.
  
- San Luis Bay Drive Interchange: County has hired GHD (Omni-Means) to perform an Intersection Control Evaluation (ICE) Step 1. GHD has gathered additional traffic volumes and base mapping and presented the information to the County on October 18<sup>th</sup>, 2018, where they also discussed traffic forecasting. GHD is continuing with their work and is expected to present a draft ICE study in January of 2019. In consideration is the possibility of interim all-way stop control measures on San Luis Bay Drive at Ontario, or other traffic control devices that may be considered for warrant.
  
- LOVR Design Class I: This proposed project has been discussed by staff. Additional input from county staff meeting will be shared at the November BAC meeting.
  
- Los Berros Road: This project will be adding a six-foot-wide shoulder from Avis Street to Quailwood. Project is being funded through a federal safety grant and is anticipated for construction in the year 2020.
  
- Twenty Second Street, Oceano: Addition of class II bike lanes to be incorporated at this location from State Highway 1 to Paso Robles Street as part of the overlay project at this location. The project is anticipated to be funded through the Senate Bill 1 proposal by the state and will move forward to beginning construction in the summer of 2019.

7. Avila Beach Dr./ Hwy. 101 Interchange – Attachment (Interchange Concept)

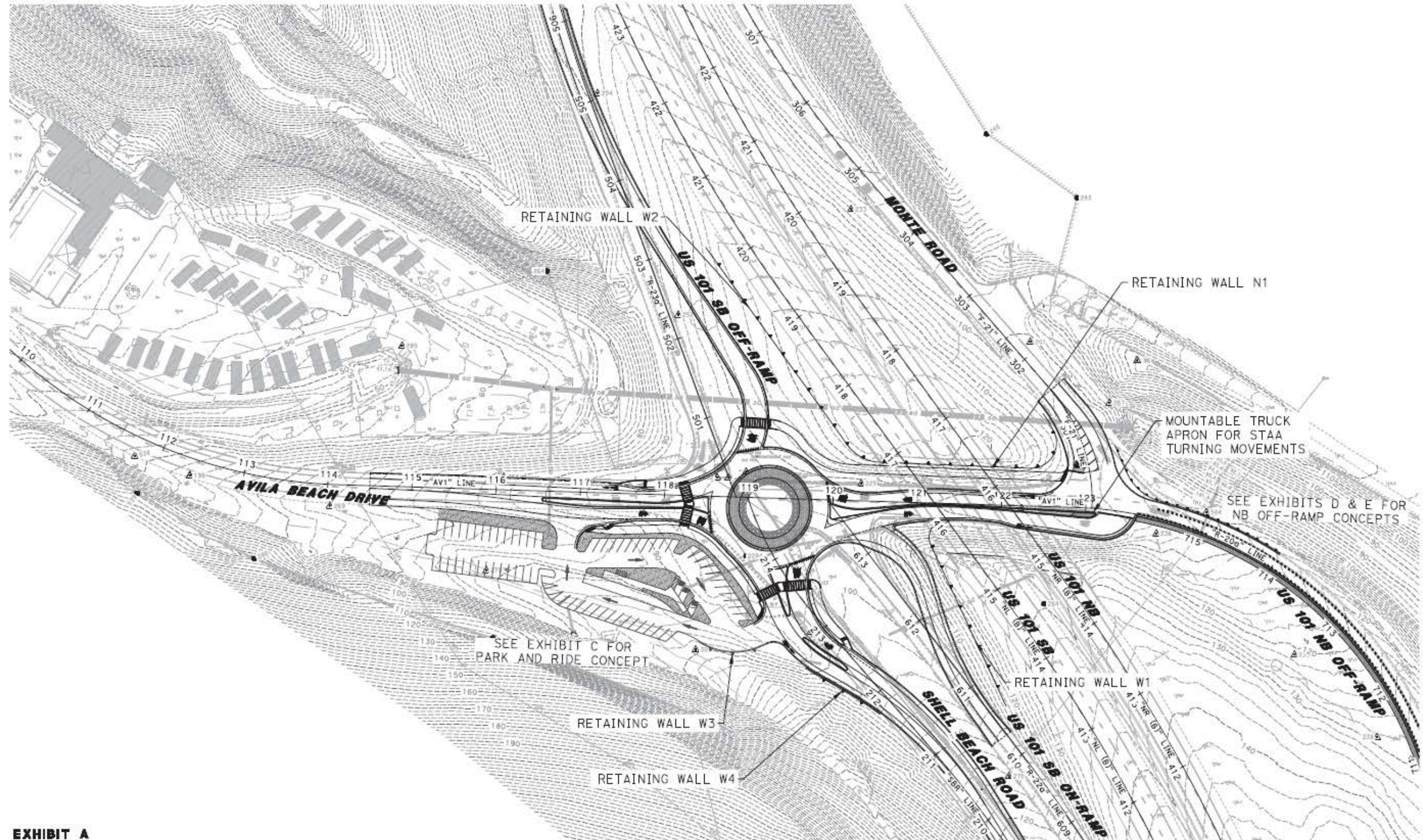


EXHIBIT A

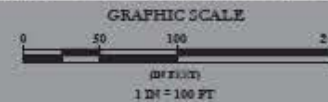


SAN LUIS OBISPO COUNTY

OVERALL INTERCHANGE CONCEPT

US 101/AVILA BEACH DRIVE INTERCHANGE

October 2, 2018



**D. BAC/TAC Subcommittee update – Attachment (Trails Advisory Committee update)**

**October 9, 2018**

**Bob Jones Pathway –**

Parks staff is coordinating with Public Works staff on the Wallace Group consulting services for the design, construction documents, right-of-way and permitting for the pathway between the Octagon Barn and the Ontario Rd. Staging area. Kick off meeting was held on September 11<sup>th</sup>. 30% construction documents are planned to be completed by mid-December.

An Active Transportation Program (ATP) grant for ROW and construction was submitted in July 2018 for ~\$15M in construction funding. Grant funding continues to be sought for this project including transportation grant funds through San Luis Obispo Council of Governments (SLOCOG).

**Octagon Barn Staging Area –**

Construction of the parking lot and S. Higuera left turn lane improvements is complete. The Land Conservancy is working on construction the restrooms and completing the wetland mitigation off-site improvements (near San Luis Bay Dr. and Monte Rd.).

**Morro Bay to Cayucos Connector –**

County Parks is working with Cannon and Associates to complete the permits, right of way, and construction documents.

NEPA completed

Construction Documents completed by 8/2020

ROW start 9/2020

ROW end 6/2021

An Active Transportation Program (ATP) grant for construction and ROW was submitted in July 2018m for ~\$7.5M in construction funding.

**Templeton to Atascadero Connector –**

County Parks is working with Tetra Tech to complete the CEQA and NEPA processes, design, Right-of-Way acquisition, permits, and the preparation of construction documents.

Phase II archaeology required- Submitted to Caltrans for SHPO review

This project is fully funded through construction. (~\$3M ATP grant & ~\$2M from SLOCOG).

Construction Documents completed by 12/31/2018

ROW completed by 6/30/20

Begin Construction 8/1/20

End Construction 6/30/21

**Santa Margarita to Garden Farms Trail –**

This is a “Tier II” parks project, which means it is among the projects that have been reviewed and recommended by the Park Commission and are directed by the Board of Supervisors to meet County goals. However, there is no funding identified to move this project forward into design, environmental review, permitting, construction documents and construction.



2019 Public Improvement Standards Update  
Draft Comment Response, April 2018

No	Date	Reviewer	Reviewer Comment	Response
1	2/26/18	G. Marshall	<b>Standards Update, first draft notice and request for comments</b>	Made initial changes and distributed redlines for comment to County staff, engineers, architects, surveyors, other agencies, etc.
2	3/28/18	CLSA	<i>Modify 1.1.3 survey monuments, 10.1A corner records, &amp; 10.1B post const survey</i>	Added as recommended
3	3/30/18	R. Dienzo	<i>Updating Drawing H-1 – Average Annual Rainfall should be targeted for the next update (in 2022). I anticipate this will be an in-house effort that will be peer reviewed by local meteorologists, partnering agencies, National Weather Service and USGS.. Actual in-staff analysis would be about a 3-4 week effort; but overall a year long process due to the coordination and peer review. I don't think: H-2 – Time of Concentration, H-3,3a Runoff Coefficients for Developed Areas, or H-4 Rainfall Intensity Data will need to be updated Assuming the next update will be 2022, I hope to put this on the schedule to start the analysis on 2020. This should give us appropriate time to do the analysis and get peer reviewed.</i>	Acknowledged, no update
4	4/2/18	A. Gillespie	<i>Our Department thinks it would be in the best interest of the building community to have one set of agreed upon Erosion &amp; Sediment Control notes so that the same notes can be used on all plan sets. That's why the most significant edits are to Appendix A2. Planning &amp; Building has also rolled out an erosion and sediment control plan checklist, which has made it much easier to communicate to builders what their E&amp;SC plan needs to include. We're offering it up in case you'd like to include it in Appendix A2 as a guideline for developers. (It is currently on our webpage, form SWP-2001, and it attached.)</i>	Added as recommended
5	4/2/18	C. Berg	<i>I'm sorry but for some reason a number of emails didn't send on Friday, and stayed as "draft". Please consider the proposed additional language/ new paragraph for Section 6. Water Supply:</i>	Added as recommended
6	4/10/18	S. Cranor	<i>Update Memo O-3, water line disinfection</i>	Added as recommended
7	4/16/18	J Handeland	<i>Min. structural section increased from 2"/6" to 3"/8" on R-series dwgs</i>	Added as recommended
8	4/17/18	M. Chiamonte	<ul style="list-style-type: none"> <li>• <i>Water Supply Section page 6-9: Water Operations is recommending that we standardize all water service lines to 1" to the Meter Stop. At that point the meter can be turned to either 3/4inch or stay 1" depending on Fire Sprinkler flow requirements. (All fire sprinkler codes and new homes and expansions have dictated this to us, we don't install a 3/4" service anymore).</i></li> <li>• <i>Water Supply Section page 6-9: We do not do Double Services anymore either for the same reason above, it is also referenced in the W-4 standard detail.</i></li> <li>• <i>Water Supply Section page 6-15: 1. 1" service to Meter stop, 1. ii- we do not do flared polyethylene this should be removed (results in significant chance for a leak), should be lead free brass institute., 2. 1" service to Meter stop</i></li> </ul>	Added as recommended

2019 Public Improvement Standards Update  
 Draft Comment Response, April 2018

No	Date	Reviewer	Reviewer Comment	Response
9	4/19/18	L. Hail	<p><i>Dwg. No. A-5a (stopping SD on Horizontal Curves) same as Caltrans HDM Figure 201.6 (OK)</i></p> <p><i>Dwg. No. A-5b (stopping SD at Intersections &amp; driveway). The description of stopping sight distance in the Caltrans HDM (201.3) states that the "minimum stopping sight distance is the distance required by the user, traveling at a given speed, to bring the vehicle or bicycle to a stop after an object 1/2-foot high on the road becomes visible." The minimum stopping sight distance is therefore applicable to the vehicle driver traveling on the main road at a given speed not on the side street approach (e.g. as a vehicle at a stop sign). For example, the acceptable stopping sight distance is to ensure that vehicles on the main road have sufficient time to stop if a vehicle pulls out onto the road and maybe stalls (stops).</i></p> <p><i>Typically for an evaluation of "stopping" SD I'll (1) record actual vehicle speed data on the main road, (2) place a portable delineator at the EP to simulate a vehicle stopped (stalled and sticking the front of the car in to the main road), (3) then physically measure the distance between where the vehicles on the main road (both directions) would see the stopped vehicle.</i></p> <p><i>The light of sight diagram on SLO County Std. Drawing No. A-5a is more of a "corner" SD exhibit. However, Caltrans HDM (Topic 405.1) uses a 7.5 second clearance which incorporates actual vehicle speeds on the main road and uses a setback of 10' + shoulder width of the major road (but not less than 15').</i></p> <p><i>Typically for an evaluation of "corner" SD distance I'll (1) record actual vehicle speed data on the main road, (2) place a portable delineator at the 10' + shoulder width setback, (3) then physically measure the distance between where the stopped vehicle would be awaiting (from drivers eye) and when the vehicles on the main road can first be seen (both directions).</i></p> <p><i>My approaches to the evaluation of both "stopping" and "corner" SD have been accepted by Caltrans for every project.</i></p>	Modified A-5a to Caltrans Stopping Sight Distance.

2019 Public Improvement Standards Update  
Draft Comment Response, April 2018

No	Date	Reviewer	Reviewer Comment	Response
10	5/31/18	M. Matson	<ul style="list-style-type: none"> <li>•Roadways 3-7. Left-Turn Lanes. Consistent with AASHTO Left turn Lanes should also be considered when left turn volumes exceed 100. Per me left turn lanes should also be considered when there is a history of collisions.</li> <li>•Roadways 3-8. Right-Turn Channelization: 300 vehicles are high (Foothill to LOVR is less). Modify to 100. Also, include that right turn lanes would be required where there is a history of rear end collisions.</li> <li>•Road Edges 4-3: A. Add sentence "Per FHWA, it is recommended that a minimum of 20 pedestrians per peak hour (or 15 or more elderly and/or child pedestrians) exist a location before placing a high priority on the installation of a marked crosswalk alone"</li> <li>•Road Edges 4-4: add to end of Section G. "The Department may also elect to use sign-mounted warning light systems for existing uncontrolled crosswalks on collectors or arterials with a minimum of 20 pedestrians per hour for any two hours (not necessarily consecutive) during a 24-hour period."</li> <li>•Appendix A-7: delete note 9, would go in signal specifications with many other details not shown here.</li> <li>•Appendix A-8: Note 18 Luminaires shall be LED.</li> <li>•Standard Construction Drawings: No Department of Public Works on Title block?</li> <li>•Standard A-1: Based on Note 2 criteria above should end at 5000 ADT?</li> <li>•Standard A-1: Speed for &lt;250 ADT and 250-400 should be the same as ADT 401-1000. Lower volumes would not decrease speeds.</li> <li>•Standard A-1b-1c. Provide 2' shoulders on roads with no dike. Need recovery area for run off road, bikes, disabled vehicles, etc.</li> <li>•Standard A-1b and A-1c. Providing 4' shoulders is good. Revised exhibit to be clearer. Provide six foot shoulders when speeds are greater than 40 mph.</li> <li>•Standard A-1e. All roads with 6,000 ADT need left turn lanes consistent with urban. A continuous left turn lane could be omitted in the absence of no adjacent driveways.</li> <li>•Standard A-2: Use 45, 40 and 35 as the speeds for all ADTs. 25 mph is per CVC not ADT.</li> <li>•Standard A-2c: Why would rolling and mountainous which would have limited sight distance have smaller lanes. Recommend 12' lanes for safety.</li> <li>•Standard A-2d: Provide six foot bike lanes when speeds are greater than 40 mph.</li> </ul>	Added as recommended
11	6/1/18	N. Engelskirger	Minor corrections to water specification, pgs 6-7, 13 & 15 Update Dwgs W-3, 4, 5, 5a, 6, & 7	Added as recommended
12	6/26/18	K. Ballantyne	Update Dwg M-5b (tree protection)	Added as recommended
13	6/27/18	M. Davis	EPA Class V wells, 5.1.6 E	Added as recommended
14	7/2/18	G. Marshall	<b>Standards Update, second draft notice and request for comments</b>	Addressed received changes and distributed redlines for comment to County staff, engineers, architects, surveyors, other agencies, etc.
15	7/30/18	D. Flynn	No walls in right of way	Already incorporated, no change
16	7/30/18	D. Flynn	Add specification for pervious paver road sections	
17	8/24/18	M. Davis	Allow HP pipe as alternative storm drain	Added as recommended
18	9/13/18	G. Marshall	Modify A-1, A-2 and A-3 road sections for 6' bike lanes over 40 mph Miscellaneous drawing clean up	Added as recommended
19	10/3/18	K. Ballantyne A. Gillespie	Add County standard erosion control seed mix	Added as recommended
20				

**San Luis Obispo County Bicycle Advisory Committee**  
**DRAFT Meeting Minutes - Tuesday, August 14<sup>th</sup>, 2018 at 5:30 p.m.**

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

2. **Roll Call**

**Heidi Wicka (District 1) (ABSENT), VACANT (District 1),** Josh Olejczak (District 2), Aaron Linn (District 2), Dale Sutliff (Chairperson, District 3), Myron “Skip” Amerine (Vice Chairperson, District 3), Bill Kennedy (District 4), Rob Horch (District 4), Claudia Callwood (District 5), **Ed Goshorn (District 5) (ABSENT)**

3. **Introductions**

4. **Approval of May 8<sup>th</sup>, 2018 Meeting Minutes** – Meeting Minutes approved as amended. Motioned by Josh. Seconded by Skip. All in favor.

5. **Public Comment** (Limit to 4 minutes; any Q&A from BAC)

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

Meg Syfan- Commented on the proposed LOVR Bike path/class I project, stating she would like a follow up regarding the next steps and phases of the project.

Dale- Asked that he would like to see a report in the November 2018 BAC meeting that states the next steps and process required to initiate this project. It was suggested that County Parks and Rec., County Public Works, and County Planning setup a meeting to procedurally determine how to move forward with the mentioned project.

6. **Committee/Staff Reports** (5 min. max., agendize longer items)

I. CHP – Patrick Seebart– On June 6<sup>th</sup> the “Aids Ride” event took place and there were two collisions at this event in which both collisions, separate of each other, involved a solo bicyclist. The first bicycle collision occurred due to a bicyclist traveling at high speeds downhill and losing control of his bicycle on the grade. As a result, the bicyclist sustained major injuries from the collision. The second collision also involved a solo bicyclist sustaining major injury due to traveling at a fast speed downhill, losing control of his bicycle.

On June 24<sup>th</sup> a collision involving a bicyclist and vehicle occurred in Main Street, Templeton. The bicyclist was riding on a sidewalk and performing a stunt, in which he

ended up on the roadway, getting hit by the vehicle. The bicyclist suffered minor injuries from the collision.

On August 11<sup>th</sup> a collision occurred with a solo bicyclist in which the constituent sustained major injuries. (No additional information was given about this collision)

On August 7<sup>th</sup>, CHP participated in the "National Night Out" event in North County and gave out 45 bicycle helmets as well as talking about bicycle safety to bicyclists who attended the event.

- II. BAC Chairperson – Dale Sutliff – Gregg Bone has resigned from district 1 of the BAC. The BAC is looking for an applicant for the District 1 position.
- III. County Public Works – Yama Mohabbat – Updates are within the staff report section. No additional updates.
- IV. Air Pollution Control District Andy Andrew Mutziger (**ABSENT, Updates read by Chair.**) – APCD has initiated with providing annual sponsorship of Bike SLO County's Ride Well program in which staff provide guidance to volunteers who rehabilitate donated bicycles to provide service for folks who applied to the program by providing personal transportation. With the assistance and guidance from Ride Share, APCD is updating the irideshare website to better encourage staff to regularly use commuter modes of transportation and to provide a model program for the consideration of other County businesses. APCD continues to sponsor bike month and bike month counts.
- V. County Parks – Shaun Cooper – For the Bob Jones pathway project, the consultant contract has been approved with Wallace group. The County has applied for an ATP grant which consists of 15.1 million dollars of total grant money. The application for the Bob Jones trail project was submitted July of 2018. The Morro Bay to Cayucos Connector ATP grant application was completed and submitted for right of way acquisition which was a total of 7 million dollars for construction grant funds. The Templeton to Atascadero Connector project is moving into the construction phase, in which the project was successfully awarded ATP grant and matching funds from SLOCOG totaling 5 million dollars. The Templeton to Atascadero project is to start the construction phase in 2020 and to be completed in 2021.
- VI. SLOCOG – John Dinunzio – The 2019 Regional Transportation Plan (RTP) is currently being generated and updated as a draft. The Regional Transportation Plan is generally updated every 5 years. All bike facilities must be logged into RTP to receive federal grant funding. The RTP draft will be shared with the County Board of Supervisors in October 2018. SLOCOG will have a presentation for the public agencies and the public at the Ludwick Community Center on September 26<sup>th</sup>, 2018 for planning and delivering a successful streetscape demonstration. The event is free of charge. Contact SLOCOG for more details if needed.
- VII. County Planning and Building – Steve Mcmasters – The Lalomita Ranch improvement is in the process of construction. Any feedback with regards to this project can be sent to the planning department.  
The Las Pilitas quarry in Santa Margarita, is in the process of a new initial study to determine what updates are needed in the Environmental Impact Report (EIR) document. The state of California is currently the lead agency on the environmental determination of the Piedras Blancas Campground project. They are currently revising the negative declaration documents pertaining to this project and will circulate it to the County. The County cannot act on this project until the state has issued an approved environmental document.  
The Avila Cottages project referral is a new resort/hotel proposed on the hill side next to the San Luis Bay Inn and in the process of review by County planning staff.
- VIII. Caltrans – Melissa Streder – Caltrans is implementing on a Bike and Pedestrian plan within district 5. Caltrans is determining the public engagement strategy for an event to engage the

public with exposure to the draft plan. It is anticipated that Caltrans will engage regional partners such as SLOCOG and other entities within San Luis Obispo County and Santa Barbara County. There are 12 contracts within all districts of the state. Caltrans District 5 is currently working on developing data internally and has started a stakeholder list. The goal is to prioritize where future projects need to be within regional corridors and state highways. Additionally, prioritizing projects based on first mile and last mile and also related to transit and park and ride systems is a part of the implementation process to the State Bike and Pedestrian Plan.

7. **Presentations**

- A. Los Ranchos Roundabout – Cori Marsalek (Public Works)

8. **BAC Business & Discussion**

- A. Updated Bike Ranking - PW/BAC

Motion to approve updated bike ranking and adopt as a part of the Bike Plan. Motioned by Skip. Seconded by Josh. All in favor.

- B. Caltrans Bike Count System methodology

Caltrans is currently working on a new count system in which they are using miovision cameras. The miovision cameras can take data from an entire intersection for the purpose of intersection movement counts and data for traffic engineering purposes. The cameras are installed in the field and used for up to 3 days before batteries are to be replaced and continuation of intersection video footage is to be reinitiated, generally a week of data is needed for analysis.

- C. Bike Plan reporting- PW/BAC

Bike plan reporting is to be done in an annual letter to the BOS with all projects and related updates to the bike plan such as accomplishment of bike plan goals. In addition, any amendments to the Bike Plan can be added in the annual letter to the BOS

- D. May Bike Counts- Update on status and planned outcome –SLOCOG

SLOCOG has taken counts in various locations of the county via tube counters and cameras with successful data. SLOCOG has shared their data with the BAC and other entities to demonstrate the accuracy of the equipment. For the next count, SLOCOG and the County along with other entities are working to share data and maintain a network basis of volumes.

- E. BAC/TAC subcommittee – TAC/BAC

Discussion took place with regards to this item as the TAC has not replied/responded to the BAC with regards to creating a subcommittee. A prior meeting was made a few years ago in which the BAC and TAC had a joint meeting and the BAC created a trail rules document and the meeting was ineffective. Dale - Will move forward with strategizing a way to get onto the TAC agenda. Once a meeting has been setup, then BAC members will be invited to join the meeting.

- F. Planning Department Referrals – Dale/BAC/ Planning and Building

- G. Project Updates (see staff report)

9. **Future Agenda Items**

- A. Avila Beach Dr./HWY 101 interchange project– PW/CT

- B. Schedule future quarterly meetings for BAC – PW/BAC

Agenda items to be submitted to chair and secretary at least two (2) weeks before scheduled meeting. Agenda Item requests to include desired recommendation and discussion as well as any other items to be included in the staff report.

10. **Adjourn - Next meeting – November 13<sup>th</sup>, 2018**