

**San Luis Obispo County Bicycle Advisory
Committee
Meeting Minutes - Tuesday, November 12,
2019 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

Welcome Claude Corvino- Self Introduction.
Welcome Darrin Hasham- Self Introduction.
Call to Order at 5:30pm

2. Roll Call

BAC Members Present

Josh Olejczak	(District 2)
Claude Corvino	(District 2)
Dale Sutliff	(Chairperson, District 3)
Myron "Skip" Amerine	(Vice Chairperson, District 3)
Robert Horch	(District 4)
Darrin Hasham	(District 4)
Ed Goshorn	(District 5)

Staff Present

Dave Flynn	(San Luis Obispo County Public Works)
Jan Devera	(San Luis Obispo County Public Works)
Elizabeth Kavanaugh	(San Luis Obispo County Parks)
Steve McMasters	(San Luis Obispo County Planning & Building)

Others Present

John Dinunzio	(San Luis Obispo County Government)
Terri Persons	(CALTRANS District 5, Planning)
Audrey Ogden	(CALTRANS District 5, Bike/Ped Coordinator)
Ingrid McRoberts	(CALTRANS District 5, Active Transportation Project Lead)
Lea Brooks	(City of San Luis Obispo Active Transportation Committee)
Patrick Seebart	(Templeton CHP, Public Information Officer)

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

3. **Introductions**

4. **Approval of August 13, 2019 Meeting Minutes**

The meeting minutes were unanimously approved with a minor correction to John Rogers' name.

5. **Public Comment**

On Orcutt Road, gravel trucks are in heavy use of the roads for the San Luis Ranch Development (in Edna Valley). Revised permits were needed at the quarry. Therefore, the violations are being asked to be included in the new application due this upcoming Friday. The quarry in mention is located on the East side of Orcutt Road near Tiffany Ranch.

Class-I type facility located on the county's well property is in question.

6. **Presentations**

CALTRANS District 5 –Proposed Active Transportation Plan (Ingrid McRoberts, Terri Persons)

CALTRANS District 5 has several counties (x5) in their jurisdiction, 12 districts statewide. The following presentation is an update on the active transportation plan for the pedestrian and bicycle network crossing and the section parallel to the highway. The downtown is typically the center for bike/ped considerations. In 2018, CALTRANS introduced a plan to have each of the 12 Districts increase bike/ped use via the Active Transportation Plans (ATP). The original timeline of completion in December has been extended to the spring because of data collection delay. Changes in the new policy direction will be mentioned later. Six goals are being considered when implementing that plan: Safety, Multimodal, Equity, Maintenance, Partnership, Corridor Context.

Hwy 58 was recently paved and striped. Hwy 58's crossing has a new crosswalk installed as well as bicycle lanes.

The plan began in December, the data has been collected and we will continue to update the data moving forward. Partnerships are working to verify the data. By December 2019 the draft and plan of the ATP for District 5 will be ready, and available to the Public by January 2020. The plan will include pedestrian, transit, and bicyclist data. Public outreach is implementing surveys in person and online with the following results: in person surveys were typically of people in the age range 30-40 years old, 25% of which were Spanish speaking; 11 school age children participated; 5 ADA responses; over 300 suggestions and comments were submitted. The online surveys were heavily participated in within the Santa Cruz County and others followed behind. The second phase of the plan is to increase partnerships.

The Tool Design Group helped develop a statewide data framework for the districts to use. The partnerships should be able to provide data as well. Headquarters is working on a Tierra Plan mapping of Location Based Needs (LBN) to understand the barriers, needs, and opportunities are for possible improvement. The Tierra Plan incorporates CALTRANS GIS analysis and mapping network for ATP purposes. An important thing to consider is forming the ability to be communicating well with partners to discuss what is needed to work on this tool. Sustainable plans for each county are looking at planning grants to understand the scope of work in terms of funding for the ATP and identifying deficiencies in areas which need improvement. The data is living data, leaving many layers available for each new data set in the tool.

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In District 5 there are several planning grants which are currently under review for fiscal year 2020-2021, and they include:

- Niblick Road Complete & Sustainable Streets Corridor Plan
- City of Atascadero El Camino on the Go multi-modal
- SLOCOG – Coast Rail Corridor Service
- SLOCOG – Diesel Multiple Unit (DMU) passenger rail study
- Resilient San Luis Obispo Adaptation planning grant

The governor issued an Executive Order 19-19 (Sept 20th, 2019) to provide direction for the California State Transportation Agency (CalSTA) to fund transportation options that include transit, walking, biking, and other active modes. There is policy change coming in focus on active transportation with the new director in Sacramento. CALTRANS is using the State Highway Operation Preservation Program (SHOPP) to maintain bridges, culverts, and other roadway maintenance. It is funded to maintain the state highway system. CALTRANS sends out plans to the County, SLOCOG, and the Technical Advisory Committee (TAC) to inform them what projects are under development. This means reviewing projects, informing partners via liaisons and other modes so that existing plans in counties can be incorporated in CALTRANS projects.

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

I. County Planning

No requests for updates except Spreafico Mines Hauling. A one-time hauling procedure was authorized because the source of material was so great that the mileage of travel for the trucks needed to be decreased for the sake of the vicinity to San Luis Ranch, and the environment in regard to emissions. However, trips per day were kept at normal rates despite certain routes being utilized more heavily than normal. The annual amount of haul for that year was increased but wouldn't allow more trips per day. Since this was a hinderance to cyclists on Tank Farm Road, the notoriety of their non-compliance has increased. Therefore, future hearings can address whether 100 trips per day is suitable for the surrounding community. Signage, entry and exit, and other compliances were not maintained, therefore referrals will go out. There is now a reference point for the public what that number of trips per day feels like. There are limited projects in conflict with the school zone during peak drop off times. Scheduling can depend on construction timelines. Suggestions can be considered for:

- convoying procedures;
- widening particular sections of roadway (Orcutt Road) on a project by project basis, or determining where those segments are;
- communication with the bicycling community to decrease possible safety hazards;
- better enforcement of permits, and signage;
- a need for a higher concern within the county for bicycle safety

Rocky Canyon Quarry in Santa Margarita is in the next phases for a large expansion and increased activity. A referral is needed for it, and there is more proactive action within this quarry to maintain gravel and roadway issues to a minimum.

II. County Public Works

In the north County several paving projects have been underway on Linne Road, Geneseo Road, and other North County roads which have also increased in their speed limits. Public Works will review warrants for implementing additional advisory signage and/or other warning measures to address increased speeds, where appropriate.

III. BAC Chairperson

Two project referrals since August have submitted comments regarding: Nipomo, Flint/Tefft St, and the Old Edna-small subdivision. The corridors regarding Price Canyon and Hwy 222, are of interest through SLOCOG.

IV. CHP-Patrick Seebart (Public Information Officer)

Regarding the Spreafico Mines Hauling item it is required to have 300-500 feet between cargo vehicles when in caravan type situations.

In the North County there have 5 bicycle involved collisions:

- March 4th - Atascadero Hospital - Vehicle ran red light causing abrasions.
- July 1st - L and 12th - 11 year old bicyclist, hit and run felony.
- August 19th - SR 41 - 86 year old male rider, medical trauma, non-collision, major injuries.
- October 25th – Vehicle clipped bicyclist after making a right turn in front of them, hit and run misdemeanor.
- November 9th – ECR North of Santa Margarita, 59 year old, non-collision curb rash.

California Pedestrian Bicycle Enforcement (CPB) at the National Night Out in Atascadero handed out helmets and other giveaways. CPB is a program that funds bicycle education.

SLO County's Bicycle Education Program is offered county-wide.

Most citizen concerns for bicycle safety are circulating around Vineyard Drive North of Hwy 46 West, the geometry of the road creates blind spots. Education needs to be promoted so that vehicles are giving the 3ft clearance and bicyclists are riding in columns. Engineering improvements where the complaints are most concentrated can be suggested. The County participates in and implements safety reports, taking out trees, Safe Routes to School, and official court proceedings to change the nature of locations like the aforementioned. Prior to each paving project safety concerns are reviewed. The Annual Safety Report is created and sent to the CHP Office to evaluate safety conditions. The 85th percentile is state law and local jurisdiction does not have the authority to reduce state speed laws.

IV. Air Pollution Control District

Not Present

V. County Parks

A \$3,500,000 grant was applied for Santa Margarita Trail, for safety improvements. An easement on the Santa Margarita Ranch will be used to do this. The Bob Jones, SLOCOG allowed the construction plans to go from 65% to 100%. Still working with property owners to acquire easements.

The connector at Templeton and Atascadero has right of way and property easements that need to go into imminent domain with the Railroad. Project scope needs to be revised next year to account for funding.

The Chevron and Cayucos land trust is under negotiation to acquire land to allow for the connector easement between Morro Bay and the Cayucos connector.

VI. SLOCOG

Board Adoption of the 2020 Regional Transportation Improvement Program, fund cycle is from 2021-2025, for major capital investments: the Prado Road interchange, Avila Beach interchange, Buckley & Los Ranchos Road, Hwy 46 West of Hwy 101, and Union Road by Ravine Water Park. Additional money from the Bob Jones Trail, and additional money sought after by Public Works has been processed with local assistance from CALTRANS.

Large grant application with the State, for US 101 SB congestion: several smaller projects can be packaged with it including the Bob Jones Trail, Phase 3 Ontario parking lot underneath the bridge and up to North San Luis Bay Drive. \$900,000 is needed for completion of the corridor project mentioned above and for the roadside improvements for bike access.

District 5 Sustainability Community Planning Grant for Atascadero, Crestin Road, and El Camino Real is a wayfinding grant. Public Works and CALTRANS have been contacted about these projects.

Winter and Spring will see an update in the ATP. The state claims \$445,000,000 is available, and half of it will be used in the SLO County. Grant Application processes need to be done efficiently in order to compete for the grants needed.

Via the Board of Supervisors, USBR 95 has been approved. SLOCOG is not the land-owner, so the signage strategy is being worked on so that the conversation with CALTRANS can start once priorities of the grants can be ordered, and the funding can be granted. The ATP helps to perform the counts and pay for the Wayfinding pilot. If it is successful in the grant process, this can move forward.

VII. CALTRANS

The BAC in Santa Cruz is installing wayfinding signage and this can be done similarly by coordinating with CALTRANS for installation of signs within their facilities.

8. BAC Business & Discussion

- A. 2020 Chair and Vice Chair positions are available for new candidacy because Dale and Skip have reached the end of their respective 2-year terms, according to BAC by-laws.

Josh Olejczak received a second on a nomination and was approved as the BAC Vice Chair.

There are vacancies in District 1, both of which need to be refilled, and there is one in District 5.

Skip Amerine received a second on a nomination and was approved as the BAC Chair.

- B. Adoption of Proposed 2020 Meeting Calendar and Meeting Time

The location of the meeting can be considered to rotate. This can be discussed with Council concerning the Brown Act Committee to see if committee members are allowed remote connection and access to the meeting. Research needs to be done to ensure the Brown Act is not being violated in this sense.

A motion was seconded and approved to move the meeting to 6pm. February 11th, May 12th, September 1st, November 17th dates are seconded and approved for 2020.

- C. SLOCOG Wayfinding signs/Pacific Coast Trail (John Dinunzio, SLOCOG)

The original design was in the early 90's. Location designs have since been destroyed. The lowest hanging fruit is to replace existing signs. There had been 50 locations identified existing signs after surveying. This is more than the initial plan proposed. A signing schedule will show potential locations in the future with a grant applied for \$185,000 from CALTRANS. MUTCD dictates the type of sign to be used: Bike Route 95 signs. A signing schedule for the PCT should be able to replace existing and install new signs where there are gaps in the network. The budget and the entity responsible for maintenance are to be approved by CALTRANS.

- D. Initial Discussion – Proposed Buckley Road Corridor Plan (Dave Flynn, PW)

Dave has met with the concerned residents. He has used the corridor study to determine right of way and how to implement the plan. The average vehicles in volume there are around 4500. The city model has the ADT's around 9500 not including new development tracts. Therefore, the future could see 11000 to 12000 ADT's. Collision rate is at the average rate for roads on Buckley including 25 recorded collisions over the past 5 years. Cutting down on the shoulders have the potential to decrease collisions. Which decreases maintenance as well. On the Eastside section East of Hoover Avenue, a center left turn lane is proposed there, however the Airport owns the adjacent property making the annexation more difficult because the FAA must approve it. In experience this process of acquiring the land could take several years. 8-foot shoulders near Avila Ranch are planned to be implemented. Additional 10-foot clearance is needed to remove and replace existing utility poles. A rough estimate of \$250,000 from the Avila Ranch Improvement Fees will be needed for the safety improvements at the Davenport Creek Road intersection. \$75,000 has been used in topographical research. Preparing the environmental document, utility relocation process, setting up the right of way, purchasing right of way is has yet to be completed.

The goals for the corridor study include:

- How to avoid the airport,
- Alternatives,
- Environmental Document to move ahead with FAA Review,
- Acquisition process to begin after Environmental Document, and
- Look into utility relocation process.

Bridges, and seismic funding are not available in full. Reconstruction of existing bridges would not be completed before 2035, approximately. Hoover to Davenport is the section that has the least amount of property.

9. **Project Updates**

- A. Los Berros Widening plans are at 95%. 6-foot shoulders on both sides. \$2,000,000 is the expected budget. Going to bid in March 2020, construction beginning in summer 2020.
- B. Oceano/Front Street widening/drainage plan improvements are going to implemented soon. Depends on CALTRANS' plan and available budget. Road impact fees are not enough for funding.
- C. Atascadero/Templeton is fully funded for the revised route.
- D. Cycle 5 is coming up on the Bob Jones Trail. Flooding issues on San Luis Obispo Creek. The bridge over the floodway is about \$3,000,000 for 300 feet of bridge work alone.
- E. The board adopted the new safety analysis condition in 2007. Public Works will revisit in Fall 2020.

10. **Future Agenda Items**

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.

- A. Input on Rural Development Safety Analysis Policy (Resolution 2008-152)
- B. Update to Committee Bylaws
- C. Coastal Community Plan for Los Osos
- D. Ferril & 7th Street offer from CSD board member who owns property. Intersected in leveraging property for better use.
- E. Recognizing Police Officers on bicycles.

11. **Adjourn - Next meeting – February 11, 2020**