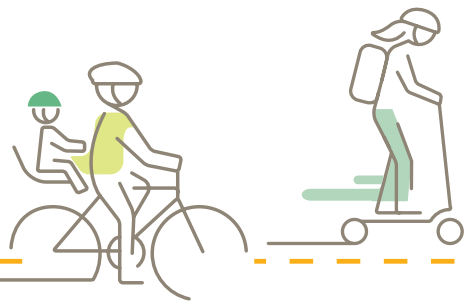
SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

2021 ACTIVE TRANSPORTATION PLAN



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ATP
2021

SLOCOG 2021
Active Transportation Plan

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Abbreviations

TERM	DEFINITION
AB 32 SB 32	**Assembly Bill 32 and Senate Bill 32 - California Global Warming Solutions of 2006:** This bill designated The California Air Resources Board as the state agency charged with monitoring and regulating greenhouse gas emissions.
AB 101 SB 99	**Assembly Bill 101 and Senate Bill 99 - Active Transportation Program:** Signed in 2013, this bill establishes the Active Transportation Program within the CA Department of Transportation.
AB 1358	**Assembly Bill 1358 - The Complete Streets Act of 2008:** Requires circulation elements of a city's General Plan to strive for a balanced multimodal transportation network.
AB 1731	**Assembly Bill 1731 - Three Feet for Safety Act:** This bill establishes a minimum three-foot buffer for bicyclists when vehicles, moving in the same direction, pass bicyclists.
ATP	**Active Transportation Plan:** A plan that outlines goals, strategies, and projects to increase safety, comfort, and ridership of the active transportation network in a region.
ATPP	**Active Transportation Partnership Program:** Unites stakeholders to collaboratively improve active transportation.
ARoRS	**Active Routes of Regional Significance:** A network of 300-miles of existing and planned on- and off-system bikeways and pedestrian facilities connecting incorporated and/or unincorporated communities.
Caltrans	**California Department of Transportation:** The state agency that promotes economic vitality and enhances the quality of life for the people of California by providing for mobility of people, goods, services and information.
CEQA	**California Environmental Quality Act:** Enacted into law in 1970 to require analysis of the impact of public and private land use actions. The basic goal of CEQA is to develop and maintain a high-quality environment now and in the future.
CTC	**California Transportation Commission:** This state agency is responsible for programming and allocating transportation construction funds. It also advises and assists the Secretary of the California State Transportation Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.
DOT	**Department of Transportation:** The U.S. government agency that is responsible for the design, construction, maintenance, and operation of highway and other transportation systems (i.e., rail, air, mass transit, and ferries).
FHWA	**Federal Highway Administration (within the U.S. Department of Transportation**): Coordinates highways with other modes of transportation to achieve the most effective balance of transportation systems and facilities under cohesive federal policies.
FTIP	**Federal Transportation Improvement Program:** With enactment of TEA 21, now known as the Transportation Improvement Program (TIP), this capital improvement program includes four prioritized years of programming and categorizes all federally aided transportation projects. Updated at least once every two years, it must be prepared in cooperation with all interested groups and the general public.
FAST Act	**Fixing America's Surface Transportation Act:** Passed by Congress in 2015, this federal bill is a funding and authorization bill for surface transportation spending.
RTIP	**Regional Transportation Improvement Program:** This five-year program shall be prepared and adopted by the Regional Transportation Planning Agency (RTPA) for submission to the California Transportation Commission
RTP	**Regional Transportation Plan:** State-mandated document to be developed every three years by all MPOs that consists of policy, action, and financial elements. The RTP is the blueprint of transportation improvements in the region.
SB 1	**Senate Bill 1- Road Repair and Accountability Act of 2017:** Enacted in 2017, this bill invests $54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety.
SB 375	**Senate Bill 375 - Sustainable Communities Strategy:** Requirement that local and regional jurisdictions prepare Sustainable Community Strategies to develop low-carbon, alternative ways to bring people and resources closer together.
SB 743	**Senate Bill 743 - Transportation Impacts:** This bill updates the way transportation impacts are measured for new development projects to encourage less driving.
SLOCOG	**San Luis Obispo Council of Governments:** The Council serves as the Regional Transportation Planning Agency (RTPA), Census Data Affiliate, Metropolitan Planning Organization (MPO), and Service Authority for Freeway Emergencies (SAFE) for the region.
SRTS	**Safe Routes to School (Federal fund program):** The SRTS Program is a national and international movement to enable and encourage elementary and middle school children, including those with disabilities to walk and bicycle to school.
TAP	**Transportation Alternatives Program**
VMT	**Vehicle Miles of Travel:** Total vehicle miles is the composite of total mileage traveled by each vehicle over a given period of time (annual, monthly, etc.).

John Peschong
Board President

Those of us who are lucky enough to call the beautiful hills and seascapes of the San Luis Obispo region home know that we are so very fortunate. Many years ago, I had the privilege of organizing a train trip down the state of California that culminated at a political convention in San Diego. The trip was traveling at its best—an adventure filled with familiar faces, good food, and music to accompany the awesome backdrop of our golden coast.

It's easy to take in all of our region's beauty when you take a stroll, hop on your bicycle, or observe the view from the window of a train—and that's why I'm sharing this little story with you. This year I serve as the board president for SLOCOG, an agency which guides a lot of the transportation and land use planning decisions you see carried out when you step onto our regional trail network, take a bicycle ride down the street, or board a Pacific Surfliner train

Why do I keep mentioning the train when this active transportation plan is focused on expanding infrastructure for biking and walking? Because they complement each other fantastically—and while train travel is a significant part of our region's history, I believe it should also play a big part in our future. Imagine what could happen for all of the SLO region if people could conveniently access all of our charming towns and cities by train from any direction? And from there hop on a trail or grab a bus to get to their ultimate destination? All these modes work best when used together. Going beyond the car to connect all the various parts of our region with multiple modes has tremendous potential for residents and tourists alike—and our region could really benefit from a boost in additional tourism dollars.

While our region has made excellent progress with our active transportation infrastructure, we still have a lot to do! For instance, we're still missing a critical 35-mile link that would join the communities of Santa Margarita and San Miguel via the Northern Anza Salinas River Trail with the completion of a critical gap Templeton-Atascadero Connector. Right now, if you want to walk or ride your bike from one trail to the other you have to ride a bike on the 101—and only the most experienced riders should do this. Ensuring safe, connected routes for people of all ages and abilities are what we are after. The Templeton-Atascadero Connector Trail has been funded and planning is underway; the hitch has been how to safely allow walkers and bicyclists to cross the North Atascadero railroad crossing. But I know County Public Works and Parks will deliver!

I have four more years left to serve as a County Supervisor and board member of SLOCOG, and I have my sights set on seeing the Templeton-Atascadero Connector Trail, and others, finished within that timeframe. I want everyone to have the opportunity to reconnect with nature, our historic main streets, our growing wine industry, and everything that makes this region so unique!

— John Peschong
SLOCOG Board President

Pete Rodgers
SLOCOG Executive Director

While the car represents freedom to many, we have awakened to the truth that creating our communities around cars and retrofitting our cities to put the needs of driving first have had a negative impact on our personal health and well-being and our sense of community, and a destructive impact on our environment. I believe this plan, the very first of its kind for our organization, presents us with the opportunity to break down barriers to active, healthy transportation that unfortunately have been planned into existence, often with unforeseen consequences.

With this plan we'll see a lot of opportunity for lower cost improvements that will allow us to retrofit, or plan ahead, to far better connect our neighborhoods, our communities, our cities, and our county in ways that will make biking, walking, and taking public transit much easier, more convenient, and enjoyable for everyone.

Personal stories touch people and make change possible in ways that data and statistics alone just can't. With that in mind, this plan contains stories from residents here in SLO County to illustrate and illuminate the plan as a way to make it more accessible and interesting for a broad audience.

I'm from Coronado down in San Diego County. I knew as a young man that I wanted to travel and do purposeful work, including helping improve the environment. I set my sights on a degree in Environmental Services at Cal Poly San Luis Obispo, which fulfilled both. Upon graduating I knew I didn't want to drive to an 8 to 5 job. In fact, I wanted a people-based job I didn't have to drive to at all!

I joined Peace Corps as an agroforestry extensionist and was sent first to Haiti, and then to Costa Rica to plant trees. During my four years in the Peace Corps, I had the privilege to travel to nearly fifteen countries and see the world. But the remarkable beauty of San Luis Obispo County stayed with me, as well as the desire never to have to drive to my job.

When I was ready to return to the U.S. in 1990, I looked for an opportunity to live again in SLO. My chance came with SLOCOG. They needed an environmental specialist to work on the Regional Transportation Plan. Over the past 30 years I've worked my way up through several positions in the organization, and I've never needed to drive to work. I still ride my bike.

— Pete Rodgers
SLOCOG Executive Director

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CHAPTER 1

Introduction

What is active transportation and why is it important?

What is Active Transportation?

Active transportation refers to human powered, non-motorized transportation. There are many examples of active transportation: walking, bicycling, pushing baby strollers, wheelchairs, e-scooters. For the purposes of this report, active transportation refers primarily to walking and bicycling.

There are many benefits acquired through active transportation, like alleviating traffic congestion, reducing vehicle emissions, enhancing a downtown's economic vitality, and reducing a neighborhood's crime rate. But there are human benefits, too. Active transportation helps reduce household transportation costs, stress, childhood obesity rates, and blood pressure.

SLOCOG acknowledges these benefits and supports the goals of the statewide bicycle and pedestrian plan, *Toward an Active California,* which envisions that all Californians—regardless of age, physical ability, or income—can safely, comfortably, and conveniently walk and bike for their transportation needs by the year 2040.

The San Luis Obispo region is considered an attractive and friendly place to live, work, and visit, in no small part due to its temperate climate and coastal geography, which is ideal for walking and bicycling year-round. As population and employment continue to grow, the resulting impact is a need to systematically manage the existing transportation system while proactively planning for future investments. This includes completing the necessary infrastructure to make walking and biking easier for all, such as building and completing facilities; addressing known conflict points, such as highway crossings to improve safety and comfort; and clearly delineating routes through signage and other wayfinding techniques.

While much of the region's population is aging, the growing student and technical workforce populations demand low-cost commuting alternatives. Emerging low-cost electric-powered bikes and scooters, made accessible through smartphone applications, are challenging communities' local ordinances to accommodate or prohibit them. Against this backdrop are major challenges to funding new active transportation projects. State grant-based programs are increasingly competitive and largely focused on high-density, inner-city communities.

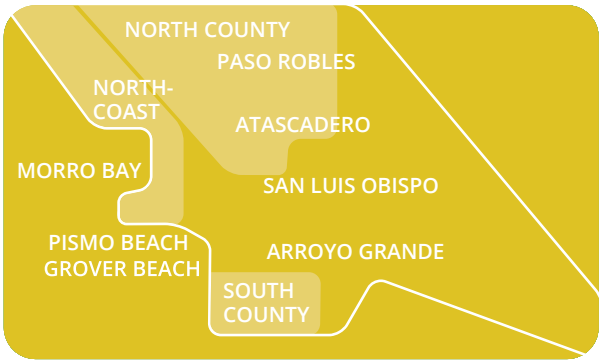

Figure 1-1: Schematic SLO County

Active Transportation and Tourism

Biking, as well as trails and walkable downtowns, are attractive amenities for the San Luis Obispo region, and communities with these characteristics tend to enjoy enhanced local economies. SLOCOG is invested in helping establish the region as a premier outdoor destination, complete with trails, parks, roadways, and amenities for all users, be they recreational, amateur, or professional.

The existing regionwide trail system connects all of the county's trail assets into a world class experience for residents and visitors. Visit SLO CAL has highlighted that these characteristics are very attractive to tourists who love to walk, hike, run, bike, and ride horses. SLOCOG continues to improve, connect, and promote these trails to further attract tourists—in partnership with Visit SLO CAL, Bike SLO County, and other local partners (e.g., Bike Happening, Central Coast Concerned Mountain Bikers, Cal Poly Bicycle Coalition, Cycle Central Coast, SLO Bicycle Club, SLO County Parks, SLO Regional Rideshare).

Living Life Car Free

Testimonial from **Louise Justice**

I've lived for many years in the lovely Judson Terrace Homes complex for low-income seniors in San Luis Obispo. For the past 15 years I've lived car free, using both the city of SLO and the Ventura transit systems. It works well for me. When I can't get a bus comfortably, I can make reservations through Ride-On Transportation or the Ventura Transit System who uses Smart Shuttle or Lyft to ferry people around to medical appointments mainly. There is also SLOCOG's program entitled Senior Go, which will take reservations for grocery shopping, doctor appointments, and visits to friends' and families' houses. Users are allowed up to four round trips per month and cost is based on mileage. So far, I've used it twice and it cost me $5 for a round trip from the Homes parking lot to Ralphs grocery store. So, it's convenient as well as reasonable.

My adventure in car-free living began when my then seventeen-year-old Chevy Berlinetta broke down and I simply couldn't afford to repair it. Fortunately, I worked in downtown SLO for the District Attorney, which offers employer-funded mass transit.

> It's a terrific program that allows all employees to ride mass transit for free with our ID card. Unfortunately, not enough people used it because the bus routes and timing weren't convenient enough for many.

But it suited me just fine, especially as we have a sheltered bus stop right out front of our complex.

A few years ago, the city decided they wanted to move our Judson Homes bus stop to a nearby busy corner with a large pole right in the middle of it. Not only did this mean a longer distance to travel, but obstacles beyond the light pole included: a hydrant, cracked sidewalks, and an incline and decline, which would have made it very difficult to travel for several of my neighbors who use walkers or wheelchairs to access the bus. I went to the City Council and was successful in stopping the relocation.

Riding transit isn't without its challenges, especially on the weekends when there are far fewer buses. Sometimes I have to wait up to 45 minutes for a bus, and just the other day it took me an hour and a half to get home because of the bus schedule. They'd certainly have more riders if both the routes and the schedules were more convenient.

Being able to live car free yet also be mobile in my senior years makes life much more enjoyable. The buses are air conditioned, and they allow me to stay active and participate in things like volunteering for the Personnel Board at the City. The bus drivers are courteous and helpful and there's a real sense of community amongst those of us who ride the bus frequently.

— Louise Justice

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CHAPTER 2

Action Strategies

What actions can SLOCOG take to improve active transportation in the San Luis Obispo region?

Action Strategies

SLOCOG's action strategies emphasize strengthening existing partnerships and establishing regional safety and mobility policies that maximize community benefits. These goals guide SLOCOG's actions.

SAFETY

CONNECTIVITY

LIVABILITY

ACCESSIBILITY TO TRANSIT

COORDINATION & COLLABORATION WITH LOCAL AGENCY PLANS & IMPLEMENTATION

FOCUS ON DISADVANTAGED COMMUNITIES

Prioritized initiatives and studies that meet these goals include:

Toward Zero Deaths

Vision Zero is an organizing framework for eliminating fatalities and serious injuries caused by traffic crashes. Agencies and jurisdictions around the world have adopted Vision Zero goals to reduce the loss of life on local roadways and enhance road safety through engineering and programming changes.

Related Action Strategy Goals:

Regional bike & hike tourism

Enhancing the attractiveness of bike and pedestrian facilities in the region will boost local economies.

Related Action Strategy Goals:

Safe Routes to School

This program promotes projects that enhance the safety and convenience of walking and bicycling to school while reducing traffic congestion and pollution around school zones. SLOCOG works with local jurisdictions to prioritize these projects, and offers educational programs to encourage physical activity and independence and to teach safe practices.

Related Action Strategy Goals:

Transit & rail connectivity

Safe active transportation connections to rail help facilitate first/last mile mobility so that users can get from origin to destination without the use of a car. SLOCOG is engaged in a multi-agency coalition, the Coast Rail Coordinating Council, to improve the frequency, reliability, and ease of use of passenger trains on the coastal routes between San Francisco and Los Angeles.

Related Action Strategy Goals:

Significant regional corridors

Coordinating with jurisdictions within the region, priority is placed on connecting significant routes and corridors for a more robust network of journeys supported by bikeways and multi-use paths.

Related Action Strategy Goals:

Complete streets

SLOCOG, following federal guidance, promotes complete streets projects. Complete streets encourage active transportation use by providing safe spaces and access for users of all ages, abilities, and transportation modes.

Related Action Strategy Goals:

Bicycle wayfinding & signage development

A consistent bicycle wayfinding signage program improves the visibility of routes and the overall network, particularly through mixed class infrastructure as the system of protected bikeways is developed.

Related Action Strategy Goals:

Data collection & analysis to measure progress

Data collection from volunteer mobility counts and analysis inform the process of prioritizing and developing projects, as well as assisting with measuring outcomes to verify results and assist with project evaluation.

Related Action Strategy Goals:

Electric Bikes

Testimonial from **Eric Azriel**

Most of my life, I strove to commute and complete errands by bike or foot, yet it was often impossible. When I returned to school to earn my master's in urban planning, I decided to pick a program where I could live car-free.

I sold my car the week before my long trip west to Cal Poly. I had visited San Luis Obispo, weighed the relative accessibility and safety, and chose to take the plunge. Living here, I learned which routes were safer, which were quicker, where I had to take the lane, and which roads were completely unsafe. I rode to the grocery store, class, and even the hardware store. That first year I rented a car once or twice for longer trips out of town but overall did not miss it.

My first winter in San Luis Obispo, I took an internship downtown. Because I wore professional clothing, I needed a way to travel quickly without becoming hot and sweaty. Although the distance was relatively short, time and elevation were issues.

Years previously, I had unsuccessfully dabbled with an e-bike kit; now, I was inspired anew by a colleague who used her modern fully integrated electric bike daily. Soon, I took home my own e-bike. Riding it, with its speed and ease of use, showed me the possibilities of this now mature technology. The e-bike required getting on and pedaling, nothing more. It even integrated lights and fenders. On the e-bike my travel times decreased as I rode to my internship fully dressed and problem-free.

I encouraged my fellow planning students to try my e-bike. Unsurprisingly, some were sold on the idea immediately after riding around the courtyard and seeing what it could do.

More surprising to me were the numerous strangers who stopped me on the street almost weekly to ask about my e-bike and my experience using it. Many were eager to obtain one for themselves.

Yet I routinely heard from friends, including those who loved my e-bike, about how they would like to ride, "but..." That "but" almost always related to safety. My friends were reluctant to ride because our streets are scary and dangerous – streets like Santa Rosa, Chorro, Broad, Foothill, and Madonna that juxtapose fast car traffic with bikes. Most do not possess meaningful alternative direct routes.

I empathize with my friends. I grew up riding on dangerous roads and became accustomed to them by necessity, but they still scare me. Even now, a car comes close to hitting me about once per month.

I am buoyed by the excitement for e-bikes and yet I fear that this enthusiasm will waste away for lack of safe infrastructure. I hope that our need for climate solutions and healthier bodies and cities will lead us to make our cities safe.

— Eric Azriel

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CHAPTER 3

Policy Setting

How do existing local, regional, state and federal legislation and programs shape SLOCOG's Active Transportation Plan?

CITY HALL

Policy Setting

Local Policy

SLOCOG worked in partnership with local member agencies to create a comprehensive plan that supports local policies. Examples from recent active transportation plans by local governments highlight progressive goals to improve the active transportation environment in the region.

City of San Luis Obispo Active Transportation Plan (2021)

Commitment to Vision Zero. SLO aims to continue implementation of the City's Vision Zero policies and traffic safety programs to develop a transportation system that will reduce, and ultimately eliminate, fatal and severe injury crashes within the City of San Luis Obispo by 2030.

SLO also intends to achieve a 20% modal shift from car trips to active transportation trips. This will require an increase in the share of citywide commute trips made by bicycling to 20% and 12% by walking by 2030. Additionally, the City aims to double the mode share for all bicycle and pedestrian trips for public K-12 schools.

City of Paso Robles Bicycle and Pedestrian Master Plan (2018)

The plan recommends 37 miles of new bikeways. Of these, 30% are multi-use paths and 6% are buffered (such as the green bike lanes in SLO city). New Class I routes for use by pedestrians and bicycles are planned along the Salinas River to provide better connections and recreational opportunities in a safe, off-street environment.

One of the target actions this plan mentions to achieve a complete bike and pedestrian network is to "collaborate with SLOCOG and SLO County on planning, design, funding and implementation of significant regional corridors."

Existing Active Transportation Plans

The County of San Luis Obispo and all seven of the cities within the region have developed bicycle plans in accordance with the California Bicycle Transportation Act (Streets and Highways Code Section 980-894.2).

Table 3-1: Local Related Plans

ENTITY	DOCUMENT
San Luis Obispo County	County Bikeways Plan (2015/16)
Arroyo Grande	Bicycle & Trails Master Plan (2012)
Atascadero	Bicycle Transportation Plan
Grover Beach	Bicycle Master Plan
Morro Bay	Bicycle & Pedestrian Master Plan (2011)
Paso Robles	Bike and Pedestrian Master Plan (2018)
Pismo Beach	Bicycle and Pedestrian Master Plan
San Luis Obispo	SLO ATP (January 2021)

Local and Regional Coordination

The ATP fits into the framework of SLOCOG's systemwide programs, including the Regional Transportation Program (RTP), Regional Transportation Improvement Program (RTIP), and the Federal Transportation Improvement Program (FTIP). These documents identify the region's transportation needs and outline project priorities for the future. The ATP's goals and project lists are aligned with those in other SLOCOG programs and offer a policy update between the two long-range transportation and land use planning documents (i.e., 2019 RTP and 2023 RTP).

The ATP supports local bicycle and pedestrian plans of member agencies and compliments other regional active transportation plans, including plans developed by Caltrans District 5, Paso Robles, and SLO.

Active Transportation Partnership Program

Achievements of the Active Transportation Partnership Program (ATPP) form the basis of the SLOCOG ATP. Last updated in February 2019, the ATPP facilitates important partnerships throughout the region, **with the main goal of building a robust and connected walking and bicycling network.**

The ATPP, with a budget of approximately $55,000 per year, is a critical regional long-term planning tool that outlines ways to address major active transportation goals across varied partnerships in the region. The objective of this program is to provide "light touch/ low-cost and high impact/high leverage" activities for identifying and improving components of the walking and bicycling network. The efforts form the foundational planning tools for the 2021 ATP and are consistent with the action strategies in the 2019 RTP as well as various ATPs of member agencies, including: Caltrans D5, the City of Paso Robles (2018), and the City of San Luis Obispo (2021).

The ATPP sets out eight key strategies, shown in **Table 3-2: Partnership Program Strategies**, including a renewed commitment to public health, targeting programmatic "partnership" efforts impacting our active modes infrastructure, street and highway improvements, and recreational trail enhancements. This is achieved through a series of activities, planned and refreshed every two years, to: build visibility for the regional bicycle network (i.e. wayfinding), address statewide objectives, and assist the region's local jurisdictions to better compete for state and federal grant funding. Some activities include coordinating the volunteer-led national bike counts, focusing efforts on Safe Routes to School (SRTS), capital infrastructure, transit zone improvements, regional wayfinding and signage coordination, and recognizing the public safety efforts of law enforcement and safety officers who use a bicycle for work.

Table 3-2: Partnership Program Strategies

STRATEGY	TITLE AND DESCRIPTION
STRATEGY 1	Review and Establish a Regional Policy on Safety and Mobility
	Work with member agencies, partners, and stakeholders to initiate a regional Vision Zero pedestrian and bicycle safety and mobility policy. Recognize the benefits of enforcement officers on bike patrol.
STRATEGY 2	Maximize Benefits from Healthy Communities, Economic Vitality and Environment
	Work to summarize, analyze, and promote information from around the county on key indicators relating to environment, public health, and economic vitality. Seek low-cost pilot projects to advance program goals.
STRATEGY 3	Re-invigorate Partnerships and Stakeholder Involvement
	Work to ensure partner goals and objectives are brought current and organizational targets are maximized through collaborative efforts focusing on available funding, reducing encumbrances, and implementing active modes in the 2019 Regional Transportation Plan (RTP) and supporting California's Active Transportation Policy. Engage in and host workshops with partners on topical issues.
STRATEGY 4	Progress the SRTS Prioritization Tool Kit
	Continue to develop the SRTS Prioritization Tool, which ranks public schools with established SRTS education and encouragement programs and focuses on delivering a small number of key infrastructure projects quickly.
STRATEGY 5	Improve Conditions for Accessibility to Regional Transit Stops
	Improve high and medium priority conditions within a ¼ mile of transit stops, based on Regional Transit Zones' asset inventory and updated with existing conditions.
STRATEGY 6	Conceptualize Significant Regional Corridors and Complete Streets
	Work with member agencies to refine the Significant Regional Corridor network
STRATEGY 7	San Luis Obispo Regional Bicycle Wayfinding and Signage Strategy
	Make the urban and rural San Luis Obispo Region easier to navigate by non-motorized travel to synergize bicycle tourism, bicycle friendly business districts, and economic vitality.
STRATEGY 8	Initiate Supplemental Data Collection and Analysis
	Initiate regionwide coordination of bike and pedestrian counting program to measure and monitor use of active transportation modes also used in conjunction with local downtown associations to measure local events.

State and Federal Policy

Over the past decade, state and federal legislation have strengthened coordination for active transportation improvements, providing better guidance and funding opportunities.

- The *California Active Transportation Program* (CA ATP), created in 2013, established targets and a funding mechanism to improve active transportation at all jurisdiction levels across the state.
- *Toward an Active California* (updated May 2017) is Caltrans' first statewide policy plan to support travel by bicyclists and pedestrians through objectives, strategies, and actions. This policy direction continues support for the recent trend to increase bicycle and pedestrian travel in the state and strengthens the connection between transportation, environmental sustainability, and public health.
- SLOCOG's Regional Transportation Plan and Active Transportation Partnership Program define and prioritize actions to promote and develop active transportation throughout the region.
- California Senate Bill 1 (SB 1) adds $100 million dollars annually to the CA ATP.
- Governors' Executive Order N-19-19 calls for action from multiple state agencies to reduce greenhouse gas (GHG) emissions and mitigate the impacts of climate change and includes direct acknowledgment of the role the transportation sector must play in addressing climate change.

CA Active Transportation Program (CA ATP)

SB 99, AB 101

SB 1

AB 1731

SB 743

FAST Act

AB 1358

SB 375

AB 32, SB 32

Table 3-3: Related Legislation

AKA	NAME	YEAR	JURISDICTION
-	**Active Transportation Partnership Program** Establishes partnerships with agencies across the region to collectively improve active transportation regionwide.	2019	SLOCOG
-	**Toward an Active California** Sets forth progressive policies and actions to achieve a comfortable and connected environment for active transportation.	2017	Caltrans
-	**Caltrans Strategic Management Plan** Acts as a roadmap for Caltrans by providing clear direction for meeting statewide objectives, creating and deepening strategic partnerships, and establishing performance measures that monitor success.	2015 to 2020	Caltrans
-	**California Transportation Plan 2040** Provides a common framework for guiding transportation decisions and investments at all levels of government and the private sector.	2016	Caltrans
SB 99, AB 101	**California Active Transportation Program (CA ATP)** Provides framework and funding for active transportation improvements and plans.	2013	State Congress
SB 1	**Road Repair and Accountability Act of 2017** Invests $54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety.	2017	State Congress
AB 1731	**Three Feet for Safety Act** Establishes a minimum three-foot buffer when vehicles pass bicyclists.	2013	State Congress
SB 743	**Transportation Impacts** Updates the way transportation impacts are measured for new development projects to encourage less driving.	2013	State Congress
FAST Act	**Fixing America's Surface Transportation Act** A funding and authorization bill for surface transportation spending.	2012	Federal
AB 1358	**The Complete Streets Act of 2008** Requires circulation elements of a city's General Plan to strive for a balanced multimodal transportation network.	2008	State Congress
SB 375	**Sustainable Communities Strategy** Requirement that local and regional jurisdictions prepare Sustainable Community Strategies to develop low-carbon, alternative ways to bring people and resources closer together.	2008	State Congress
AB 32, SB 32	**Global Warming Solutions Act of 2006** Designated The California Air Resources Board as the state agency charged with monitoring and regulating greenhouse gas emissions.	2006	State Congress

Over the past decade, active transportation has become a major focus of transportation planning. California has worked to coordinate various active transportation plans into comprehensive legislation that provides both guidance and funding opportunities for active transportation improvements. The resulting state program,and Grant Cycle 5 Guidelines (2020) establish targets, guidelines, and funding mechanisms to improve active transportation at all jurisdiction levels across the state. These programs form the foundation of SLOCOG's ATP.

In addition to state regulations, local and regional partnerships also play an important role in defining and prioritizing actions to promote and develop active transportation. SLOCOG's ATP is intended to provide a regional plan, framework, and context in collaboration with several other recently created ATPs within the region. See **Table 3-1: Local Related Plans**. The ATP integrates information formulated through working committees, including the Safe Routes to School (SRTS) Task Force, Active Transportation Partnership Program (ATPP), Healthy Communities Work Group, and SLO County Bicycle Advisory Committee.

California Active Transportation Program (CA ATP)

The California Active Transportation Program consolidates several existing federal and state transportation programs into a single plan with a focus on promoting active transportation among local jurisdictions.

Rather than piecemeal programs and efforts, as previously done, this comprehensive bill (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) provides important guidance and funding opportunities for jurisdictions and helps establish California as a national leader in active transportation.

These efforts will support future applications for funding and seek to address regional shortfalls in information, data, and partnership efforts. The legislative framework establishes the legal context and basic guidelines for which active transportation programs and projects can be pursued.

The purpose of state-level ATP policy is to encourage increased use of active transportation modes by achieving the following goals, which are woven into the goals and policy objectives of this plan:

- Increase the proportion of trips taken by biking and walking.
- Increase safety and mobility for non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve GHG reduction goals, pursuant to SB 375 (2008) and SB 341 (2009).
- Enhance public health.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation journeys.

California Complete Streets Act

Assembly Bill 1358 (Leno), also known as the *California Complete Streets Act,* was signed by Governor Arnold Schwarzenegger on September 30, 2008. The law requires cities and counties to ensure that local streets and roads meet the needs of all users, including active transportation users, when updating their general plans.

California was the first state in the nation to ensure that all local streets and roads accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.

In October 2008, Caltrans signed Deputy Directive 64-R2 (renewed 2014), which directs Caltrans to implement complete streets policies to ensure travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets.

The 2021 ATP, in compliance with the *Complete Streets Act*, continues to support member agencies in building multimodal networks and encourages projects and enhancements with complete street components.

Three Feet for Safety Act

Assembly Bill 1371 (Bradford), also known as the *Three Feet for Safety Act,* was signed by Governor Brown on September 23, 2013. The law works to protect bicyclists and increase bicycle safety by requiring drivers of motor vehicles to provide at least three feet of clearance when passing people riding bikes.

SLOCOG recognizes the importance of this policy to increase bicyclist safety and comfort, and encourages compliance with the *Three Feet for Safety Act* among member agencies. The 2021 ATP supports safe designs and prioritizes projects that increase safety and comfortability for pedestrians and bicyclists.

Toward an Active California

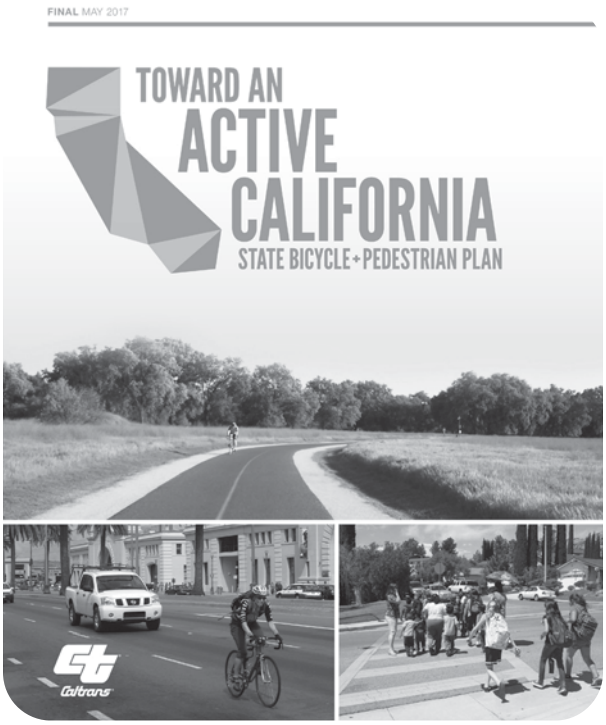
Caltrans' first pedestrian and bicycle plan, *Toward an Active California* (2017), envisions that "by 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs." The plan identifies policies and actions that Caltrans and its partners will take to improve the safety and comfort of pedestrians and bicyclists throughout the state and supports local and regional agencies as they undertake their own efforts to make walking and biking an appealing option for many everyday trips. This plan serves as the primary guidance to other state active transportation plans and programs, including the *Caltrans District 5 Active Transportation Plan.*

Toward an Active California grew out of several statewide efforts to address pressing policy issues, and is built on:

- Legislation and policy efforts to make California a climate policy leader by reducing GHG emissions and vehicle miles traveled.
- California's Health in All Policies Task Force and associated Active Transportation Action Plan, which highlights the intersection between public health and walking and bicycling, including addressing air quality, obesity, and heart disease.
- Recognizing the economic benefits of active transportation, including local business support, active transportation tourism, and other effects.
- California's push toward sustainable and equitable development, including Caltrans' Smart Mobility Framework.

Toward an Active California complements local and regional active transportation plans developed across the state. Performance measures, policies, and actions set forth by Caltrans in the plan are integrated into SLOCOG's 2019 RTP and 2021 ATP.

Only through partnerships, coordination, and funding can the state achieve the goals and policies set in the state's bicycle and pedestrian plan.



In Pursuit of Safer Streets

Testimonial from **Meg Syfan**

My husband and I have lived in Los Osos for 29 years and had an empty nest for ten years. I was a stay-at-home mom but I've always been on the lookout for ways to serve the community. I sit on the board of directors of the local water company.

Our neighborhood is at the west end of Los Osos Valley Road, the main road through Los Osos and the main route to San Luis Obispo. I drive it frequently to go to the grocery store, drug store, and hardware store.

There's one section, less than a mile long between a community park and the elementary school, with no sidewalks. The road has a 40 MPH speed limit. On one side are houses, where people park on the street and driveways open onto the street. That side is not conducive to biking or walking.

On the other side is an open space. There are no cars parked on that side. I've seen kids walking to and from school in the bike lane, as well as parents with strollers and people with disabilities on scooters. They're going against traffic.

The street also doesn't have turn lanes. Westbound drivers stop to make the left turn and the cars behind pull around them into the path of the people walking and biking. Why not put an off-street multi-use path on that side of the street?

In 2017 I went to a Parent Teacher Association meeting to see if they'd support the idea. They were more than supportive. Parents signed my petition. Then I met with County Supervisor Bruce Gibson and made a full presentation. He suggested going to the County Bicycle Advisory Committee. They recommended I go through the Los Osos Community Advisory Council, the county Parks & Recreation Department, and SLOCOG.

> I understood from the beginning that this wouldn't be easy. After two years of attending Los Osos Community Advisory Council meetings, I got the path into the County's Bikeways Plan and the Los Osos Community Plan. I was thrilled!

Funding is always the bottom line with these kinds of projects. I called Caltrans to inquire about funding and was told that an individual like me can't apply for a grant. It has to be an organization or public agency like SLOCOG, the County, or Parks & Rec.

After meeting with those agencies and all the other organizations that were suggested, I couldn't get anybody willing to jump on the project to get funding. It's been very frustrating. Every time I made a presentation, it was always received very well, but then it fell flat. I recognize that I'm not schooled in how to do this. And I'm not giving up. I remain hopeful that Los Osos will someday have a safe route to the elementary school, community center, skate park, grocery store, and other businesses that this path would lead to.

— Meg Syfan

CHAPTER 4

Network Principles & Facilities

How does SLOCOG's vision for the community guide Active Transportation work in San Luis Obispo County?

Network Principles & Facilities

The Network Principles provide an overview for assessing how well the Active Routes of Regional Significance (ARoRs) network meets its intended purpose, and will help guide future regional planning and funding efforts.

Network Principles

Network Principles help determine how to prioritize projects, allocate funds, and assess progress to create a well-connected bike and pedestrian network. They include network cohesion, directness, accessibility, alternatives, safety and security, and comfort.

A successful bicycle and pedestrian network consists of a series of interconnected facilities that provide nonmotorized road users, of all ages and abilities, the greatest level of mobility, safety, and convenience. Rather than standalone improvements, a network is planned, designed, constructed, operated, and maintained to provide safe and convenient access for bicyclists and pedestrians to their desired destinations. Additionally, a well-connected pedestrian and bicycle network recognizes that trips vary in purpose and nature as the level and need for network connectivity varies across communities in the region.

Network cohesion

Network cohesion illustrates how different types of facilities and travel modes can be integrated to accommodate or encourage longer-distance travel by foot or bike. In a cohesive network, opportunities for direct travel between destinations are made possible by focusing on links between infrastructure, modes, and destinations.

Directness

Directness is a key principle of a connected pedestrian and bicycle network. A direct network minimizes the distance a person must travel to reach a destination. This is especially relevant in the San Luis Obispo region where origins and destinations are often far apart.

Accessibility

An accessible network recognizes and accommodates a range of user needs and prioritizes users who are unable or prefer not to drive. Accessibility refers to the ability of a network to serve all of its users and provides them with a way to reach their destinations.

Alternatives

Alternatives within a transportation system provide multiple options for routes between an origin and destination. A focus on providing alternatives for active transportation is a key component of any transportation system. A successful pedestrian and bicycle network will prioritize the ability for its users to select routes from a number of alternatives, rather than focusing all travel along one particular route.

Safety and Security

Safety and security play an important role in a transportation network, and it is important to acknowledge the roles of actual safety and perceived safety. While a particular location may not have a history of crashes or even observed conflicts involving pedestrians and bicyclists, non-motorized users may perceive it to be unsafe. Unsafe locations become barriers in the network for pedestrians and bicyclists. Safety is a key goal of this Plan.

Comfort

Comfort level can greatly influence the perceived safety of a route and can impact a pedestrian's or bicyclist's choice to travel in a certain location. Creating more welcoming environments, for example through streetscape improvements, can quickly make a place more comfortable for bikers and walkers.

Facilities

A comprehensive active transportation network has infrastructure that serves the needs of all types of bicyclists and pedestrians. A number of bicycle and pedestrian facilities and treatments are available to make biking and walking a safe and attractive transportation choice for all. These facilities include bikeways, shared use paths, bike boulevards, bicycle-and-pedestrian-specific traffic control devices, support facilities (i.e., bike parking and maintenance stations) and streetscape improvements. The facilities listed are regularly used tools that help to improve the region's active transportation network.

Bikeways

A bikeway is a road, path, or other travel way, which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes.

Caltrans' *Highway Design Manual* and the *California Manual on Uniform Traffic Control Devices* (MUTCD) are the official guides for the design of pedestrian and bicycle infrastructure. However, in 2014 Caltrans endorsed the National Association of City Transportation Officials' (NACTO) guides for Urban Street and Urban Bikeway Design, but did not adopt them. The NACTO guidelines provide four bikeway classifications that separate facilities by rider comfort and vehicle separation. The bikeway facilities are defined as follows:

Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. The preferred minimum width for a two-way bike path is 10' and 5' for a one-way path. Paths include a 2' wide graded area adjacent to either edge of the paved path.

Class II bikeways are lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. They are delineated by signs, 6-inch edge strips, and pavement stencils. Lanes are recommended to have a minimum width of 4 feet when located along roads prohibiting parking, 5 feet wide when adjacent to parallel parking, and 6 feet where posted speeds are greater than 40 mph.

Class III bikeways, or bike routes, designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network, or to designate preferred routes through high demand corridors. These are typically identified by signage or shared roadway markings, also known as "sharrows."

Class IV bikeways, or cycle tracks, are for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature (e.g. parking, or flexible posts). Intersections offer unique challenges to the design and operation of a separated bikeway, and design should strive to minimize the potential conflict between the bikeway user and the crossing or turning movements of pedestrians and motor vehicles.

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Limiting vehicular travel is achieved by closing through streets with chicanes, landscaping, or another type of barrier. A bicycle boulevard uses an existing facility to improve bike connectivity.

SLOCOG prefers Class I and IV bikeways wherever possible, as they provide the most separation from vehicles.

Traffic control devices

Specialized traffic control devices such as signage, roadway markings and signals, or geometric design features can reduce ambiguity for all roadway users and draw attention to the presence of bicyclists and pedestrians. These devices make it easier for bicyclists and pedestrians to interface with vehicles and contribute to improved safety. A few examples are provided here.

A bicycle signal is a traffic signal that uses bicycle signal faces and directs bicyclists to take specific actions when there are no conflicting movements. Bicycle signal faces are similar to walk/don't walk pedestrian signals.

Protected intersections provide greater separation and protection for bicyclists and pedestrians, and minimize the number of conflict points with vehicles. These are useful at intersections with Class IV bikeways.

The intersection bike box, a designated area on the approach to an intersection with a signal, provides bicyclists a space to wait in front of motor vehicles during a red light so that they are more visible to motorists when the light turns green.

Bicycle Support Facilities

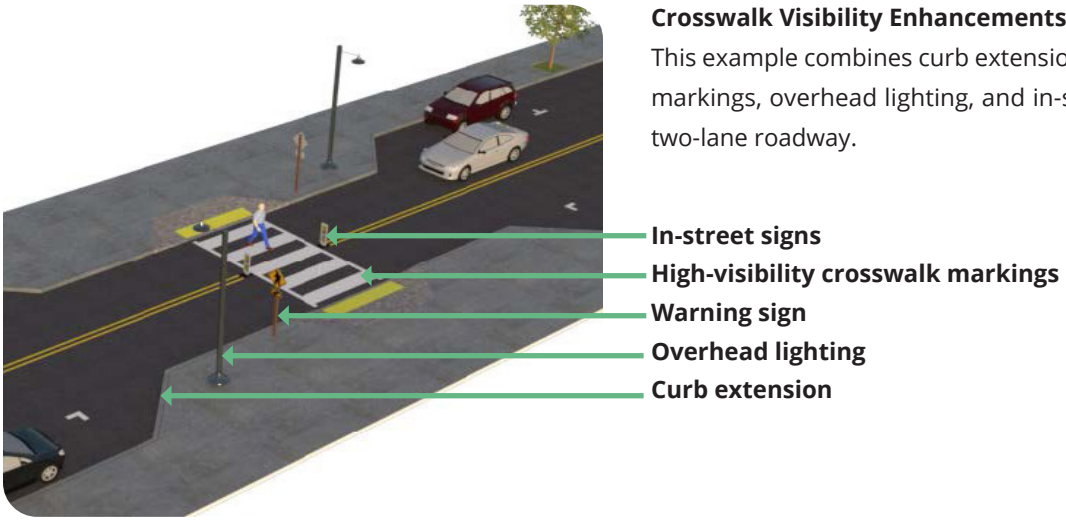
Bicycle support facilities, while not included in bikeway facilities, are important to the overall viability of bicycling as an alternative to driving. These facilities include, but are not limited to, bike racks, bike boxes, bike racks on transit vehicles, lockers and showers at employment centers, and bike maintenance stations.

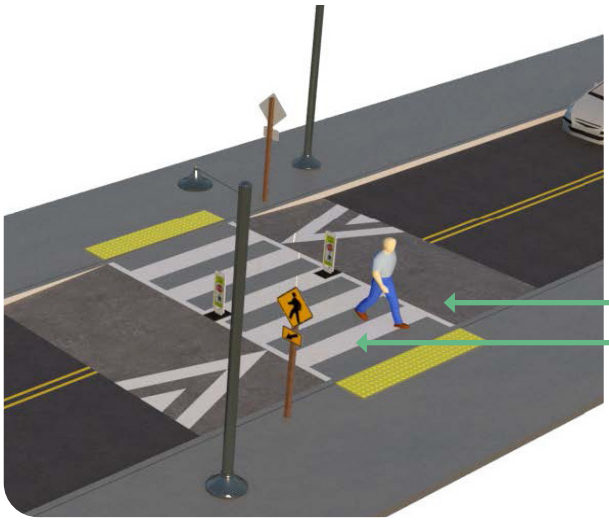
Pedestrian Facilities

Nearly everyone is a pedestrian at some point in the day. This Plan, the 2021 ATP, goes beyond accommodating pedestrians on the roadway system and seeks to reduce fatalities, serious injuries, and collisions for motorized and non-motorized users alike. Pedestrian facilities include, but are not limited to, sidewalks, shared use paths (i.e., Class I bikeways), boardwalks, pedestrian crossing signals, and pedestrian hybrid beacons at unsignalized locations.

Crosswalk Visibility Enhancements

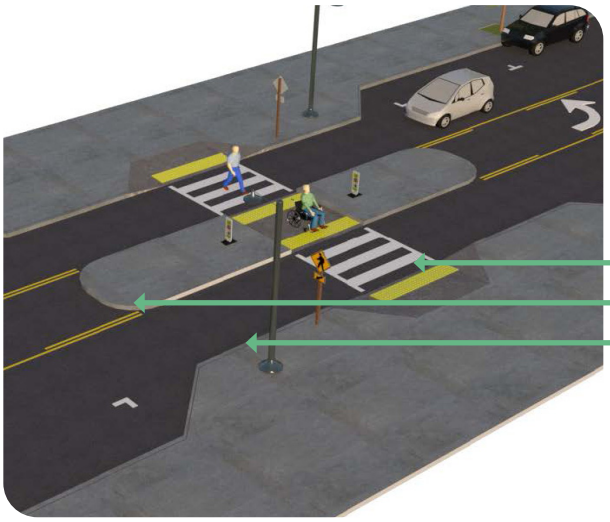
This example combines curb extensions, high visibility markings, overhead lighting, and in-street signs on a two-lane roadway.





Raised Crosswalks are ramped speed bumps/tables spanning the entire width of the roadway, often placed at midblock crossing locations.

Raised crosswalk
High-visibility crosswalk markings

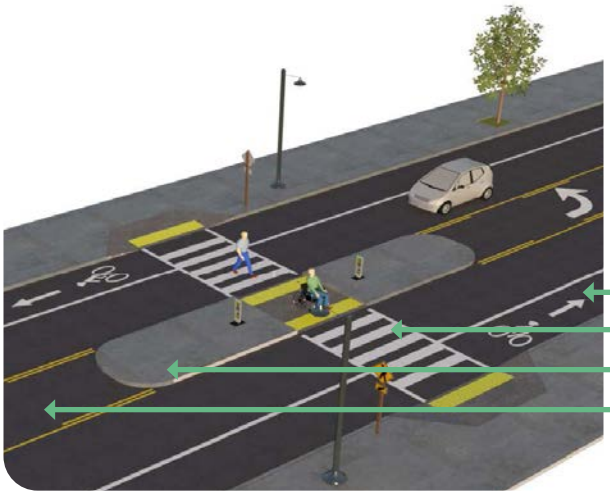


A Pedestrian Refuge Island is a median with a refuge area that is intended to help protect pedestrians crossing the road. This countermeasure is sometimes referred to as a crossing island or pedestrian island.

High-visibility crosswalk markings
Refuge area
Curb extension

A Pedestrian Hybrid Beacon (PHB) is used to control traffic and improve safety at uncontrolled, marked crosswalks. It rests until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate when pedestrians should cross and when it is safe for drivers to proceed. Rectangular-shaped yellow indicators, known as Rectangular Rapid Flashing Beacons are also common.

High-visibility crosswalk markings
Beacon
Advance stop line



A Road Diet is a roadway reconfiguration resulting in a reduction in the number of travel lanes, which is usually achieved by converting a four-lane undivided road to three lanes. The space gained by eliminating lanes is typically used for other uses and travel modes.

Livable Communities

A livable community is one that is safe and secure, has affordable and appropriate transportation and housing options, and offers supportive community features and services. An interconnected multimodal transportation network is a critical component of a livable community.

SLOCOG invests in a system of transportation facilities that foster active lifestyles, reduce vehicle trips, and stimulate economic activity. These include streetscapes, boardwalks and promenades, parklets, and conservation/open space.

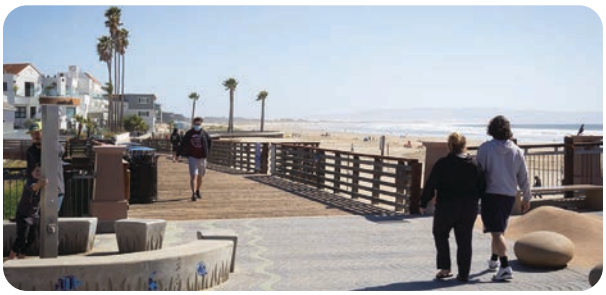
Streetscapes

Streetscape refers to the appearance of a street. Urban roadway design and conditions impact street users and nearby residents. Streetscaping recognizes that streets are places where people engage in various activities, including, but not limited to motor vehicle travel. Streetscapes are an important component of public spaces where people interact, which help define a community's aesthetic quality, identity, economic activity, health, social cohesion and opportunity. Not just its mobility. Streetscaping can include changes to intersections and crossings, traffic management, sidewalk conditions, landscaping (particularly tree cover), street furniture (benches, garbage cans, etc.), building fronts, and material specifications.

Attractive and inviting streetscapes provide a safe built environment for bicyclists and pedestrians and spur local economic activity. Walking and biking help revitalize downtowns, increase private investment, and support the development of a good business climate. Pedestrian, bicycle, and transit friendly streetscapes can be achieved by widening sidewalks, providing buffers along the street, and reducing the number of curb cuts.

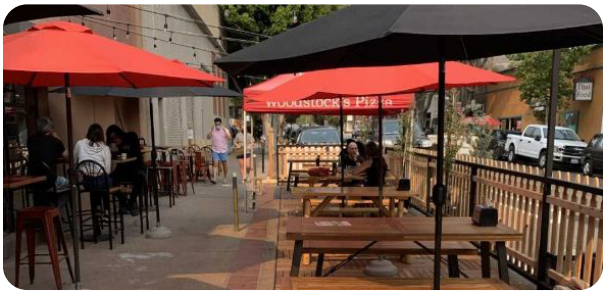
Boardwalks & Promenades

Boardwalks and promenades improve the recreational pedestrian experience and encourage a vibrant coastal experience. The Pismo Beach Promenade, from pier to Main Street, was constructed in 2011 and extension plans are underway. The Morro Bay Harborwalk links the Embarcadero in Morro Bay to Morro Rock and Morro Strand Beach. Both are popular outdoor spaces that attract thousands of visitors each year and are major drivers of the local economy. The extension of the Morro Creek Bridge and Path connects school and residential areas and contributes to the completion of the California Coastal Trail.



Parklets

A parklet is a sidewalk extension that provides extra space and amenities for people using the street. Often, parklets are installed in one or more parking spaces, and typically extend out from the sidewalk at the level of the sidewalk to the width of the adjacent parking space to provide more space for walking in congested areas. Parklets are designed to provide a public place for pedestrians to relax and enjoy the scene of the built environment around them, and are typically found in places where urban parks are lacking or where the existing sidewalk width is not large enough to accommodate vibrant street life activities. They may also be used to provide aesthetic qualities, such as greenery or art installations. Parklets can benefit local businesses, residents, and visitors by providing unique public spaces that attract customers and foster community conversation—and they can be long-term, temporary, or seasonal features. All are designed for quick and easy removal without damage to the curb or street.



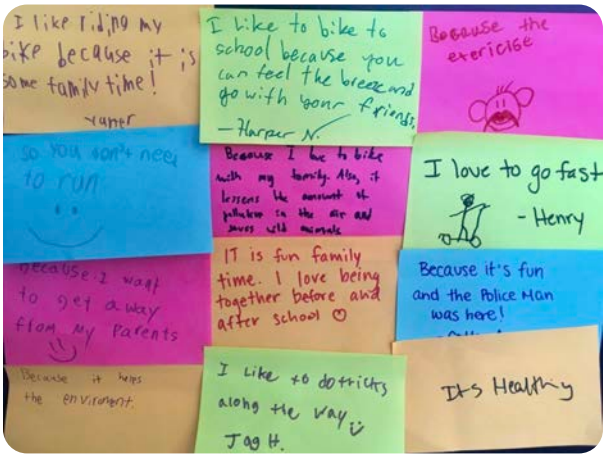
Improvements in School Zones

The Safe Routes to School (SRTS) Taskforce is a collaborative working group that plans and funds infrastructure projects and non-infrastructure programs in the region, all with the goal of enhancing the safety and convenience of walking and biking to school while reducing traffic congestion and pollution around school zones.

SLOCOG recognizes the important role that safe pedestrian and bicycle infrastructure has in increasing walking and biking among students. The SRTS Taskforce functions as a vetting committee that helps to build a comprehensive, data-centric picture of individual projects to increase their competitiveness as they seek ATP grant funding.

The SRTS Capital Program provides leveraging funds for capital projects that enhance the safety and convenience of walking and biking to school. The central pillar of this program is the SRTS Prioritization Tool, which uses data to rank schools most ready for, and most in need of, bicycle and pedestrian capital improvements. The top quartiles of schools at each level (elementary, middle, and high school) are prioritized for funding, consistent with precedent set by other funding programs (i.e., the statewide ATP prioritizes funding for disadvantaged communities that score in the top quartile of CalEPA's CalEnviroScreen tool).

SLOCOG continues the effort to work with community partners, local jurisdictions, law enforcement, school districts, and schools to address all SRTS needs in the region.



Biking to School is Done Best in Pairs

Testimonial from **Jim DeCecco**

It was a typical morning. I was spending the 30 minutes before school greeting 200 students and parents while they walked around the perimeter of the playground. This was the infamous Oceano morning exercise program, my favorite 30 minutes of each day. I looked up to see an ambulance down the street, its lights flashing. My heart sank. A student had been hit by a car.

Oceano Elementary School is located in a low-income community. Oceano has limited pedestrian and bike infrastructure, yet more than 60% of our students either walked or biked to school each day. Our school took pride in this fact. Oceano was a role model.

As I continued to greet students and parents, I grew anxious, but **I knew that my student wasn't at fault. We had done everything possible to make them street safe.**

Oceano was the nation's only school to be named a Gold Level Bicycle Friendly Business by the League of American Bicyclists. We started our own Bike Posse that rode twice a month after school to get ice cream. We held monthly Walk to School and Bike to School days. Oceano dedicated a whole week to bikes during National Bike Month.

Oceano had its own bicycle training course, the first in the county and the best facility west of the Mississippi River, where our PE teacher taught on-bike lessons. I brought in bike industry experts from SRAM and Sure Stop Brakes to connect elementary curriculum with real-world employment. I had students working during recess and after school cleaning and refurbishing donated bikes to be put back into the community.

As it turned out, the 4th-grade student who was hit, Mireya, was not seriously injured. She was small, with

long brown hair, big brown eyes, and a smile that lit up every classroom. She had been knocked to the ground by a driver who was slowly exiting one of Oceano's many alleys.

I knew Mireya well. She lived with her aunt and uncle. Her aunt had once been a student of mine. Because of some physical limitations, driving Mireya to school was inconvenient for them. She either rode her bike that six-tenths of a mile to school or walked.

After school, I went to check on Mireya at home. Because I rode my bike to school every day, her aunt, uncle, and I agreed that I would swing by their house and ride with Mireya to and from school.

Riding with my friend became a nice break on a hectic morning. I was able to give Mireya a bike that my niece had outgrown. We talked about the books she was reading, and discussed math problems and homework assignments.

While Mireya participated in our after-school rides, she became a leader. That's when I knew the time I spent helping these students to become independent had paid off.

— Jim DeCecco

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CHAPTER 5

Existing Conditions

What does the current active transportation system look like? Who is cycling or walking and why?

Existing Conditions

The SLO region has become a leader in active transportation in recent years and is working to grow a connected bike and pedestrian network that safely connects community members of all abilities to essential services and activities.

Bicycle and Pedestrian Use

Biking and walking is a prevalent recreational activity in the San Luis Obispo region and is becoming an increasingly popular mode choice for short trips.

SLOCOG continues to encourage active transportation as a viable alternative to car trips.

The 2012-2016 American Community Survey 5-Year Estimates found that 2.2% of SLO County residents bike to work, compared to the national average of 0.61%.

Shifting from vehicle trips to more active modes requires users to feel safe and comfortable while biking and walking.

Recent improvements have helped increase bicycle comfort among the general public but many are still hesitant.

SLOCOG measures comfort by sorting the population into four categories: Strong and Fearless; Enthused and Confident; Interested but Concerned; and No Way, No How. Funding and project improvements should focus on the 'Interested but Concerned' categoryof bicyclist to encourage increased bicycle use for short trips. A recent survey reveals that bike comfortability in our region has increased since 2013:

Strong and Fearless (11%)
a 3.6% decrease from 2013

Enthused and Confident (34%)
a 2.7% increase from 2013

Interested but Concerned (35%)
a 7.1% increase from 2013

No Way No How (19%)
a 7.3% decrease from 2013

'Enthused and Confident' and 'Interested but Concerned' respondents of the 2020 survey reported that aggressive/speeding/unsafe motor vehicle drivers, gaps in the network, and lack of bike lanes were the top barriers to bicycling more frequently. Concerns of personal safety and motorist behavior top the list of barriers for all cyclists, but only rank third as something that, if solved, would make the region a better place for bicycling. More compellingly, barriers related to bicycle facility connectivity ranked second and third in importance for both of the 'Enthused and Confident' and 'Interested but Concerned' bicyclist categories.

More Class I and Class II bike facilities, bike education, and increased safety measures for bicyclists are among the top improvements that community members wish to see.

In an effort to better understand the region's pedestrian and bicycle activity levels, SLOCOG has been conducting active transportation counts since 2018. With over 230 hours logged, volunteers have measured pedestrians and bicyclist volumes in various locations. This data helps decisionmakers and advocates evaluate existing projects, prioritize future improvements, and measure active transportation activity. Some key findings include:

- Generally, **walking is favored over biking** in the region. In almost all locations, walking accounted for over half the total daily counts. The ratio of pedestrians to bicyclists is higher near schools and in more urbanized areas but much lower at trailheads (i.e., approx. 30% of total daily counts).
- Bike and pedestrian counts ranged from approx. 50 to 2,000 people per day depending on location. **Downtown areas and trails were the most traveled locations** (e.g., Bob Jones Trail and Morro Bay's Embarcadero).
- Recorded **count levels were much higher on weekends than weekdays for downtown locations**. On corridors and trails, the highest counts varied between weekdays and weekends depending on the year and season.
- The volunteer-based methodology is valuable and replicable, so it can be used again in the future.

Network

A well-connected active transportation network is an interconnected system of bike and pedestrian facilities that helps people get where they need to go. Networks can be measured by accessibility—the ability to travel to key destinations and the distance required to get there.

A successful network connects communities across the region and local residents to essential services.

People for Bikes' bike network analysis provides scores for the networks of seven cities in the region as shown in **Table 5-1: Bicycle Network Score**. San Luis Obispo City currently holds the number one highest national City Rating, an analysis that considers the bike network scores as well as other measures to rate overall bike friendliness within a city.

Table 5-1: Bicycle Network Score

CITY	SCORE/100
San Luis Obispo	62
Grover Beach	44
Atascadero	29
Arroyo Grande	28
Morro Bay	27
Pismo Beach	22
Paso Robles	20
Current Highest Rated City Statewide (Davenport)	72

Safety

SLOCOG continues to support safe designs for active transportation infrastructure. Since bicyclists and pedestrians are more vulnerable in a collision, facility designs need to prioritize the safety of active transportation users by providing these users with adequate space.

Between 2009 and 2019, 1,828 bicycle and pedestrian related collisions were reported in SLO County—1,194 of these collisions involved bicyclists and 702 collisions involved pedestrians. Of these active transportation crashes, 61% caused a serious or visible injury and 56 collision related fatalities occurred.

These collision statistics underscore the need for improvements that ensure the safety of all road users, including pedestrians and bicyclists.

The collision heat map in **Figure 5-1: SLO Collision Heat Map** shows the distributions of collisions throughout the SLO region. The majority of crashes were located within city boundaries; however, a number of collisions were also reported along major corridors like California Coastal Trail and Anza Trail. This further emphasizes the need to prioritize safety improvements along these corridors.

It is important to understand the cause of collisions to better prevent them in the future. For bicyclists, 18%

of reported bike collisions occur on state highways, suggesting that safer bike infrastructure, such as Class I bike lanes, may be necessary on highways. Additionally, the top cause of collisions, at 21%, is improper turning and automobile right of way. Combined with a large amount of broadside-type crashes (41%), these statistics may indicate a need for clearer road markings, separated signals, and more bike protections at intersections.

In pedestrian-related collisions, drivers were at fault 56% of the time. Pedestrian right of way violations (37%) and pedestrian violations (31%) (situations where pedestrians violated traffic law) were among the top causes of collisions. This pattern may indicate a need for increased pedestrian spaces so that pedestrians don't feel they need to break the law to access their destinations.

For both bicyclist and pedestrian collisions, unsafe speeds were a major cause of collisions. Adding more speed limit signage and enforcement, combined with design solutions that slow vehicle traffic, are helpful ways to reduce vehicle speeds.

SLOCOG supports local safety efforts, including the City of SLO's Vision Zero initiative to eliminate deaths in traffic by 2030, and continues to encourage projects that increase pedestrian and bicyclist safety. Local partnerships also include the Safe Routes to School initiative, which focuses on increasing active transportation safety along routes to schools.

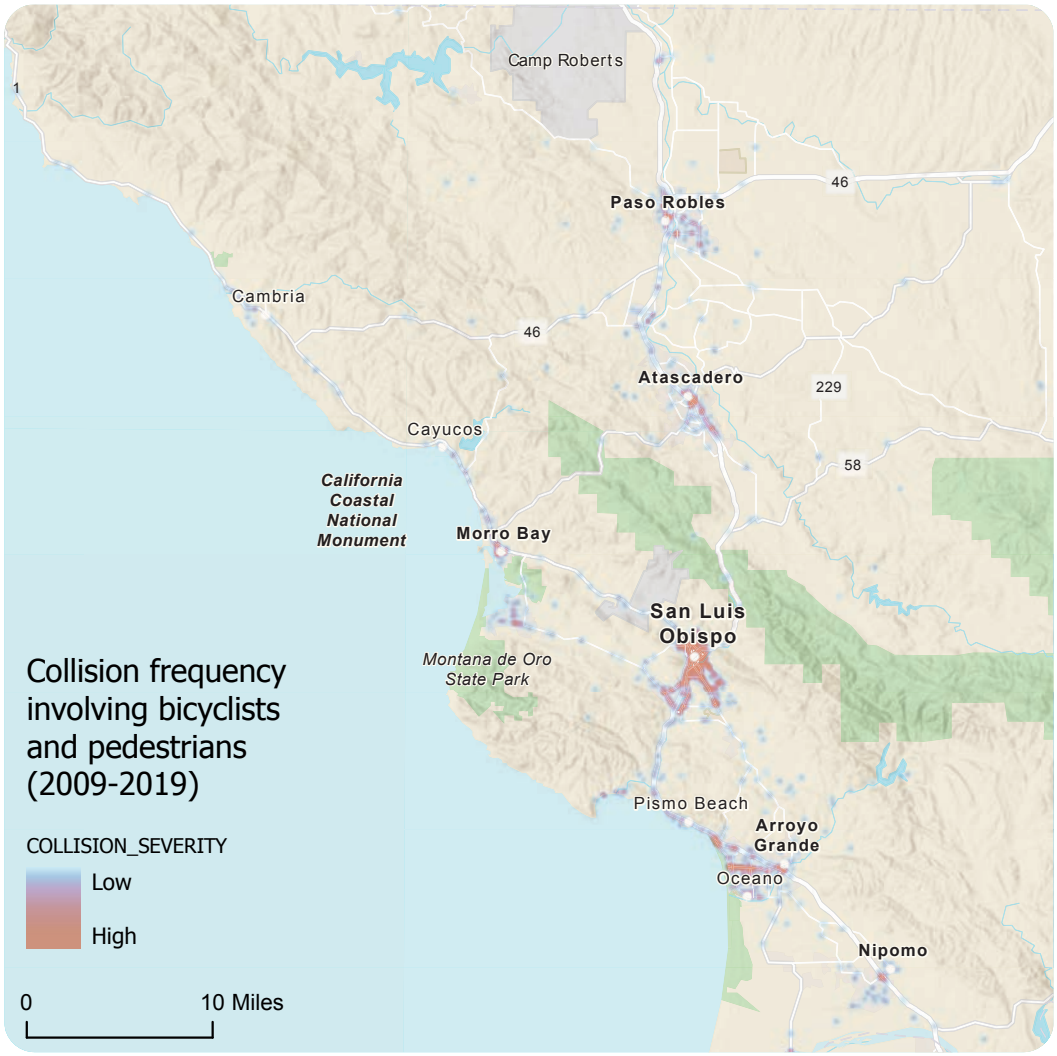


Figure 5-1: SLO Collision Heat Map

Data sources: Esri, NASA, NGA, USGS, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, SWITRS

Disadvantaged Communities

SLOCOG is committed to include all communities in the region to inform and involve, with special emphasis on communities with people who have been underrepresented or underserved.

The state uses different tools to identify communities in California that are most affected by pollution or their socioeconomic status, such as CalEnviroScreen and the Healthy Places Index, as well as other indicators related to income, such median household income and the percentage of students at a particular school that are eligible to receive free or reduced price meals. **SLOCOG has engaged its advisory committees, local agency stakeholders, and the public to develop a regional definition of disadvantaged communities that considers thirteen variables & metrics that address a wide range of socioeconomic and population-based factors** consistent with the variables used by the state to develop the aforementioned tools and indicators to help geographically define disadvantaged communities in the region:

- Racial status
- Minority status
- Disability status
- Household income
- Free or reduced price meals
- Educational attainment
- Language proficiency
- Renter affordability
- Housing ownership affordability
- Share of youth under age of 15
- Share of adults 75 or older
- Households with no vehicle available
- Households with no computing device

The disadvantaged communities assessment provides information on the definition, variables, and methodology used, as well as a mapping tool, and can be found at:

https://slocog.org/programs/data-services/gis-mapping/disadvantaged-communities

The Cambria Bike Kids

Testimonial from **Aaron Linn**

I loved riding a bike as a kid and when a long-term substitute teacher in junior high brought me to my first road race, it opened my mind up to a whole new world of possibilities.

As a second-generation resident of Cambria, I grew up with a great love and passion for this beautiful region, and one of the best ways to experience it is by bike.

Over the past 10 years one of my goals has been to make Cambria and SLO County a world-class biking region. Anyone who has visited Linn's of Cambria, my family's business, knows about my passion for bikes. My collection decorates the restaurant!

As my son was growing up, I was thrilled to share my love of biking with him, but over the years it became clear to me that many kids just don't have access to either a quality bike or someone who can teach them good biking skills. About six years ago I decided to start a mountain bike club for kids as a way to help kids get bikes and learn how to ride them properly, as well as get them outdoors to be active and enjoy the tremendous beauty of the area. I called it Cambria Bike Kids.

The group was blessed with the Cambria Bike Kitchen, of which I am now president, where we receive donations of bikes, gear, and dollars to fund our endeavor.

My 16-year-old son and I started out with three boys joining us two times a week for a ride about six years ago, and now we have 15 kids and five parents who regularly join us. We mostly have boys in the riding group, and we focus on mountain biking. I'd love to see more girls join us and would also love to expand our activities to include road biking as well.

People give me kudos for volunteering my time, but the truth is, it comes naturally and I believe that cycling instills discipline and thresholds that lead to success in life. I'm trying to convince our local school district that any child who desires it should have access to a bike and bike riding skills.

— Aaron Linn

When Walking Turns into a Game of Frogger

Testimonial from **CoCo Herda**

I filled out an Unmet Transit Needs request about the need for a safe pedestrian crossing on Broad Street between South Street and Orcutt Road in SLO. I was inspired by speaking to a co-worker who lives on Lawrence Drive about a mile from our workplace.

She drives to work each day, in part, because what could be a lovely 5-minute bike ride to work or 20-minute walk to work is multiplied in time and effort and greatly reduces her enjoyment because of the lack of infrastructure. I used to live on Broad Street between Caudill Street and Mitchell Drive and remember hearing from a friend about the video game Frogger for the first time, which she likened to my quick trip across Broad to grab some eggs at the SLO Food Co-Op (when it was on Francis Street). These stories made me feel justified in identifying this need.

Then the memories that flooded back to me of living on South Higuera Street and bringing lunch to my dad at his workplace on Humbert Street. For the first part of my life, travel through town with my mom and siblings was primarily by way of public transit and on foot. My mom would pack my dad's lunch and four children under age 10—all about 1 to 1½ years apart—and get us on the bus at South Higuera, transfer us onto another bus in downtown SLO, and arrive at the bus stop on the south side of Broad Street, between Mitchell and Lawrence, I think. There was no crosswalk or traffic signal.

We would all hold hands and run halfway across Broad and wait in the turning lane until it was clear to run the rest of the way across.

Thankfully our trip back wasn't so harrowing, but I think of how frightening it must have been for my mom, praying that one of the four of her children wouldn't trip. And to think that more than 30 years later, this hasn't changed! It's wild.

— Coco Herda

CHAPTER 6

Regional Corridors

What are major regional bike and pedestrian connections throughout the San Luis Obispo region?

MAXXIS

Regional Corridors

Regional corridors provide safe bike and pedestrian access to communities in and around the county. These corridors, which are used for both recreational and commute purposes, promote active transportation and healthy habits while bolstering tourism and economic growth.

This regional system of cohesive, high-quality bikeway facilities is intended to increase the safety, ease, and desirability of walking and biking as transportation modes (commuting) as well as recreation.

In addition to the regional bikeway corridor focus, SLOCOG also supports and promotes local shared-use pathways, complete streets, and Class IV bikeways for both recreational and commuting purposes. Bikeway improvements include rural Class II bikeways in the North County and South County subregions, gap closures throughout the region, Class I facilities along the Coastal and Anza Trail corridors, and segments of trails leading to the regional trail corridors. Such improvements have many community benefits, like economic vitality and improved air quality, that align with regional and state goals. State requirements to reduce vehicle-related GHG emissions validate this planning approach.

Projects on these corridors previously centered around construction of Class II bike lanes and connecting local communities. While many projects have been completed in the past ten years, there are still a number of critical projects and remaining gaps to focus on over the next four to six years. The ideal regional active routes system for the SLO region would consist of parallel networks of Class I/Mixed Use and Class II facilities that enhance each other, linking all populated areas in the region, where feasible. Such bikeways provide space for users who prefer safe and comfortable bike paths and those who want fast and direct connections.

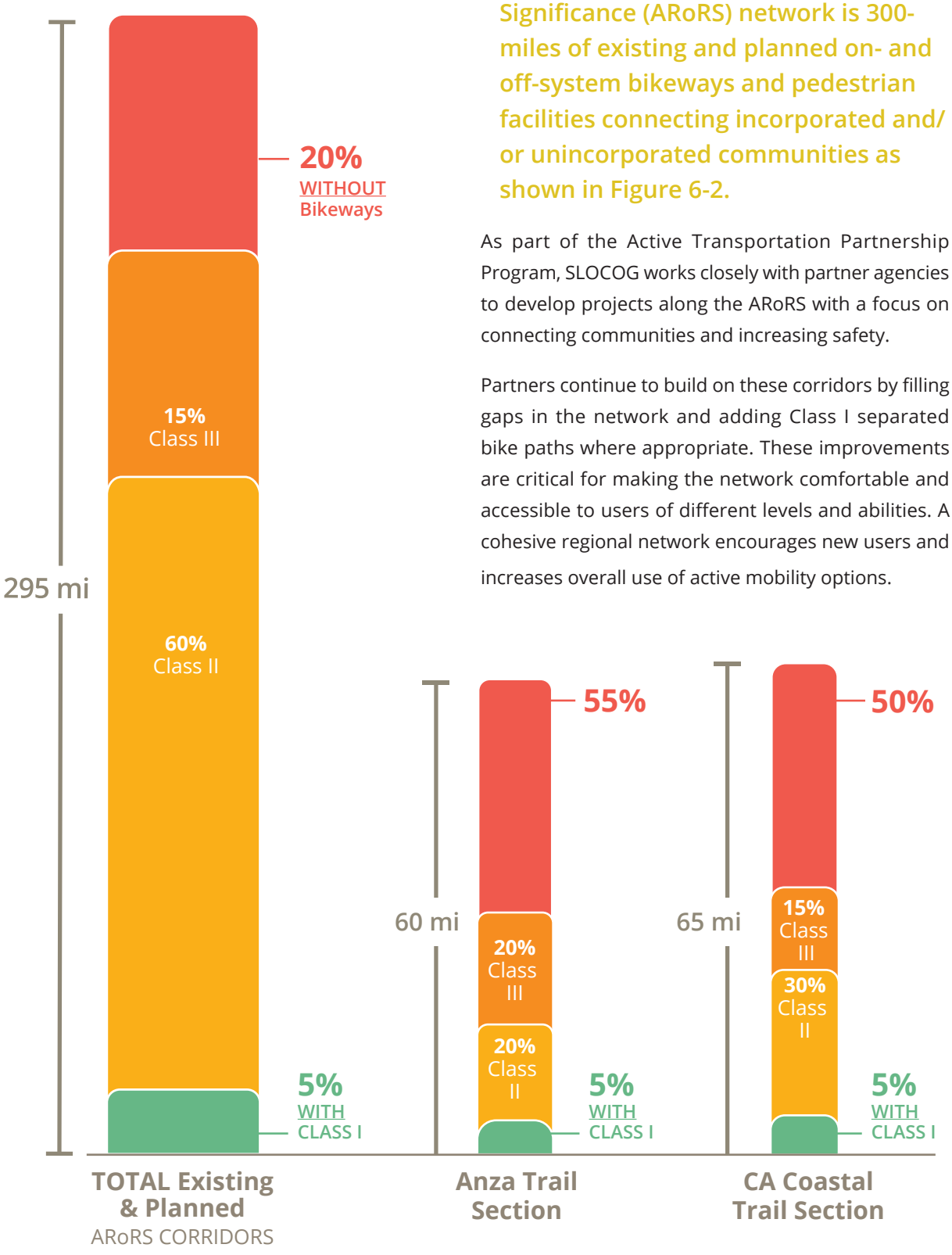
Current projects supported in the 2019 RTP emphasize filling critical gaps to connect communities and separating Class I facilities.

These corridor planning efforts include the *2012 Northern San Luis Obispo County Coastal Trail Master Plan*, the *2014 Salinas River Trail Plan* (North County Anza Trail Corridor), and the *2016 Edna-Price Canyon Trail Feasibility Study* between Pismo Beach and San Luis Obispo.

Several scoping studies have been developed to assist in gauging accurate construction cost estimates by identifying environmental constraints and preferred alignments early. Constructed and phased projects —such as the Railroad Safety Trail, Pismo Beach Promenade, and Morro Bay Harborwalk—were scoped using either local, SLOCOG, or Caltrans "seed" grants. Two inter-regional projects, the Morro Bay-to-Cayucos Connector Trail (along the California Coastal Trail) and the Atascadero-to-Templeton Connector (along the Anza Trail), have been scoped using SLOCOG funds and are currently in the preconstruction phase. The *Salinas River Trail Plan* and the recently completed *Edna-Price Canyon Trail Feasibility Study* (both along the Anza Trail Corridor), and the *Chorro Valley Trail Study* and the Bob Jones Trail (both along the Coastal Trail alignment), will eventually lead to new and significant connections within the region. Together, these trail corridors create the framework for Active Routes of Regional Significance (ARoRS).

Figure 6-1: Regional Corridors Bikeway Analysis

Presently, no comprehensive wayfinding exists for the Regional Bike Network, partially for the Anza Trail and outdated poorly maintained bike route signs for the Pacific Coast Bike Route



Active Routes of Regional Significance

The Active Routes of Regional Significance (ARoRS) network is 300-miles of existing and planned on- and off-system bikeways and pedestrian facilities connecting incorporated and/or unincorporated communities as shown in Figure 6-2.

As part of the Active Transportation Partnership Program, SLOCOG works closely with partner agencies to develop projects along the ARoRS with a focus on connecting communities and increasing safety.

Partners continue to build on these corridors by filling gaps in the network and adding Class I separated bike paths where appropriate. These improvements are critical for making the network comfortable and accessible to users of different levels and abilities. A cohesive regional network encourages new users and increases overall use of active mobility options.

Figure 6-2: Active Routes of Regional Significance

Regional trails

There are several significant trails in the region. These trails, shown in **Figure 6-3: Regional Trail Corridors in San Luis Obispo County**, include one national trail (Juan Bautista de Anza), one state trail (California Coastal Trail), and five regionally recognized trails (Bob Jones City-to-Sea Trail, Chorro Valley Trail, North County Salinas River Anza Trail, Edna-Price Canyon trail, and Pacific Coast Railroad Corridor). These trails promote economic vitality by: attracting visitors who support local business (e.g., bike shops, stores, restaurants, hotels), providing jobs, and contributing to the quality of life for all the surrounding communities. Although trips covering the length of these corridors may only make up a small percentage of commuter journeys, the corridors provide the needed structure that makes shorter trips possible, much in the way the state and interstate highway systems are used to bypass short trips from one on-ramp to the next off-ramp. This chapter lists the various regional corridors and current vision along these corridors.

Grand Total Cost Estimate

Improving all 300 miles of ARoRS
$230 million

Figure 6-3: Regional Trail Corridors in San Luis Obispo County

California Coastal Trail

The 1,200-mile California Coastal Trail extends the length of California and passes through 15 counties. Large parts of the trail along State Route 1 (also known as the Pacific Coast Highway) use the wide shoulders like a Class II bike facility, but there are no signs and striping designating it as such. The relationship between State Route 1 and bicyclists underscores a need for an upgrade to Class II standards. Existing Class I trails take advantage of the scenic views of the Pacific Ocean and Morro Rock, and are a recreational destination for residents and visitors. Routes and new protected facilities that extend North from Pismo Pier are considered by many to be a central point of the California Coastal Trail in SLO County. Rural Roads extend southwest from Pismo Beach into the fertile agricultural fields of Oceano, Nipomo Mesa, and on to Santa Barbara County. The California Coastal Trail has the support of the Coastwalk California Trail Association, an organization that promotes the California Coastal Trail, provides tours, and recruits volunteers to assist with trail maintenance. The California Coastal Trail is eligible to receive funding from the California Coastal Conservancy for planning and/or construction projects along the corridor. Additionally, north of San Luis Obispo, State Route 1 is designated as a National Scenic Byway. However, there is no longer a specific funding source associated with the Scenic Byway designation.

The cost estimate for the North California Coastal Trail from Ragged Point to Morro Bay is **$65M**.

The cost estimate for the 22 miles of undeveloped Coastal trail from Los Osos to Pismo Beach via Diablo Nuclear Power station is **$35.2M**.

The cost estimate for the 15 miles of undeveloped South Coast Trail is estimated to be **$24M**.

Projects on the Corridor

- The Diablo Canyon property lies in the natural path of the California Coastal Trail and the 2019 RTP recognizes this as an opportunity to connect the trail termini in Montaña de Oro State Park to the north and Avila Beach State Park to the south. Pacific Gas & Electric (PG&E) will pursue the site-specific decommissioning plan for the facility before making any decisions on the disposition of the Diablo Canyon lands. As part of this process, PG&E will conduct public outreach, so that stakeholders can help shape the future use of PG&E's land prior to finalizing their site-specific plan.
- Other proposed segments include the Avila Beach-to-Harford Pier Trail Connector and the Cave Landing Trail from Avila Beach to Pismo Beach.
- The Morro Bay-to-Cayucos Connector has completed environmental review and received $3.7M in right-of-way funds for the purchase of the property. The project is now seeking $7.5M in construction funding through future State Active Transportation Program funding cycles and federal earmarks through Congress.
- In 2012, SLOCOG, in collaboration with the California Coastal Conservancy, California Department of Parks and Recreation, County of San Luis Obispo, and Caltrans, completed a coastal trail plan for the Northern San Luis Obispo County Corridor from Estero Bluffs State Park north of Cayucos to the Monterey County Line. This trail plan identifies completed segments, trailheads, and existing amenities, and provides a feasibility study for future segments.
- The coastal trail plan for southern SLO County and the Pacific Coast Railroad Corridor, as well as the Arroyo Grande Creek—from the Oceano Dunes, along the dike, through the center of the Arroyo Grande Village, to Biddle Regional Park and potentially even Lopez Lake—remain without detailed planning or feasibility.

Cost Estimate

SLO County Coastal Trail Cost Estimate
$124 million

*** 2019 RTP Cost Estimate**
$13 million

** Includes $7.5 million in construction need for Morro Bay to Cayucos Connector*

SALINAS VALLEY
SAN MIGUEL
BIG SUR
Salinas River
Anza Trail
Corridor
PASO ROBLES
California
Coastal Trail
Corridor
TEMPLETON
CAMBRIA
ATASCADERO
SANTA MARGARITA
CAYUCOS
Chorro Valley
Corridor
MORRO BAY
LOS
OSOS
SAN
LUIS
OBISPO
MONTAÑA
DE ORO
STATE PARK
Bob Jones
City to Sea
Corridor
Edna-Price
Canyon Trail
Corridor
Arroyo Grande
Creek Corridor
AVILA BEACH
PISMO BEACH
GROVER BEACH
OCEANO
ARROYO
GRANDE
NIPOMO
PACIFIC OCEAN
Pacific
Coast
Railroad
Corridor

Bob Jones City to Sea Bike Path

This popular Class I shared use path fills a gap in the regional active transportation network. There are currently Class II facilities on Ontario Road parallel to U.S. Highway 101, but travel speeds are high and there are several intersections on the corridor that are difficult for pedestrians and cyclists to navigate, including San Luis Bay Drive and the Avila Beach Drive and South Higuera interchanges. Two and a half miles of existing Class I shared use path connects Ontario Road to Avila Beach generally following the San Luis Creek. **SLO County received an $18 million ATP grant award to construct an additional 4.5 miles of trail along San Luis Creek, connecting its current terminus on Ontario Road north to the City of SLO.**

Projects on the Corridor

- 2.5-mile Class I shared-use path from the trailhead at Ontario Road along San Luis Obispo Creek to Avila Beach.
- Trail and trailhead enhancements along Higuera Street and at the Octagon Barn.
- South Higuera Street from Prado Road to the Los Osos Valley Road interchange in San Luis Obispo.
- The Bob Jones Trail Extension project from the Ontario Road park n' ride lot to the Octagon Barn.

Construction Funding

Awarded by State ATP in 2021
$18.2 million

Bob Jones City to Sea Creation Story

Testimonial from **Helene Finger**

The City-to-Sea trail concept was born in 1988 when Bob Jones, chairman of the SLO Land Conservancy, led a group of community members in developing the first restoration plan for SLO Creek. Not long after, the first County Trails Plan was developed and the number one community requested trail in this plan was the creekside trail from SLO to Avila Beach, subsequently called the Bob Jones Trail.

As progress was made on building the trail, the community's love for the pathway also grew and people longed for it to be fully realized. Unfortunately, advancement was stalled by several obstacles, and during the delay, tragedy struck. In the absence of a separated trail, three people were killed and 18 were seriously injured while walking or biking along this route.

Inspired by the critical need for the trail, the intensive grassroots desire for timely completion of the project led to the formation of the nonprofit, Friends of the Bob Jones Trail, in 2013. The four cofounders included a woman who lost her leg after being hit by a car while riding her bike, a resident of a mobile home park adjacent to the trail, a Cal Poly faculty member who wanted a safe route for her husband to bike to work and for her students and their families to bike to the beach, and a bicycle advocate who had recently returned to the community where she grew up.

Working together, they were able to: get the project moving forward again; create a safer, more user-friendly pathway; and provide support for the completion of the environmental documents, which the Board of Supervisors unanimously approved in 2015.

The process taught us that progress requires persistence and collaboration. Each step forward involved overcoming another obstacle, but more and more people joined the quest to complete the trail, helping to light the way forward.

A Bob Jones Trail use survey with 1200 respondents, sponsored by the Friends of Bob Jones in 2020, captured unexpected words from a young person that were heartbreaking—communicating that their father was one of those who had died bicycling along this stretch of road. Upon investigation, it was learned that the child's father, a 39-year-old doctor at a SLO hospital, was killed while bicycling to work from his Pismo Beach home. He collided with a semi-truck entering US 101, at one of the four on/off ramps that would be eliminated by completing the Bob Jones Trail.

With design fully funded and mostly complete, we are hopeful that our Active Transportation Program grant application for construction funds will be successful and the long-awaited city-to-sea trail will be complete, removing barriers to safe access, and creating a transformational modal shift opportunity that is expected to garner well over one million trips per year.

— Helene Finger

Juan Bautista de Anza Trail

The 1,200-mile Juan Bautista de Anza Trail (Anza Trail) is part of the National Park System. It begins in Nogales, Arizona and terminates in San Francisco, California. The Anza Trail enters SLO County just north of Guadalupe and follows State Route 1 to Pismo Beach where it turns inland via Price Canyon and Edna Valley to San Luis Obispo. From there, the corridor cuts across the Los Padres National Forest traversing Cuesta Grade to Santa Margarita, and follows the Salinas River to Paso Robles where it turns northwest and travels north through Camp Roberts, just east of Nacimiento Lake Drive. While there are no specific funding sources available for Anza Trail projects, the National Parks Service does certify segments of trail that meet the Anza Trail requirements and has a cost-sharing program that will provide a 50% match up to $30,000 per project. Certified Anza Trail segments use the Anza Trail emblem and may use interpretive signs along the trail. Mission Plaza in San Luis Obispo is one example of a local segment of the corridor.

The comprehensive cost estimate for the 45-mile stretch of the Juan Bautista de Anza Trail between San Miguel and Pismo Beach in the SLO region is **$73.2M**.

The cost estimate for the North Salinas River Trail is **$37M**.

The cost estimate for the 9 miles of undeveloped Cuesta Grade is **$14M**

The cost estimate for the Edna Price Canyon Trail is **$22.2M**

For South Coast Trail see Coastal Trail estimate.

Projects on the Corridor

- Two local construction projects on the Anza Trail are on the long-term project list for the City of Pismo Beach. The segments, referred to as the Pismo Creek Trail and Pismo de Anza Trail, will connect the Edna-Price Canyon Trail to the California Coastal Trail.
- The *Edna-Price Canyon Trail Feasibility Study* was adopted by the SLOCOG Board in March 2016. The study addresses nine miles of the Anza Trail and recommends early implementation of trail segments on State Route 227 in Pismo Beach and near San Luis Obispo, with implementation of segments within Price Canyon and near Old Edna being mid to long-term goals.
- The *Salinas River Trail Master Plan* was adopted by the SLOCOG Board in January 2014. This plan addresses existing and future trail easements and constraints along the Anza Trail Corridor in the North County subregion from Santa Margarita north to Paso Robles. The Salinas River segment of the Anza Trail Corridor will continue north (deviating from the Anza Trail Corridor) into San Miguel, connecting the northernmost community in the region.
- The Templeton-to-Atascadero Connector project has been scoped and is in the pre-construction phase.

SALINAS VALLEY
SAN MIGUEL
BIG SUR
Salinas River
Anza Trail
Corridor
PASO ROBLES
California
Coastal Trail
Corridor
TEMPLETON
CAMBRIA
ATASCADERO
SANTA MARGARITA
CAYUCOS
Chorro Valley
Corridor
MORRO BAY
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OBISPO
MONTAÑA
DE ORO
STATE PARK
Bob Jones
City to Sea
Corridor
Edna-Price
Canyon Trail
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Arroyo Grande
Creek Corridor
AVILA BEACH
PISMO BEACH
GROVER BEACH
ARROYO
GRANDE
OCEANO
NIPOMO
PACIFIC OCEAN
Pacific
Coast
Railroad
Corridor

North SLO County Regional Salinas River Anza Trail Corridor

The proposed Northern SLO County Regional Salinas River Anza Trail runs 34 miles between the communities of San Miguel and Santa Margarita, adjacent to the Salinas River and U.S. Highway 101. This trail aligns with portions of the Anza Trail and the Salinas River. When complete, this corridor allows for attractive bicycle commuting and recreational travel options between the cities and town along the corridor. Its presence would be a noteworthy feature attracting visitors to the area. The process for creating a masterplan for this trail corridor has been agreed upon by all agencies involved, and a grant award to help fund the plan is currently pending.

Projects on the Corridor

- Templeton—Atascadero 'Gap': The gap between Atascadero and Templeton is the most critical missing segment in the corridor. Class I improvements are planned. **The cost estimate for this connection is $6 million,** which has been funded through ATP Cycle 4 augmentation. However, the alignment tunnel under Union Pacific Railroad is proving problematic. A narrower alignment between U.S. Highway 101 and the rail line is in development.
- The Cuesta Grade is a daunting climb for even the most ardent cyclists. Old Pass Road is a popular recreational path for walkers and mountain bikers. The terrain makes it impractical for most commuters and represents a physical barrier between north and central county.

Cost Estimate

Salinas River Trail Plan Cost Estimate
$37 million

2019 RTP Cost Estimate
$37 million

Includes Templeton to Atascadero Connector - $7 million construction funding, awarded by State ATP in 2017

Edna-Price Canyon Trail

The Edna-Price Canyon Trail is 10 miles of the Juan Bautista de Anza Historic Trail. It will provide a link between the California Coastal Trail in Pismo Beach to San Luis Obispo, where it will link to the Chorro Valley Trail (to Morro Bay), the Bob Jones Trail (to Avila Beach), and the Salinas River Trail segment off the Anza Trail in the northern part of the region.

The trail encompasses a corridor beginning at the Pacific Ocean in the vicinity of Addie Street in Pismo Beach and generally follows Price Canyon, Pismo Creek, and State Route 227 to Tank Farm Road in San Luis Obispo.

Cost Estimate

Edna-Price Canyon Trail Feasibility Cost Estimate
$22.2 million

2019 RTP Cost Estimate
$4.4 million

SALINAS VALLEY
SAN MIGUEL
BIG SUR
Salinas River
Anza Trail
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OCEANO
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Pacific
Coast
Railroad
Corridor

Chorro Valley Trail

The Chorro Valley Trail is in the early stages of conceptual development. In 2014, SLOCOG completed the *Chorro Valley Trail Study* to assess the feasibility of building a trail for bicyclists and pedestrians through an approximately 12-mile corridor adjacent to, but separated from State Route 1, between the cities of San Luis Obispo and Morro Bay. The trail, once developed, will begin at the Cal Poly campus at the terminus of the Railroad Safety Trail and continue northwest through Chorro Valley to Morro Bay.

The Chorro Valley Trail aligns with the California Coastal Trail through San Luis Obispo and is consistent with the County Parks and Recreation Element, SLOCOG's 2007 *Scenic Byway Plan*, and has been requested by community members as part of the annual unmet bikeway needs inventory. Project challenges include: dedicated alignment through active agriculture fields, which span across Cal Poly property, past Kern Avenue, all the way to the Camp San Luis Obispo Military Campground..

Projects on the Corridor

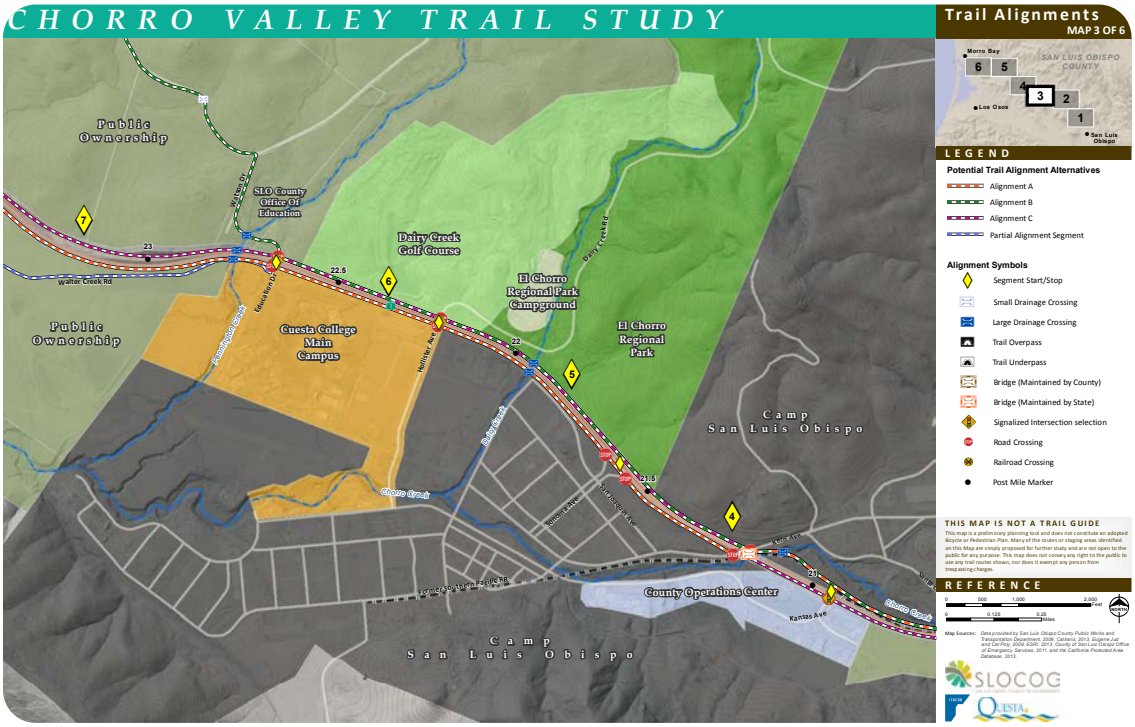
- In June 2016, the SLO County Board of Supervisors approved $35,000 in funding for the approx. 1.5-mile easement from El Chorro Regional Park to the California Men's Colony.
- The Cal Poly to Cuesta College segment is considered a priority first phase, however Cal Poly has not approved the proposed alignment.

Cost Estimate

Chorro Valley Trail Study Cost Estimate
$18 million

2019 RTP Cost Estimate
$18 million

Figure 6-4: Part of the Chorro Valley Trail Stakeholder Meeting Information



Arroyo Grande Creek

The foundation of this corridor extends from the Dunes, wrapping around Oceano and the outer edge of Grover Beach, and into the heart of Arroyo Grande Village, largely following Arroyo Grande Creek. The Arroyo Grande Creek Trail has the potential to provide pedestrian and bicycle access from the Oceano Dunes through the center of the Arroyo Grande Village, and potentially even Lopez Lake.

The Class I/mixed-use path through this corridor is still in the long-range planning stages. The completion of the Class I/mixed-use network along the creek will allow pleasant and seamless access between the beach and three separate communities, with potential access north to Lopez, and east along the Pacific Coast Railroad trail to Nipomo, making it a desirable route.

The Class II network in the corridor has the potential to be improved greatly by plans in the 2010 RTP. In the short term, Class II lanes are planned along Halcyon from The Pike to Grand Avenue, and Class II lanes are planned along the duration of Grand Avenue and Branch Street in the mid-term.

Pacific Coast Railroad Trail

The historic Pacific Coast Railway used to connect San Luis Obispo to Avila Beach and Port Harford before it was extended south to Santa Maria and Los Olivos in Santa Barbara County. The original alignment was just west of Thompson Avenue in old town Nipomo and trains operated on the corridor until the early part of the 20th century. Today, Thompson Avenue is a key interregional corridor for recreation and tourism while also serving as the "Main Street" through old town Nipomo, where a number of goods, jobs, and services; Nipomo Elementary School; and Nipomo High School are within a reasonable walking or biking distance from the surrounding neighborhoods. Thompson Avenue transitions into Los Berros Road as it passes north through the U.S. Highway interchange before connecting to Arroyo Grande via Valley Drive.

At the southern end of the nine-mile corridor, an existing shared use path along U.S. Highway 101 provides a key connection between San Luis Obispo and Santa Barbara counties via Hutton Road. The interchange at U.S. Highway 101 and State Route 166 experiences high volumes of truck and freight traffic and lacks pedestrian and bicycle facilities. Other than old town Nipomo, land use patterns along the corridor are scattered with considerable distances between destinations.

Projects on the Corridor

- Nipomo Creek Linear Park: Acreage for a linear park was recently obtained. The proposed park will include a Class I multi-use path and a number of recreational facilities.
- Future operational improvements at the U.S. Highway 101 and State Route 166 interchange should include enhancements to the existing bike lanes on Hutton Road, to provide a seamless connection to the existing shared use path and facilities at the interchange, which would improve safety and comfort.
- Future improvements along Thompson Avenue in Old Town Nipomo should prioritize facilities that improve comfort and safety by including bulb outs, crossing improvements, and Class IV bicycle lanes.

Cost Estimate

***Pacific Coast Railroad Trail Cost Estimate**
$14.4 million

2019 RTP Cost Estimate
$13 million

** (9 miles x $1.6 miillion per mile)*

Biking SLO

Testimonial from **Ryan Hayes**

I've lived in San Luis Obispo County for 25 years, having moved here in 1996 to attend Cal Poly; and I've been a resident of Atascadero for the past 10 years. As an avid cyclist, hiker, husband, and father to three young children, I see increasing opportunities for families to enjoy the natural beauty of the North County—one of my top priorities.

While my family and I live in Atascadero, where I also work, like many SLO County families we split our time between different communities. My children attend school and my wife teaches at the Templeton Unified School District, and our church and many of our friends are in Templeton as well.

I have long been a proponent of the Templeton to Atascadero Parkway, the "missing link" bicycle and pedestrian trail proposed to connect north Atascadero to south Templeton. While I am personally somewhat comfortable riding on the shoulder of U.S. Highway 101 between the two communities, that's certainly not something I would feel good about doing with my family, and the ten-mile-long alternate route via Highway 41 and Templeton Road is a bit much for my six-year-old.

As you can imagine, having the option of using a mile-long, paved path connecting Atascadero and Templeton would be an incredible benefit not just to my family, but to many of our local residents and families. North County is an incredible place to be a cyclist, with an assortment of trails and open space, particularly in Atascadero.

Providing the ability for residents of Templeton and Paso Robles to connect to this trail network without having to drive or take an uncomfortable bicycle route allows our communities to share our resources and enjoy the beauty of North County.

Having ridden all over SLO County I can say there's almost no bad place to ride. Certainly, the City of SLO and other local communities have done a great job of increasing safety and providing amenities for alternative modes of transportation. However, even without as many bicycle-specific amenities there's something special for me about north of the Grade. Drivers are courteous, the scenery is beautiful, the communities are close-knit, and the relaxed rural atmosphere is comfortable and inviting. Providing greater connectivity between our communities for those wishing to travel at a bit less than 65 miles per hour gives just another opportunity to relax and enjoy the benefits of living in this incredible place.

— Ryan Hayes

CHAPTER 7

Progress Made

How has SLOCOG improved active transportation conditions in recent years? What is SLOCOG doing currently to enhance active transportation?

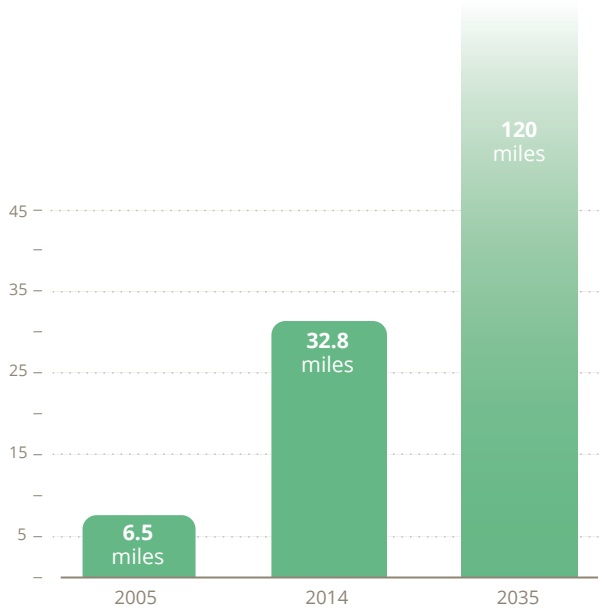
CROSSWALK
STOP
ON RED

Progress Made

The local and regional active transportation system has seen significant improvements over the last 20 years with many more Class I and Class II bikeways throughout the region. **Table 7-1** lists the projects completed since 2014.

Class I bike lanes provide the most separation from vehicles and are highly important to a well-connected bike network. In 2005 there were 6.5 miles of Class I facilities; in 2014 there were 32.8 miles of Class I and multi-use trails. Another 78 miles of Class I bike paths are recommended in General Plan documents. A graphical representation showing the increase in Class I bikes lanes in SLO county is shown in **Figure 7-1.**

Figure 7-1: SLO County Class I Bikeways



Class II bike lanes have also increased from just a few in the late 1980s to approximately 93 road-miles in 2005 and 160 road-miles in 2010. In 2014, the number of road-miles of bike lanes was 159 (not including the eight-foot shoulders on State Route 1, which was previously counted). Approximately 170 miles of Class II bike lanes along the key Active Routes of Regional Significance are planned for the next 15 years.

Bicycle boulevards serve as Class III bikeways, but with features that make them more bike-friendly. These include traffic calming (speed and-or volume control), bike pavement markings (sharrows), and sometimes custom street signs. Presently, there are five miles of bicycle boulevards in the region and 1.6 road miles with sharrows.

In September 2014, Governor Brown signed into law Assembly Bill 1193, which establishes cycle tracks as Class IV bikeways, requires Caltrans to include them in its design criteria and conditionally allows local agencies to use certain alternative design criteria. The publishing of Design Information Bulletin 89-01 by Caltrans has established Class IV bikeways as a standard facility option for transportation agencies to keep in their toolbox. SLOCOG continues to support Class IV bikeway improvements.

While active transportation facilities and ridership levels have drastically increased in recent years, **SLOCOG continues to promote active transportation as a viable alternative to car travel by supporting active transportation projects throughout the region.** Fostering local partnerships with member agencies is essential for increasing active transportation levels in the region. State and local agencies are preparing similar active transportation plans, creating opportunities to coordinate planning and implementation efforts.

Table 7-1: Noteworthy Projects Completed Since 2014

CLASS I BIKEWAYS

City of Atascadero

- SR41 Morro Road Bike Path

City of Paso Robles

- South River Road Bike Path

City of Pismo Beach

- Shell Beach Road

CLASS II BIKEWAYS

City of Atascadero

- El Camino Real Bike Lanes: San Anselmo Road to San Ramon Road

City of Grover Beach

- Longbranch Avenue Bike Lanes: 4th Street to Oak Park Boulevard
- Mentone Avenue Bike Lanes: 4th Street to Oak Park Boulevard

City of Paso Robles

- Union Road Bike Lane Connections and Pedestrian Crossings: Barney Schwartz Park, Ravine Water Park, Huer Huero Creek
- Riverside Avenue Bike Lanes: 4th Street to northern city limit
- Dry Creek Road Bike Lanes and Traffic Calming

San Luis Obispo County - Templeton

- Main Street Bike Lanes: Vineyard Drive to Gibson Road

LIVABILITY

City of Atascadero

- Atascadero Creek Walkway: El Camino Real to Lewis Avenue
- Atascadero Creek Pedestrian Bridge

City of Grover Beach

- South 13th Street Sidewalk Improvements: Manhattan Avenue to The Pike
- Sidewalk infill: Manhattan Street and South 10th Street near Grover Beach Elementary School

City of Pismo Beach

- Shell Beach Road Streetscape Improvements: Cliff Avenue to Terrace Avenue

City of San Luis Obispo

- Garden Street Enhancement: Parking modification, sidewalks, bulb-outs, landscaping
- Railroad Safety Trail: Class I connection to Orcutt Road and Laurel Lane from southern terminus
- Downtown Access Improvements: Enhanced bicycle access to the downtown commercial core
- SLO Safe Routes to School: Pedestrian Hybrid Beacon on Foothill Blvd. near Bishop's Peak and Pacheco Elementary School.

City of Paso Robles

- Spring Street Enhancements (Phases 1A & 1B): 24th Street to 36th Street

San Luis Obispo County- Los Osos

Los Osos
- Los Osos Valley Road Corridor Enhancements (Phases 2A and 2B): Landscaped center median, sidewalks, streetlights, landscaping, street trees, furniture and signage

Shandon
- San Juan Creek Pedestrian Bridge
- Oceano Safe Routes to School: Sidewalk infill on Paso Robles Street between 19th and 21st St.

San Miguel
- Mission Street Enhancements: Install curb, gutter, sidewalks, street trees, signs, and lights south of downtown

Templeton
- Crocker St. Safe Routes to School improvements: Install sidewalk on west side of Crocker St.

Improving the Ride to School

Testimonial from **Tom di Santo**

When I moved to Italy as a young architecture student, my mind was opened to the joy of transportation on bikes, trains and buses and on foot.

> **I came back to my suburban environment in America, with its boulevards, freeways, and malls, and thought, "How do people live like this? One cannot survive without a car."**

Then that little voice came on inside my head: "You know, this modality worked for you ever since your family left San Francisco for the suburbs." It was only after I'd experienced life without a car that I realized there was a better way to move, with fewer negative environmental impacts and greater benefits for my health and sustainability.

I began biking again during the recession of 2008 to save money and stay active. My wife and two small children joined me. One of them rode on a 'trailbehind' off our 1967 Schwinn tandem bike, and we towed the other one in a bike trailer off the trail-behind. We were a veritable bike train.

When the kids entered school, we found that the school had no parking lot to drop off or turn around. There were long lines of cars on the street. We decided to bike the kids to school every day, because it was so much faster and convenient. We even had a plethora of bike parking provided by the owner of Peak Racks, who had two kids at the school.

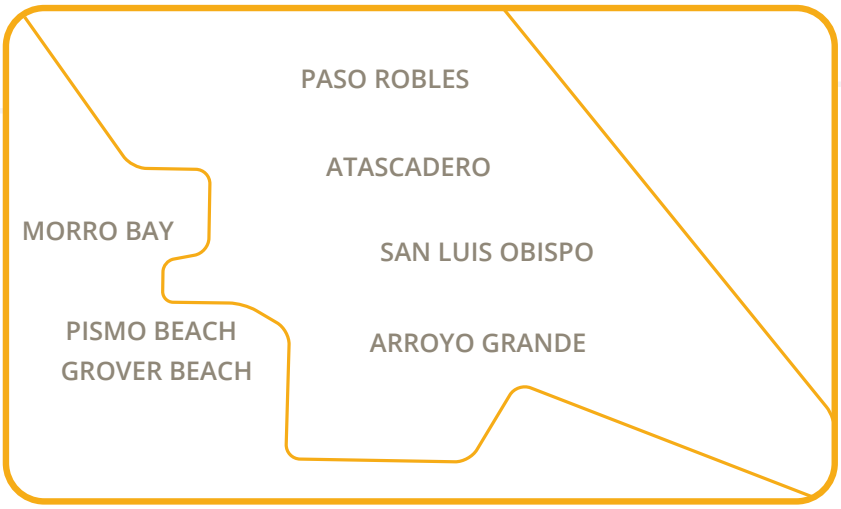
But the racks were located where everyone would drop off their kids by cars. We had to navigate the endless queue of cars, and then come to a stop between car bumpers to get up and over the curb.

We decided to make a curb cut, the kind we see at every intersection. The school didn't have the budget to make it happen, so we solicited donated materials and labor. Then we brought out the City officials, school principal, and superintendent. Boy, was that an education! The project was frozen for years because no one could provide worker's compensation insurance. Several years later, a parent at the school who was also a civil engineer was able to take my architectural scribbles and work out all the details of drainage and City standards, plus he had contacts with CalPortland to do the work and provide the worker's comp.

I'm very proud of our curb cut and how it made it safer for kids to arrive at school by bike. I'm thrilled that there are now actual protected bike lanes and safe bike boulevards for kids biking in the area, providing a safe route to school. Every day it becomes easier to traverse the City as a pedestrian or bicyclist. Just the other day, I heard an out-of-town family on bikes say, "San Luis Obispo is the best bike city I have ever experienced."

— Tom di Santo

Communities Agencies & Key Projects



SLOCOG recognizes that collaboration is fundamental to progress. The following pages highlight some of the agencies SLOCOG works together with to improve active transportation.

Also listed are some important active transportation projects SLOCOG supports. While this is not an exhaustive list, these projects are featured because they help meet SLOCOG's active transportation goals and actions addressed in Chapter 2.

Arroyo Grande

18, 033
total population

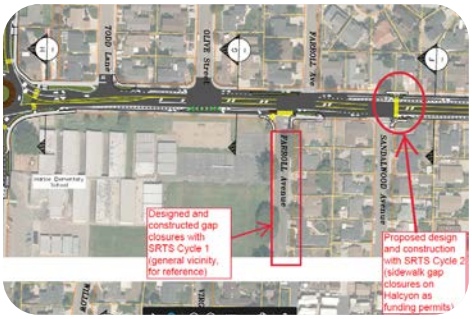
Arroyo Grande is represented on the SLOCOG Board of Directors both by an elected official from the City and by the San Luis Obispo County District 4 Supervisor.

Staff Contact

Robin Dickerson | City Engineer

With its community-oriented lifestyle, compact form, convenient location, and gentle terrain, Arroyo Grande is ideally suited for bicycling and walking. The City recently adopted a Circulation Element update and will initiate a new Active Transportation Plan in 2021. Our ultimate objective is to create optimal multimodal transportation options, including new policies, goals, and objectives consistent with the requirements of the California Complete Streets Act.

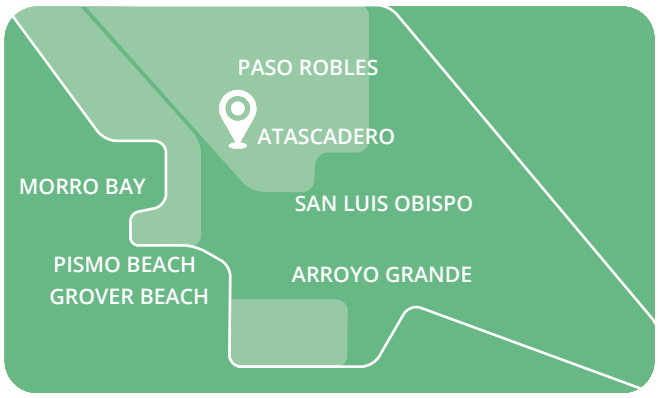
We work closely with the community and stakeholders to develop projects best suited for the community. Safety is paramount. Most of the public comments received on the Circulation Element focused on improving bike and pedestrian safety, improving existing facilities, or adding new facilities to improve the multimodal conditions. Because of this, the City adopted new policies related to thresholds for the level of traffic stress for people riding bikes on arterial and collector roadways and that also incorporate new approaches for major intersections to improve bicycle connectivity throughout the city.



Active Transportation Projects in Arroyo Grande

- Meadow Creek Path
- Elm St improvements: Ash St to Grand Ave (Phase 1)
- Elm St improvements: Farroll Ave to city limits (Phase 2)
- Halcyon Rd Complete Streets improvements
- Huasna Rd non-motorized improvements: E Branch St to city limits
- Paulding Middle School bike/pedestrian improvements (Phase 1)
- Paulding Middle School bike/pedestrian improvements (Phase 2)

Atascadero



30,130
total population

Atascadero is represented on the SLOCOG Board of Directors both by an elected official from the City and by the San Luis Obispo County District 5 Supervisor.

Staff Contact

Phil Dunsmore | Community Development Director

The main roadway through the downtown area, El Camino Real, was designed and functioned as a highway prior to the development of US 101. It effectively bisects the city's downtown with five lanes of traffic, creating increased traffic speeds, limited pedestrian crossings, and potential hazards for bicyclists and drivers.

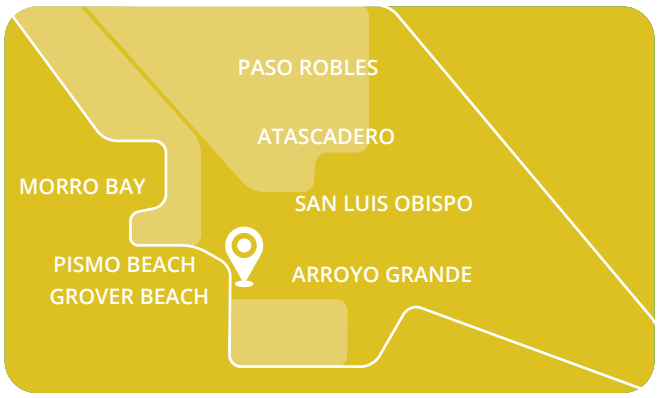
After an extensive two-year public engagement effort, the City Council approved the El Camino Real Downtown Infrastructure Plan, with the goal of improving multimodal safety and stimulating economic growth. The project will transform the corridor into a two-lane roadway with colored bicycle lanes, shared lane markings, curb extensions, high-visibility crosswalks, and one controlled pedestrian crossing.

Placemaking elements include a wide, flexible, tree-lined median with both diagonal parking spaces and an open linear promenade. Benefits include connecting the centrally located commercial areas by providing safe and convenient access for all modes of transportation for students from the nearby middle and high schools, residents, and patrons of local businesses.

Active Transportation Projects in Atascadero

- El Camino Real Downtown streetscape improvements (Traffic Calming and Corridor)
- SR41 (El Camino Real to San Gabriel Rd) Complete Streets improvements
- Atascadero Ave/High School Mall Connector

Grover Beach



13,535
total population

Grover Beach is represented on the SLOCOG Board of Directors both by an elected official from the City and by the San Luis Obispo County District 3 Supervisor.

Staff Contact

Gregory A. Ray | Public Works Director, City Engineer

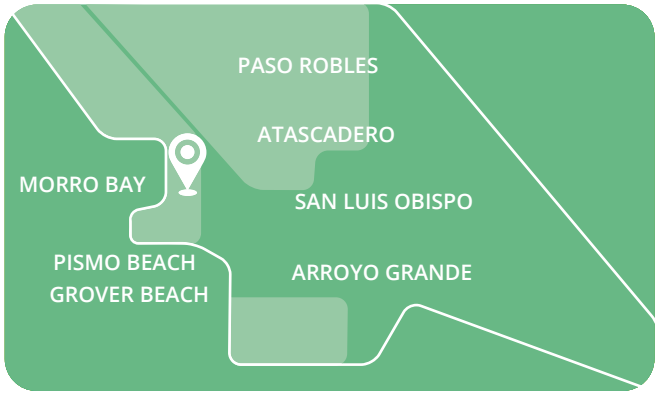
In 2021, the City Council reaffirmed the City goals. Street improvements were identified as a major goal and pedestrian, bicycle, and traffic safety was identified under other City goals. The Council wants to see Grover Beach become more pedestrian and bicycle friendly by adding and/or enhancing bicycle lanes, sidewalks, streetlights, street and crosswalk striping, and other traffic calming and safety measures.

To this end, the City has implemented an aggressive street repair program. Bike lanes are included in as many street projects as possible. Most recently, the City completed a protected bike lane on Newport Avenue and a new bike lane on The Pike. South Oak Park Boulevard will be repaved this summer (2021) and will include a buffered bike lane. Bike facilities are included in park projects. The train station expansion project completed in 2020 includes bike lockers, a park-and-ride lot, and enhanced services for buses to connect to Amtrak services.

Active Transportation Projects in Grover Beach

- Atlantic City Ave bike lanes: 4th St to Oak Park Blvd
- North 4th St pedestrian improvements: West Grand Ave to Pismo Beach city limits
- South Oak Park Blvd pedestrian improvements: West Grand Ave to The Pike
- Newport Ave multi-purpose trail
- Grand Ave street enhancements: between 4th St and 8th St
- El Camino Real bike lanes: Pismo Beach to Arroyo Grande
- Grover Beach Elementary School sidewalk infill project

Morro Bay



10,578
total population

Morro Bay is represented on the SLOCOG Board of Directors both by an elected official from the City and by the San Luis Obispo County District 2 Supervisor.

Staff Contact

Rob Livick | City Engineer

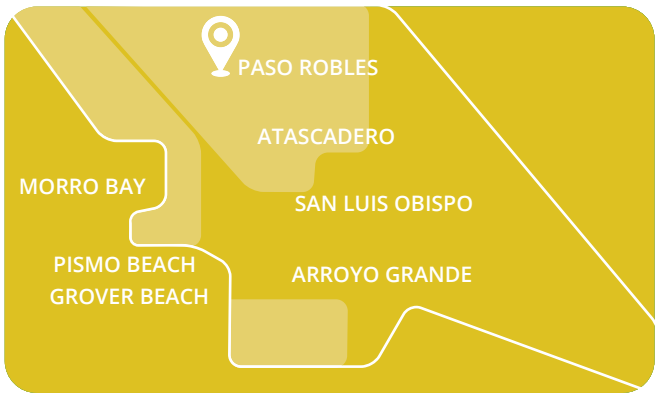
The ability to safely and easily walk and bike in Morro Bay directly affects individual physical and mental health, community vitality, and citywide traffic and emissions levels. Promoting maximum bicycle and pedestrian accessibility ensures that all members of our community and visitors can meet their needs regardless of age, income level, or disability. Having a strong active transportation network improves the overall health, sustainability, and resiliency of the community.

Morro Bay's active transportation network is designed to allow safe and convenient mobility by pedestrians and bicyclists. The City's Bicycle and Pedestrian Master Plan was adopted in 2011 and guides the improvement of pedestrian and bicycle facilities in Morro Bay. Pedestrian mobility is generally evaluated by the connectivity of infrastructure such as safe crosswalks and sidewalks, while bicycle mobility is evaluated based on the types of bikeways available in the community and how effectively they serve the needs of bicyclists.

Active Transportation Projects in Morro Bay

- Main Street and SR41 roundabout interchange operational improvements with bike and pedestrian safety components
- Morro Bay Harbor walk improvements (Virg's Landing Gap)
- North Embarcadero Class II bikeway (High School to Bike Bridge)
- Main St / Morro Bay Blvd street enhancements

Paso Robles



31,822
total population

Paso Robles is represented on the SLOCOG Board of Directors both by an elected official from the City and by the San Luis Obispo County District 1 Supervisor.

Staff Contact

David Athey | City Engineer

We're currently designing a Safe Routes to School project that will improve the ability of students and pedestrians to cross safely at 24th and Spring streets. The improvements will address sight and crossing distance concerns related to the heavy traffic on 24th Street. In addition, an elementary school campus opened last year, which means much younger students are now using this crosswalk. The City's goal is to complete the improvements as soon as construction funding is secured.

24th Street is a major arterial with four traffic lanes. We want to create a well-designed crossing that improves safety, especially for children. The City is also looking to improve conditions for bicyclists, and improve the flow of traffic by establishing another pick-up and drop-off area and reducing turning movement conflicts. We worked with the school district to create significant upgrades including bulb-outs, bike lanes, rapid flashing beacon upgrades, new median and median extension, and new signage.

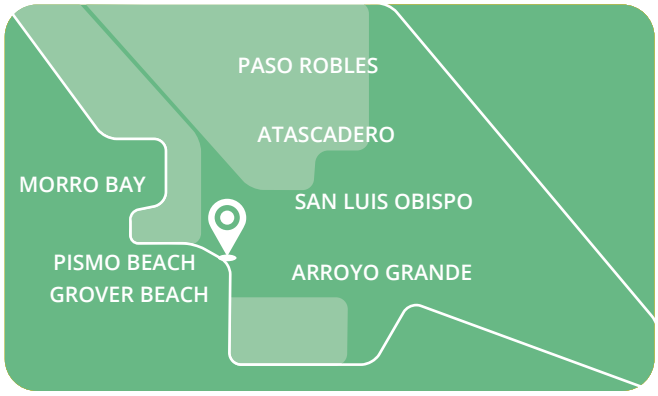
Existing

Proposed

Active Transportation Projects in Paso Robles

- Grand Loop
- Huero Huero Creek Trail
- Olsen – South Chandler Specific Plan segment
- Beechwood Specific Plan segments
- N. River Road segment of Salinas River Trail

Pismo Beach



8,180
total population

Pismo Beach is represented on the SLOCOG Board of Directors both by an elected official from the City and by the San Luis Obispo County District 3 Supervisor.

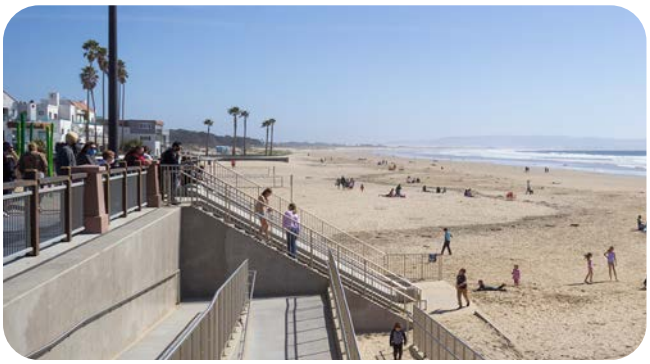
Staff Contact

Ben Fine | Public Works Director

The Pismo Beach City Council is committed to enhancing access and safety to pedestrians and cyclists while also improving traffic circulation. To that end, we will be installing the first protected bike lanes in Pismo Beach on Mattie Road. This will give cyclists a direct, non-stop route from the northern end of Shell Beach to the southern end.

We are currently in the design phase of our next paving project, which will go into construction later this year or early next year. Part of the project will involve resurfacing Mattie Road and installing protected bike lanes where possible. We will also be installing curb ramps to improve Americans with Disabilities Act (ADA) access, which will improve pedestrian safety and accessibility.

The City has also adopted a Bike-Pedestrian Master Plan to be updated in the next two years. Our goal for the new update is to identify and highlight ways to improve multimodal transportation.



Active Transportation Projects in Pismo Beach

- Bello St Historic Bridge
- Pismo Bike/Ped Plan projects
- Mattie Road improvements
- Pismo Creek/Price Canyon Trail
- California Coastal Trail
- Pedestrian trails, beach access stairways and sidewalk improvements
- City-wide multi use paths and promenades segment improvements
- Continue Safe Routes to School projects and programs

CITY OF PISMO BEACH

Pismo Beach Bicycle and Pedestrian Master Plan

San Luis Obispo

47,302
total population

San Luis Obispo is represented on the SLOCOG Board of Directors both by an elected official from the City and by the San Luis Obispo County District 2, 3 and 5 Supervisors.

Staff Contact

Adam Fukushima | Active Transportation Manager

The City made a major shift in our recently approved Active Transportation Plan. The goal is to address climate change by reducing car trips to 50% of all trips by increasing biking, walking, and transit. The key to making this happen is an investment in protected bike lanes and crossing improvements.

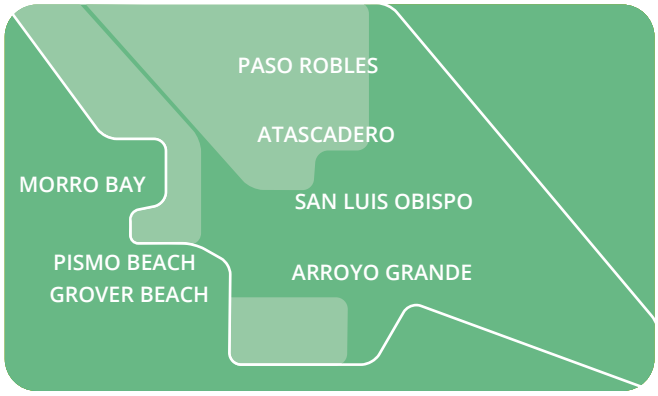
Our goal is to have several miles of protected bike lanes and pedestrian improvements in the next five years. This summer, by taking advantage of repaving that needs to happen, we're starting with Marsh Street in downtown. We'll be repurposing a lane of traffic into a protected bike lane and adding new pedestrian crossings. The project will include streetscape improvements such as planter boxes and more green amenities to showcase downtown.

When completed, these new improvements will run a little over a mile from Higuera Street to California Boulevard. It'll be a great way for people to bike and walk more easily across downtown.

Active Transportation Projects in San Luis Obispo

- Bob Jones Trail: Los Osos Valley Rd to Octagon Barn
- Bob Jones Trail: LOVR grade separated crossing
- Railroad Safety Trail (Phase 4C): Pepper St to Marsh St
- Bob Jones Trail: Madonna Rd to Prado Rd
- Bob Jones Trail: LOVR Spur
- Railroad Safety Trail: bike bridge crossing at Industrial Way
- Railroad Safety Trail (Phase 4B): Phillips Ln bridge over Union Pacific Railroad
- Railroad Safety Trail: Sinsheimer feeder route
- Railroad Safety Trail (Phase 7): bike connection south of Tank Farm Rd
- Francis Avenue bike/pedestrian bridge
- SR 1 at Boysen Ave: bike/pedestrian crossing safety issues
- Mission Plaza expansion, closure of Broad St dogleg
- Broad St Corridor improvement: South St to Orcutt Rd (Phase 1)
- Broad St Corridor improvement: Orcutt Rd to SLO County Regional Airport (Phase 2)
- Los Osos Valley Rd medians: Prefumo Canyon - Madonna (Ph2)
- City of San Luis Obispo Safe Routes to School Inventory and Implementation

San Luis Obispo County



283,111
total population

The County of San Luis Obispo includes 3,300 square miles and 100 miles of coastline that are divided into five supervisory districts.

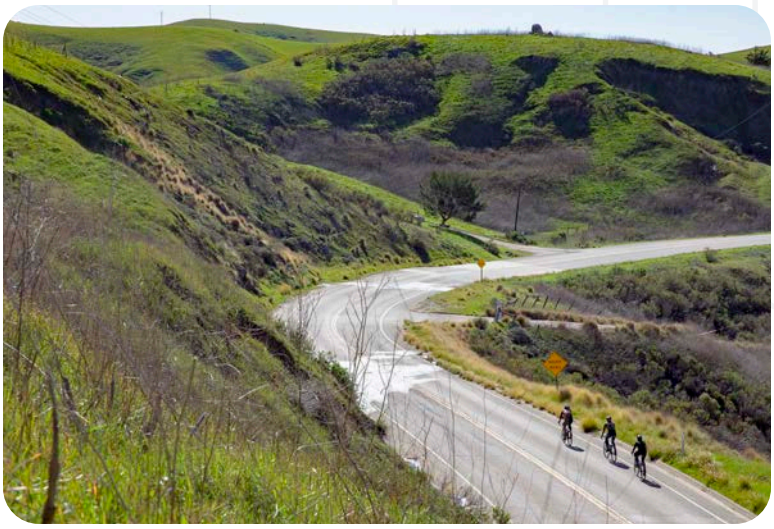
Staff Contact

John Waddell | Deputy Director, Public Works

Public Works is committed to being a valued community partner, which extends to our efforts to enhance our communities through all types of facilities, including roadways, sidewalks, bikeways, and paths.

The County recently installed bike lanes along Main Street in Templeton, and made green lane enhancements to many existing bike lanes throughout the county, including in Los Osos, Avila Beach, San Luis Obispo, Cayucos, and Nipomo. Upcoming improvements include new sidewalks in Los Osos and Oceano and new bike lanes along Los Berros Road in rural Arroyo Grande. Public Works has an ongoing countywide program to upgrade curb ramps to meet current Americans with Disabilities Act (ADA) standards. This program is completed through delivery of pavement management projects.

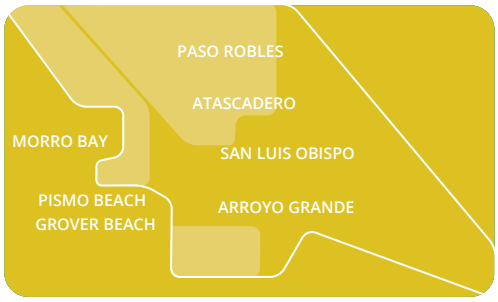
Finally, we're partnering with the County Department of Parks and Recreation to implement long-planned pathway projects from Templeton to Atascadero, Cayucos to Morro Bay, and the Bob Jones Trail connecting Avila Beach and San Luis Obispo.



Active Transportation Projects in SLO County

- Bob Jones Trail: Phase 1- Octagon Barn to Clover Ridge Ln (Phase 2)
- Clover Ridge Ln to San Luis Bay Dr; Phase 3-San Luis Bay Dr to existing trailhead (Phase 3)
- Templeton-Atascadero Bikeway Connector
- 17th St and 19th St pedestrian improvements: Wilmar Ave to Front St
- Oceano Elementary School Safe Routes to School infrastructure Project
- Anza Trail Segment: Santa Margarita
- Thompson Ave Olde Towne improvements (Phase 2)
- SR 1/Front St sidewalks, traffic calming, and streetscape: Bellridge St to 22nd St
- El Moro Ave: Safe Routes to School improvements
- Santa Ysabel Ave pathway (Phase 2)
- SR 58/El Camino Real streetscape improvements (Phase 1)
- Dana Elementary School Safe Routes to School infrastructure Project
- Chorro Valley Trail Phase I: Cal Poly to Cuesta College

SLO County Regional Rideshare



Goal: to reduce the reliance on driving alone, while improving mobility for people who live, work or visit San Luis Obispo County.

Staff Contact

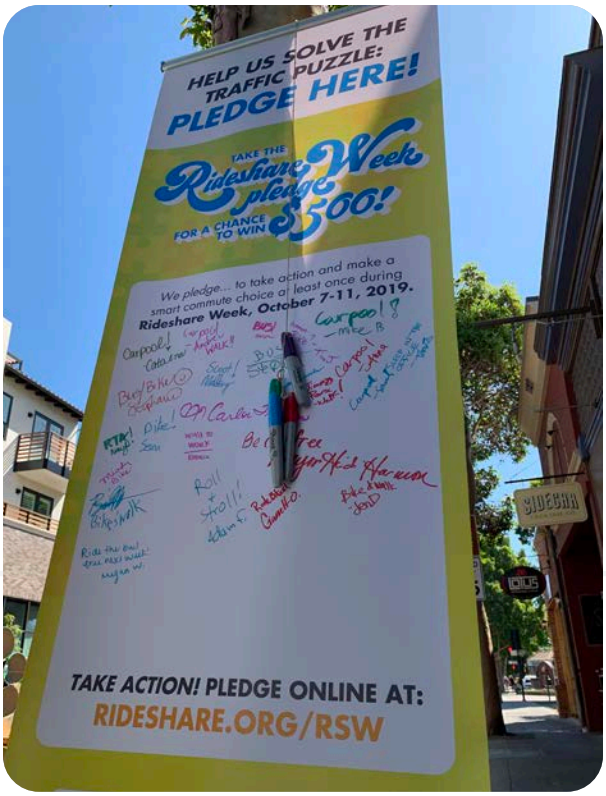
Mallory Jenkins | Rideshare Program Manager

As a division of the San Luis Obispo Council of Governments, Rideshare connects communities through sustainable transportation choices.

From commuters and students to seniors and people with disabilities, we support and encourage adoption of healthy transportation habits in the SLO region. Active modes, like biking and walking, can be two of the healthiest, most enjoyable ways to get around provided that someone feels safe and confident doing so. The pandemic this past year showed us just how important biking and walking infrastructure is to provide safe spaces and connected networks for recreation as well as transportation.

Our communities adapted by turning parking spaces into outdoor dining areas and adding bike lanes, effectively shifting priorities from dedicating places for cars to places for people. And we did that rather quickly! It shouldn't take a pandemic for us to make these changes in the future.

When we prioritize places for people, we make our streets and roads safer for everyone, including people in cars, on buses, and on bikes. The question we need to keep asking ourselves is not "Can we do this?" but "How are we going to do this?"



Projects

- Bike to Work Day
- Rideshare Week
- Back 'N' Forth Club & iRideshare Rewards
- Safe Routes to School
- Regional Mobility Management Program
- Emergency Ride Home Program
- 511 Travel Info & Resources
- Know How to Go Program
- Youth Ride Free Program
- Guaranteed Ride Home Program

SLO County Air Pollution Control District (APCD)

GOAL: to protect the health of county residents by preserving good air quality.

About the APCD

The San Luis Obispo County Air Pollution Control District (APCD) controls the regulations and programs meant to reduce air pollution. SLO APCD partners with local agencies, businesses, and communities to formulate and enforce these regulations. The APCD Board is the controlling body for the district and is comprised of 12 elected officials, representing each district and the seven incorporated cities. The APCD Strategic Action Plan sets priorities and establishes a road map for future endeavors.

Staff Contact

Andrew Mutziger | Division Manager for Planning, Monitoring and Grants

Motorized vehicles produce more than half of the air pollution and greenhouse gas emissions in our region, and the SLO County APCD works hard to reduce these transportation-related emissions by implementing reduction programs and partnering with local stakeholders.

Annually, the SLO County APCD administers multi-million-dollar grant programs that modernize old agricultural equipment and help electrify light duty vehicles as well as public transit and school buses. Currently, the SLO County APCD and SLOCOG are partnering to provide one million dollars to install electric vehicle charging stations in SLO County through the new South Central Coast CALeVIP project. This effort will help bridge gaps so that everyone can charge their electric vehicles here on the Central Coast.

Additionally, the SLO County APCD administers the “SLO Car Free” program, which encourages car-free tourism in the San Luis Obispo area by providing travel, recreation discounts and other incentives to car-free tourists.

SLO County Parks

GOAL: to offer rewarding and enjoyable recreational experiences while protecting the Central Coast's natural, cultural, and historical resources.

About SLO County Parks

San Luis Obispo County Parks manages a wide range of facilities, including: trails, golf courses, campgrounds, pools, picnic sites, and more. SLO County Parks active transportation projects generally include any project that is a separated use path. These are typically recreational paths used for walking and biking, such as:

- Yerba Buena Creek Trail (Santa Margarita to Garden Farms)
- Bob Jones Trail - Octagon Barn
- Bob Jones Trail - SLO to Ontario Road
- Morro Bay to Cayucos Connector
- Templeton to Atascadero Pathway

Staff Contact

Shaun E. Cooper | Senior Park Planner

Our Park Planning Division is responsible for the planning, design, and construction of park and recreation facility projects. This includes new park and trail projects as well as renovations and upgrades to existing park and recreation facilities.

From developing park master plans and trail feasibility studies, conducting environmental review and securing permits, to obtaining grant funding and overseeing project construction, our Park Planning staff are always working to make our community better.

Caltrans District 5

GOAL: to provide a safe and reliable transportation network that serves all people and respects the environment.

About

Caltrans manages more than 50,000 miles of California's highway and freeway lanes, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center. Caltrans 2020-2024 Strategic Plan (PDF)

Staff Contact

Audrey Ogden | Complete Streets Coordinator

California Transportation Plan 2050 is a transportation blueprint for the future that will guide Caltrans in addressing growing climate, mobility, public health, and equity concerns. Caltrans District 5 recently completed its first active transportation plan, which identifies the bicycle and pedestrian gaps, barriers and needs—on, across, and parallel to our state highway system.

Caltrans is committed to working with local partner agencies to incorporate complete street improvements into Caltrans projects where feasible. With public health and equity in mind, complete street investments will often be prioritized to focus on underserved and main street communities throughout the district. In the next few years, Caltrans will be widening shoulders on Highway 1's Pacific Coast Bike Route near San Simeon and Oceano. This will enhance the level of comfort and improve coastal access for bicyclists on this world-renowned bike route.

SLO County Regional Transit Authority

GOAL: to provide safe, reliable, and efficient transportation services to improve the quality of life for residents and visitors of San Luis Obispo County.

About

The San Luis Obispo Regional Transit Authority provides intercommunity public transportation for SLO County residents and parts of Santa Barbara County. The SLO RTA is a Joint Powers Authority (JPA), or an agency that shares joint power and responsibility with other agencies to provide services.

The SLO RTA operates bus service connecting Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, San Luis Obispo, and more. SLO RTA also operates South County Transit services in the Five Cities area, as well as local transit services in Paso Robles.

Staff Contact

Geoff Straw | Executive Director

Bicycles can be an important part of making the bus work for you. All RTA, South County Transit, and Paso Express fixed route vehicles have bike racks. Our full-size intercommunity RTA buses have bike racks on the front and back of the bus with the capacity to carry three bikes each. Did you know that RTA is one of the very few bus systems in the U.S. that has two sets of bike racks? It's true! We actually don't even know of any others that have two racks. It's a testament to how much SLO County riders love their bikes and rely upon them for their transportation needs.

Active Transportation Partnership Program

Project Description

Purpose:

To leverage partnerships that ensure multimodal project elements are incorporated into capital projects of partners and member jurisdictions, where appropriate. Focal points include: A) Assessing the 300 miles of Active Routes of Regional Significant (ARoRs) corridors, closing gaps, and targeting the 60 miles of network that is considered 'most in need' of facility improvements and connections. B) Safety. C) Data collection, such as bike counts.

Need:

Improving network connectivity, safety, and mobility with an emphasis on partnerships. This effort responds to changing state grant application criteria and an effort to produce more competitive applications for state funding to advance regional mobility objectives.

Project Update

Status:

Local ATP project applications have had limited success in securing funding from the statewide ATP competitive grant program. Therefore, a program of strategic and tactical measures across a range of active transportation goals has been set to address information and data deficiencies to bolster grant applications while delivering low-cost network enhancements. See: **www.slocog.org/programs/active-transportation**

Challenges:

- Improve regional multimodal volume data collection and reporting.
  Action: Three bike and pedestrian counters are now available to member agencies on a rotational basis to support volume data collection and reporting.
- Communicate Active Routes of Regional Significance corridors for multimodal transportation.
  Action: Clarify Active Routes of Regional Significance. Continue to develop storytelling as a method for public engagement and testimonies for priority issues and locations.
- Continue developing a regional bicycle and pedestrian wayfinding plan & inventory; review and install wayfinding signage.
- Information sharing and best practices.
  Action: Provide training and workshops on special topics, like “roundabouts”, on a periodic basis (e.g., September 2017 Roundabouts Workshop)

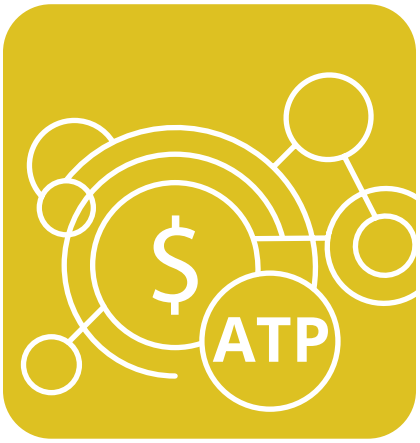
Financial Programming

Current funding: $75k Fiscal Year 2020-21 2020 RTIP

Recommendation: $75k Fiscal Year 2020-21, $75k Fiscal Year 2022-23

Future need: $225k

ATP Grant Leverage



Project Description

Purpose:

A programmatic set aside of funding, which can be leveraged by member agencies across project development stages for inclusion in grant applications.

Need:

The state Active Transportation Program is tremendously oversubscribed with funding requests outpacing available funds each cycle. The program work advances a range of active transportation goals, such as network connectivity, safety, and mobility—with an emphasis on partnerships and Safe Routes to School infrastructure—to achieve more competitive applications when seeking state funding to advance regional objectives.

Project Update

Status:

Recognizing the shrinking pool of available funds in our region for multimodal projects, SLOCOG's investment strategy leverages local efforts that improve the connectivity of the SLO region's bicycle-pedestrian network while underscoring collaboration among partners and member jurisdictions.

Financial Programming

Recommended (2018 RTIP): $250k Fiscal Year 2018-19, $250k Fiscal Year 2020-21
Future need: $500k

Atascadero ECR Downtown Streetscape Improvements

Project Description

Purpose:

The El Camino Real Downtown Traffic Calming and Corridor Plan recommended constructing bulb-outs, bike lanes and pedestrian crossings, decorative lighting, sidewalks and parking; incorporating enhanced pedestrian and bicycle access along with increased parking opportunities and safer crosswalks. The project will enhance economic development in the downtown by creating a zone that slows traffic speeds and enhances appearance and safety. The project limits include the El Camino Corridor from the intersection of State Route 41 to the intersection of Rosario Avenue.

Need:

The El Camino Real (ECR) corridor between State Route 41 and Rosario Avenue varies in pavement width and lane configuration. Lane configuration generally consists of two through lanes in each direction and a center lane, parallel parking along both curb lines, and intermittent bike lanes from State Route 41 to Traffic Way. The posted speed limit is 25 mph throughout the project area as allowed in designated downtown districts. However, the majority of vehicles exceed this limit.

Project Update

Status:

The City received a Caltrans planning grant in Fiscal Year 2017-18, and completed in August 2018. The findings of the complete streets feasibility study for El Camino Real (ECR) in downtown Atascadero was presented to the SLOCOG Board in April 2019. The project has initiated the environmental pre-construction phase (PA&ED). The City is seeking ATP Grant Cycle 5 funding for construction. In 2017, SLOCOG committed $50,000 in regional State Highway Account (SHA) funding to review the Rosario Road on-ramp. The City identified $50,000 in local choice SHA funds to match SLOCOG's regional funding.

Challenges:

A large component of the plan is the analysis of existing and future traffic operations through the downtown corridor under a "road diet" scenario. By dropping a vehicular lane in both the northbound and southbound directions, it is possible to add enhanced pedestrian and bicycle facilities, additional public spaces, and parking.

Financial Programming

- $7M Total Cost
- $100k Fiscal Year 2017-18 Complete Streets Feasibility Study – Caltrans Grant
- $100k for engineering/design of northern segment of project (SLOCOG $50k; City $50K)
- $250k additional City funding
- $15k ATP Cycle 5 grant support
- Project Need $6.3M

Bob Jones City to Sea Trail Extension

Project Description

Purpose:

Construct a 4.5-mile class I bicycle and pedestrian path east U.S. Highway 101 along San Luis Obispo Creek to fill a gap in the regional active transportation network between South County communities and San Luis Obispo.

Need:

The existing route along Ontario Road has narrow shoulder width, traverses a highway interchange at South Higuera and U.S. Highway 101, and traffic traveling at high speeds. The existing Class II bike lanes offer no separation between cyclists and vehicles and there are minimal pedestrian facilities through the corridor. The proposed project will provide a safer route for bicyclists and new opportunities for pedestrians, supporting greater use by users of all ages and abilities.

Project Update

Status:

In the 2020 programming cycle, the SLOCOG Board approved $1.25 million toward design ($350k) and construction ($900k). The design phase is expected to be complete in February 2022. In March 2021, the California Transportation Commission approved $18.25 million in ATP grant funds through the Active Transportation Program to fund the project through construction.

Challenges:

The County must secure right of entry to two privately owned parcels at the north end of the project before they are able to complete necessary environmental and utility easements and finalize design. The County has a process in place to further engage affected property owners.

Financial Programming

PHASE	FY20/21	FY21/22	FY22/23	FY23/24
Environmental (PA&ED)				
Design (PS&E)	$929k	$321K		
Right of Way		$1,974K		
Construction			$17,053K	

Commuter Transportation Demand Management Programs

Project Description

Purpose:

To achieve GHG reduction targets established by the California Air Resources Board (CARB). This free program offered by SLOCOG's SLO Regional Rideshare Division (Rideshare) assists employers in educating and empowering their employees to make smart commute choices by supplying them with the tools and incentives they need. It saves commuters money, supports the health and wellbeing of communities, lessens parking demand, and reduces traffic congestion.

Need:

Reduce regional congestion on roads and highways, conserve fuel, and reduce air pollution while removing barriers to carpooling, vanpooling, transit, and other transportation modes

Project Update

Status:

According to recent census data, 74.8% of our region's commuters travel in single-occupant vehicles to work. At the same time, employer survey data from Fiscal Year 2017-18 shows that an average of 55% of surveyed employees are willing to make a more sustainable commute choice if the program can help them overcome real or perceived obstacles. Rideshare's Back 'N' Forth Club currently partners with 51 employers, representing around 21,000 commuters regionally. Providing strategic, individualized support for an increasing number of employers, employer departments, and individual commuters takes time and dedication to facilitate program participation and behavior change. Support includes personalized trip planning, ride matching, trip logging software, Guaranteed Ride Home program, incentive management, and employee outreach and education about multimodal transportation at no cost to the employers that participate. Opportunities exist for further expansion of the program with continued funding to make more efficient use of our transportation system and save commuters money.

Challenges:

Sustainability of ongoing funding, challenges inherent in facilitating behavior change.

Improvement Options:

Innovation in marketing and outreach to employers and employees, new and expanded partnerships with employers and transportation providers, growth of the commuter matching database.

Stakeholder Involvement:

Collaboration with public transportation operators, local jurisdictions, regional employers, and commuters.

Financial Programming

	Fiscal Year 2020-21	Fiscal Year 2020-22	Fiscal Year 2022-23	Fiscal Year 2023-24
TDM Program	$200k	$200k		$200k
Vanpool Subsidy	$125k	$160k	$195k	

Edna-Price Canyon Trail Segment 6A- Los Ranchos to Buckley

Project Description

Purpose:

Enhance safety, mobility, and access for bicyclists and pedestrians of all ages and abilities. Along the west side of State Route 227 between Los Ranchos Road and Buckley Road, construct a Class I shared use trail consistent with Segment 6A, as identified in the Edna-Price Canyon Trail Feasibility Study (2016).

Need:

The Edna-Price Canyon Trail is a nine-mile segment of the Juan Batista de Anza Historic Trail between the cities of San Luis Obispo and Pismo Beach. Segment 6A is high-utility and will improve non-motorized connectivity from neighborhoods along State Route 227 to jobs, retail, and services in southern SLO, bicycle and pedestrian access from neighborhoods on southern SLO to Los Ranchos Elementary School, and providing space for recreation and exercise.

Project Update

Status:

This project is a planned segment identified in the Edna-Price Canyon Trail Feasibility Study, which was adopted by the SLOCOG Board in March 2016. Project level environmental work and design are not yet complete. The study included a robust public outreach process that should help guide future planning and construction by the implementing agency.

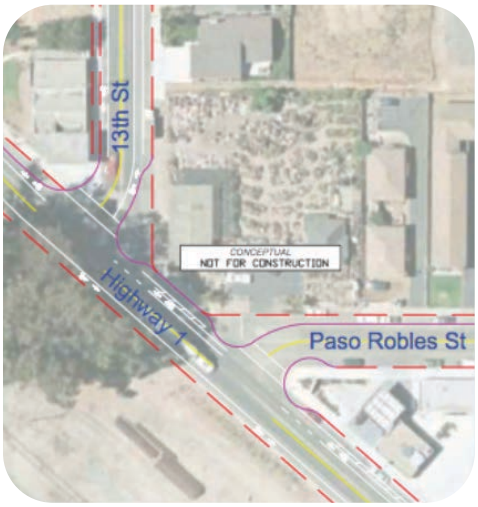
Challenges:

SLO County is conducting traffic analysis and preliminary engineering for roundabout concepts at the Los Ranchos and Buckley Road intersections with State Route 227, but this project is outside the current scope of work. The intersection design will accommodate the construction of the trail segment, but the trail project is stuck in the planning phase and lacks a project sponsor. The in-progress intersection improvements on the corridor offer an opportunity to construct Segment 6A. The 2016 planning-level construction cost estimate was $818k, reflecting a current year estimate of $948k (3% escalation rate).

Financial Programming

Funding Needed: $1M

Front Street Revitalization Phase 1



Project Description

Purpose:

Along State Route 1 in Oceano, construct sidewalk infill and bulb outs at various intersections, close intersections, and implement low-impact design water quality compliance features. Improve pedestrian safety and access to goods and services.

Need:

State Route 1 acts as a 'main street' through Oceano, carries a high volume of traffic, and has a history of bike and pedestrian collisions that result in serious and sometimes fatal injuries. The local street intersects State Route 1 to accommodate vehicle movements but offers minimal pedestrian facilities. This project implements concepts from the County's Oceano Revitalization Plan (2013).

Project Update

Status:

In the 2020 programming cycle, the SLOCOG Board approved $269,000 to leverage Caltrans' State Highway Operation and Protection Program (SHOPP) to construct the project, and if unable to secure Caltrans support, it would be included as a local match in Cycle 5 of the ATP. Caltrans did not support including this project as part of the larger SHOPP project and funds were not secured through the ATP. The County committed $241,000 in local funds to leverage $269,000 in regional funds to design and construct project segments that have independent utility, which will include some combination of curb extensions, sidewalk infill, and intersection closure.

Challenges:

The County must secure right of entry to two privately owned parcels at the north end of the project before they are able to complete the necessary environmental and utility easements and finalize design. The County has a process in place to further engage the affected property owners.

Financial Programming

PHASE	SLOCOG Committed Funds	SHORTFALL	STATUS	MILESTONE
Environmental (PA&ED)	$0	$0	100%	
Design (PS&E)	$0	TBD	30%	TBD
Construction	$269k	$0	0%	TBD

Project Need: $1.4M

Morro Bay To Cayucos Connector

Project Description

Purpose:

A multi-use trail to complete an important segment in the non-motorized transportation network along State Route 1 that provides an outstanding recreational opportunity. It includes bike/pedestrian bridge, parking, and continuous off-highway connectivity between communities, while providing a safe and scenic bike route that maximizes views of the coastline and avoids environmental impacts.

Need:

Located within the California Coastal Trail Corridor and planned since 2004. Both east and west sides are considered. Extending from Cloisters Park to Norma Rose Park in Cayucos, it includes existing bike routes in Morro Bay and Cayucos, where pedestrians and bikes share the street with vehicles. Development of a new dedicated trail completely separated from traffic along State Route 1 to ensure the safety of future users. Help minimize pedestrian/bike/vehicle conflicts on existing bike routes.

Project Update

Status:

Right of way was fully acquired by SLO County in 2020 with assistance from Trust for Public Lands and SLO Land Conservancy. The National Environmental Policy Act (NEPA) process was completed in February 2018, in cooperation with Caltrans. This project was a candidate for ATP Cycle 5 grant funds in September 2020. The Coastal Conservancy is a potential co-sponsor of the ATP Cycle 5 grant. There are also some informal parking issues.

Challenges:

- The project is currently at 30% complete design with a signed CEQA EIR. CEQA needs to be refreshed.
- Approx. 50% of the project is in Caltrans' right of way. Project complex. Encroachment permit needed.
- Design to be finalized. PS&E close out cost estimates anticipated to escalate.
- Coastal Development Permit needed.

Improvement Options:

- Candidate for ATP Cycle 5 in September 2020 for construction in Fiscal Year 2022-23.
- Opportunity to improve ADA access and mobility for all users.

Financial Programming

- $12.2M Project Total - $6.4M Project Need
- $4M sought by Congressmen Salud Carbajal in Federal Transportation Bill 2021

Recommendation: Fund preconstruction shortfall ($227k), and include construction capital match ($500K). Note: California Coastal Conservancy stated intent to match SLOCOG 1:1 to assist in grant match with overall goal to reach 20% total match between SLOCOG/ Conservancy.

Route 1/SR 41 Operational Improvements

Project Description

Purpose:

In Morro Bay, at the State Route 1/State Route 41 interchange, upgrade capacity and intersection control for the existing, closely spaced, intersections on State Route 1/State Route 41 northbound ramps and Main Street.

Need:

Intersection currently experiences congested conditions. Improve overall operational level-of-service (AM peak hour operates at LOS D), and safety conditions, while reducing congestion and collisions at the intersection. Provide safer pedestrian facilities for Morro Bay High School and visitor coastal access.

Project Update

Status:

Finalizing draft PA&ED environmental studies and final project report in early 2018. The project can move into the PA&ED phase. Construction to begin in the same year (Fiscal Year 2018-19). Project Team is reviewing performance measures and benefit-cost ratio given the revised $2 million funding escalation for the roundabout option. The site is concluding the archaeological evaluation and funding options for the construction phase are currently under review.

Challenges:

- Ability to fund preferred option with significant local match.
- Investment to consider development contributions, long term future growth of coastal sites and capacity needs.

Improvement Options:

1. **$4M (escalated)** for traffic signal alternative, widen SR 1 northbound off ramp to increase storage, widen main street both approaches, restripe SR 41.
2. **$8.3M (escalated)** 6-leg modern roundabout, realign SR 1 northbound ramps with retaining wall.

Financial Programming

- Project is funded (Fiscal Year 2014-15; $517k) through environmental and design phase.
- Currently Fiscal Year 2022-23, $3.9M (CON) STIP funded.
- Shortfall for all remaining improvements: $4M.

No additional match funding is recommended by SLOCOG for the City's ATP Cycle 5 grant application. The City has indicated that they may apply for SLOCOG SRTS Cycle 3 funds ($400k) for improvements at Morro Bay High School. If awarded, those funds could be identified as additional match to the City's ATP Cycle 5 grant application.

Total Project Cost: $8.3M
Need: $3.4M

Safe Route to School Capital Improvement Program

Project Description

Purpose:

The Safe Routes to School (SRTS) Capital Improvement Program is a regionally funded competitive grant program. The center pillar of the program is the SRTS Prioritization Tool 3.0, which ranks schools most in need of and ready for bicycle and pedestrian capital improvements. The program funds transportation projects that enhance the safety and convenience of walking and biking to school.

Need:

In 1969, nearly 50% of all children in the United States (and nearly 90% of those within a mile of school) walked or bicycled to school. Today, that number has plummeted to fewer than 15%. During the morning commute hours driving to school represents 10-14% of traffic on the road. Studies show that Safe Routes to School programs are effective at increasing rates of bicycling and walking to school and decreasing injuries, while helping reduce traffic congestion and pollution around school zones.

Project Update

Status:

In August 2020, the SLOCOG Board approved programming for Cycle 3. For Cycle 1-3, $1.5 million has been approved. A project status update is presented below in the Financial Programming section. Note that the cities of Morro Bay and Pismo Beach have yet to submit grant applications.

Challenges:

Funding requests outpace available programming each cycle. Some jurisdictions lack staff capacity to conduct public outreach to determine project wants/needs and garner support from the community, schools, or districts. Projects that lacked accurate construction cost estimates at the time of application or lacked the ability to leverage local funds to cover construction funding shortfalls are not constructed in a timely manner.

Financial Programming

Jurisdiction	Project Title	Cycle 1	Cycle 2	Cycle 3	CON Complete
Arroyo Grande	Harloe ES sidewalk gap closures Phase 1	$50,000			100%
	Harloe ES sidewalk gap closures Phase 2		$100,000		0
Grover Beach	Grover Beach ES Sidewalk Infill		$100,000	$157,333	100%
SLO Co. (Oceano)	Oceano ES sidewalk gap closures Phase 1	$0	0%		100%
	Oceano ES sidewalk gap closures Phase 2			$200,000	15%
SLO Cty (Los Osos)	Baywood ES pedestrian enhancements	$100,000		$70,000	15%
SLO City	Pacheco Peak ES Pedestrian Hybrid Beacon crossing		$100,000		100%
	Pacheco Peak ES Class I Path			$1200,000	0%
Paso Robles	Daniel E. Lewis MS Bicycle and Pedestrian Improvements		$100,000	$84,472	0%
	Flamson MS Bicycle & Pedestrian Improvements			$60,000	Partial award for pre-con
Atascadero	Santa Rosa ES Bicycle and Pedestrian Safety Enhancement			$50,000	Partial award for pre-con

Total Need: $1.5M

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CHAPTER 8

Regional Investments

How does SLOCOG fund active transportation projects?

Regional Investments

SLOCOG uses a balanced intermodal investment strategy that supports investments in active transportation. SLOCOG focuses funding efforts on active transportation projects that:

- Connect communities
- Increase safety and accessibility
- Provide safe routes to school
- Promote livability

State requirements, and the national movement for complete streets to reduce transportation-related GHG emissions, validate this multimodal approach. Emphasis is placed on continuing partnership work with Caltrans, San Luis Obispo County, and member jurisdictions to clarify efforts, secure grant funding, close gaps, and improve Safe Routes to School, Regional Corridor, Improved Bikeway, and Complete Streets programs.

Active transportation project funding is divided into three categories, specific to project type. As shown in **Table 8-1: Funding Level Comparisons**, the projects in the Protected Bike & Pedestrian and Complete Streets project categories have been financially constrained under the Reasonably Constrained Funding scenario. Due to the process through which SRTS projects are developed, the SRTS project inventory does not reflect the full funding need over the 25-year planning horizon.

Table 8-1: Funding Level Comparisons

ATP CATEGORIES	2019 RTP: Constrained Funding
Complete Streets Class II & Livability	$94 million
Protected Bike & Pedestrian, Class I, Class IV, Multi-Use	$66 million
SRTS	$28 million
TOTAL	$188 million

Projects included in the constrained active transportation project lists are those that can reasonably be delivered in a short- (0-5 years), mid- (6-10 years), or long-term (11-25 years) timeframe. The project costs in the constrained project lists have been escalated to reflect the estimated costs relative to their delivery timeframes. Projects that are outside of these delivery timeframes are included in the unconstrained project list to provide a fiscal projection and placeholder should an agency pursue plans or studies to further the project toward implementation.

All SLOCOG-sponsored active transportation project investments in the 2019 RTP are financially constrained up to $188 million.

During each programming cycle of SLOCOG's discretionary funding programs—including the Regional Transportation Improvement Program (RTIP), Congestion Mitigation and Air Quality (CMAQ) program, Regional Surface Transportation Exchange Program (RSTP Exchange), Active Transportation Partnership Program (ATPP) and the Safe Routes to School (SRTS) Capital Program—project applications are solicited from local agencies and scored using criteria specific to each program. Local agency priorities, the completion of related planning studies, and funding availability contribute to actual project delivery. Therefore, projects identified in the mid and long-term delivery timeframe may be accelerated to a short-term delivery timeframe.

How the Bike Kitchen Changes Lives

Testimonial from **Audrey Surprenant**

A block from home, I heard the air whizzing out of my tire. I knew this would happen. My tire was wearing down to the threads. I head to the bike kitchen.

The volunteer helping me recognized my mechanical skills and encouraged me to volunteer, too. After I started, staff asked me to take the lead of the Women's program. I organized and led women, trans, femme and LGBTQ (lesbian, gay, bisexual, transsexual, queer/questioning) rides and community events.

When a staff opening came up, I was offered the position. It was my dream come true. I worked hard to create a more inclusive environment and to lift people up the way that I had been lifted up.

Three years into my career at the kitchen, a mentor suggested that I apply for a position at SRAM (a bike part industry leader with a location in San Luis Obispo). I didn't think I was qualified, but I realized the kitchen couldn't support me for the rest of my life.

I applied, and after a lengthy interview process, I got the job. A few weeks later, I joined SRAM's diversity committee, to continue my efforts to help support women and BIPOC (black, indigenous, and other people of color) who were getting into bikes.

I am only here because I bought a bike to commute to work in 2015, and because so many people encouraged me and supported me along the way. Many women and girls need this kind of support. Five years later, I am working for an industry giant.

— Audrey Surprenant

BIKE SLO COUNTY
BIKE KITCHEN
SLO

Biking Strengthens Community

Testimonial from **Sara Dela Ripa**

"Where did I park last night? What street am I on right now?" For more than 500 mornings, I woke to the sound of footsteps on the sidewalk just outside my camper shell, my chosen home. I'd gather my books, shower supplies, and food, and shuffle toward campus where I entered the engineering student life.

I drove everywhere and so I knew it was bound to happen: Twice in two months I was pulled over for traffic violations. The $750 in fines were equal to 16 weeks of meals, 15 tanks of gas, 2 textbooks.

A coworker, friend, and fellow van-dweller told me I could volunteer at a non-profit to pay off the fines. I started volunteering at the Bike Kitchen the next day. It was intimidating but I kept showing up. I eventually paid off my tickets and bought myself a blue Bianchi small enough to fit next to me in my truck.

One night a bike kitchen friend invited me to an event at the Establishment, an intentional community house in downtown SLO where she lived.

I walked in through the yard and saw friendly but unfamiliar faces, a group of women getting dressed up in sequins and pink, and bikes everywhere. I fell in love and for the first time saw myself living somewhere other than my truck.

My Bianchi and I moved into the Establishment during the summer of 2017. I had just returned from Uganda and I was working on my master's thesis as well as preparing for an innovation competition at Cal Poly. My housemates patiently listened to me practice my pitch.

I made it to the finals against 11 other teams. Then, two weeks before the final pitch, I was hit by a car on my ride home from campus. My helmet cracked but my head did not. Two weeks later, I won first place and a $15,000 prize. I couldn't imagine it happening without my housemates.

The prize propelled me into my career. I defended my master's thesis, designed a curriculum for a biomedical engineering course, started hosting "Maternal Health Happy Hours" at the Establishment, and attended a women's health conference in Rwanda. I also scored a position with a company I have long admired and respected.

After my crash, classmates would tell me, "I can't imagine biking around town—it's so dangerous." Their fear and my housemates' encouragement compelled me to join Bike SLO County's Board of Directors.

I also joined housemates on my first-ever bike tour in Cuba. I now love bike touring, another activity I never would have seen myself doing, because of this community.

All along the way I've had community to inspire me. The Establishment house taught me how to see it everywhere: my family, Cal Poly, cyclists, women's health advocates, and in San Luis Obispo.

— Sara Dela Ripa

SLOCOG

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

2021 ATP