Bike Master Plan

City of El Paso de Robles







1000 Spring Street
Paso Robles, CA 93466
(805) 237-3970
www.prcity.com

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Acknowledgments

The following persons were involved in the preparation, review and/or adoption of this Plan.

City Council
Duane Picanco, Mayor
Fred Strong, Mayor Pro Tem
Nick Gilman
John Hamon
Edward Steinbeck

Planning Commission
Chuck Treatch, Chairman
Joel Peterson, Chair Pro Tem
Al Garcia
Steve Gregory
Margaret Holstine
Ron Johnson
Gary Nemeth

City Staff
Ron Whisenand, Community Development Director
Susan DeCarli, Planning Manager
John Falkenstien, City Engineer
Ditas Esperanza, Special Projects Engineer
Jennifer Milam, Student Intern

Bike Plan Stakeholders Committee
Sheldon K. Smith, Ed.D. Paso Robles Public School
Larry Werner, resident
Greg Carroll, resident
Dorothy Johnson, Mainstreet Association
Geiska Velasquez, Transportation Planner, SLOCOG
Adam Fukushima– SLO Bike Coalition
John Hamon, Parks and Recreation Advisory Committee
Janice Watson, Parks and Recreation Advisory Committee

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Vision: Pedaling Paso Robles to the Future

It is a goal of the City of El Paso de Robles to be a bicycle-friendly City. To meet this goal, the City will:

Establish Better Bike Connections

- Well connected, easy to access system of bikeways that are safe and comfortable for bicycle travel
- Easy-to-ride, off the street system of protected paths and trails that provide quick connections across town with views into the picturesque natural areas along river and creek corridors and canyons
- Bikeways that will extend to all neighborhoods safely linking riders to schools, shopping areas and other commonly traveled areas
- Bikeways that will connect to commercial and industrial employment areas so commuters will have alternative choices of travel to work
- Bikeways that will help the City reduce vehicle miles traveled and traffic congestion and air pollution, and help residents become healthier
- Multi-modal facilities that emphasize mobility of people by bicycles in addition to transit and walking, rather than only by cars

Provide Bike Safety Education

- Develop an on-going program for students, commuters and recreational riders to learn safe riding skills and rules for riding with in-town traffic and on rural roads
- Develop a bike safety outreach program designed to teach school-age children basic rider safety skills, simple bike maintenance, the benefits of bike riding for exercise, and the "bike rules of the road"

Integrate Bicycling into Schools

- Partner with the City, Paso Robles Public Schools, and SLO Regional Rideshare to develop an integrated "Safe Routes to School" (SRTS) program to make bicycle facilities easy to access for students to ride to school and reduce vehicle miles traveled
- Pursue grant opportunities to install bike improvements specifically intended for making riding bikes to school a safe option

Increase Bicycle-Related Tourism

- Make downtown Paso Robles a bike-friendly business district

- Work with businesses, hotels and services to develop a reward and incentive program for attracting bike-riding customers

- Develop materials on bike trails and amenities

- Develop bike trails along and across the Salinas River and other appropriate areas to become an attraction for tourists

- Develop a new regional bike trail system among North County towns and out to the local wineries

- Promote bike related events such as the Amgen Tour of California and other cycling related activities to provide exciting, fun activities to attract visitors and bike enthusiasts into the Paso Robles community

1. Introduction

The City of Paso Robles has become aware of the growing interest in bicycle riding through local planning efforts such as new specific plans, trail planning, and regional bike programs. Excitement for cycling and recreational bike riding was also heightened when the City of Paso Robles hosted the Amgen Tour of California in 2009.

The Paso Robles Bicycle Master Plan is a comprehensive plan to address the needs of both recreational and commuter cyclists. The plan provides direction for City bike planning and improvements over the next 10 years. The plan includes *goals* that establish what the City would like to achieve, *policies* to provide the guidance on how to achieve the goals, and *actions* to direct the City's efforts.

The principles of the League of American Bicyclists are embedded into the goals, policies and actions in the Plan. These principles are focused on the "Five Es" - Engineering, Education, Encouragement, Enforcement and Evaluation of bicycle transportation throughout the city.

This Plan is intended to provide measures to help make bike riding accessible and an easy way for commuting, which will reduce air pollution and vehicle miles traveled by automobiles, and to provide for more recreational opportunities.

A prioritized Bicycle Improvement Program is provided that will direct future upgrades to the City bicycle facilities, and funding strategies to achieve these goals.

Plan Purpose

- Provide a master plan for bicycle transportation throughout the City of Paso Robles including upgrading and expanding existing bicycle facilities to meet the needs of cyclists of all ages and skill levels.

- Develop programs that emphasize mobility of people by bicycles, instead of relying on automobiles, by providing accessible, well connected bikeways facilities throughout the City.

- Develop an outreach and rider safety program to encourage bicycling for commuting and recreation.

- Identify and prioritize short-, mid- and long-range bicycle improvement priorities based on facility need and financial feasibility.

- Identify the costs of bicycle improvement projects as well as funding sources to implement them.

Community Profile

The City of El Paso de Robles is located on California's Central Coast, approximately mid-way between Southern California and the San Francisco Bay Area. It incorporates 18 square miles, is bisected by the Salinas River, and is surrounded by rolling hills and vineyards. The commercial downtown core area is located on the west side of town, and the east side of the City is primarily residential. The climate fluctuates between hot summers (in the upper 90s/low 100s) to frost conditions in winter. Spring and Fall typically have mild weather.

According the California Department of Finance (January 2008) the City of Paso Robles has a population of 29,950 residents, with an estimated 11,636 households. Most recent population growth occurred on the east side of the City.

The 2009 UCSB Economic Forecast estimates the City's largest age group is the 20 – 29 years (16.9%), followed by 50 – 59 years and 60 years and over (both 14.5%), and 40 –

49 years (13.9%), respectively. These numbers indicate that almost 43% of the residents in Paso Robles are over 40 years old.

The County's median family income is approximately $67,000 (4 person household). Approximately 91% of Paso Robles is at the median income level. The City reported to have a workforce population of approximately 12,500 persons.

According to the 2007 Census data, the City had a population of 29,500 with approximately one to three percent of commuters (295 to 885 persons) rode their bike to work. The specific increase of bike ridership expected to result from implementation of the Plan is difficult to estimate until a bike commuter survey is completed. However, the City's General Plan build-out population projection of 44,000 would result in an increase to approximately 440-1,320 bicycle commuters. This plan incorporates measures to direct preparation of a bike commuter survey to gauge the effectiveness of the implementation of this plan.

Community Involvement

The City provided several opportunities for community involvement in development of this Bicycle Master Plan.

The City:

- Partnered in the SLO Rideshare "May Bike Month 2009" events. Participants at the events provided input on new or improved bike facility improvements.

- Created a voluntary Bike Plan Stakeholders Committee (BPSC) to help inform and provide feedback throughout the bike planning process. The BPSC included representatives from organizations throughout the community, including the Paso Robles Public Schools, Main Street Association, Parks and Recreation Advisory Committee, REC Foundation, San Luis Obispo County Bicycle Coalition, San Luis Obispo Council of Governments, and local bike riding enthusiasts. Meetings were held once a month for six months during the planning process.

- Prepared and circulated a bike survey that included responses from over 75 downtown business owners. Responses were helpful in gauging support for downtown amenities that will help support access to downtown by shoppers and employees.

- Presented the Bicycle Master Plan to the City of Paso Robles Youth Commission, Parks and Recreation Advisory Committee, REC Foundation, Planning Commission and City Council for review.

Compliance with State Requirements

There are no legal mandates for a City to adopt a bike plan. However, having an adopted Plan allows the City to be eligible and qualify for funding sources provided for by State law, such as Bicycle Transportation Act Grants through Caltrans. The California Streets and Highway Code (Section 891.2) outlines required elements to be contained in a qualifying bicycle transportation plan including:

- Discussion of existing and projected bicycle commuters and projected increase with the implementation of the Plan (Page 5)

- Map and description of settlement patterns, and existing and proposed bike facilities (Following page 32)

- End-of-trip bike parking strategy, bicycle transport and parking facilities for connecting to other transportation modes, and facilities for changing and storing clothes and equipment (Page 23)

- Descriptions of bicycle safety and education programs, including law enforcement (Page 14)

- Community involvement (Page 5)

- Consistency with other plans (Page 7)

- Proposed project list and expenditure plan (Page 33)

This Plan was also prepared and adopted in compliance with the California Environmental Quality Act (CEQA).

Consistency with Other Planning Documents

The Bicycle Master Plan is consistent with and supports implementation of the following City planning documents:

- 2003 General Plan: Land Use, Circulation, Parks and Recreation and Open Space Elements:

  The Bicycle Master Plan implements General Plan policies to provide connected neighborhoods and districts so that alternative modes of transportation such as bicycling are a viable alternative for transportation. This plan encourages reducing vehicle miles traveled, which will reduce traffic congestion and air pollution. The Bike Plan also encourages recreational opportunities within and between open space areas and parks and schools.

- 2006 Economic Strategy:

  The Plan supports strategies for community distinctiveness and amenities that help make Paso Robles a "livable" community such as providing the means to minimize the use of cars.

- Salinas River Corridor Plan:

  The Salinas River Corridor Plan includes multi-use and bicycle trails for recreational pursuits and as well as providing connections from the east side of the City to the downtown area.

- Uptown/Town Center Specific Plan (Draft)

  The Bicycle Master Plan complements the draft Uptown/Town Center Specific Plan by incorporating consistent, integrated bike paths, and facilities throughout the west side of the City to help make bicycling a viable alternative for transportation.

The Plan is also consistent with the following regional plans and programs:

- San Luis Obispo County Clean Air Plan
- San Luis Obispo County Bikeways Plan
- SLOCOG 2005 Regional Transportation Plan & 2050 Community Blueprint Plan

2. Goals, Policies and Actions

Overall Program Goals

Goal 1- Develop a comprehensive system of bicycle facilities to provide a safe, fun, convenient, healthy and environmentally-friendly mode of travel throughout the City.

Goal 2 – Develop bike facilities that are accessible to commercial and employment centers, neighborhoods, and schools to provide a viable alternative for transportation to reduce vehicle miles traveled and traffic congestion.

Goal 3 – Develop a bike safety program to encourage safe bicycle travel within the City of Paso Robles.

Goal 4 - Develop bicycle facilities that will meet both commuter and recreation needs, including bicycle support facilities once they meet their destinations.

Goal 5 - Increase public awareness of bike riding and develop programs to encourage residents to ride bikes to work, school, and for recreation.

Goal 6 - Coordinate City bike plans with interagency transportation plans and funding programs.

Complete Bicycle System:

Policies

Complete Streets: Roadways designed to safely and comfortably accommodate all users including bicyclists, pedestrians, people using mobility aids, transit riders, and motorists.

- The City shall actively forecast future bicycle travel needs for different riding groups and as funding becomes available, plan, upgrade, and expand bike routes and bike facilities to meet those needs.

- The City shall design new and rehabilitated streets consistent with the "Complete Streets" program of the City's General Plan Circulation Element, addressing a variety of transportation needs including vehicle, bicycle and pedestrian.

- The City shall develop an integrated multi-modal public transportation system that has an emphasis on the ability to use bicycles as a viable means for commuting so that commuters are not reliant on use of automobiles.

- The City shall, as funds become available, develop bike connections within the City limits that integrate with the SLO County Bike and Trail System to provide regional bike and trail connections to San Miguel, Creston, and Templeton.

Actions

- Improve bikeway safety by ensuring facilities are designed to reduce conflicts with vehicles; and maintain clean, smooth bike riding surfaces throughout the City.

- Pursue funding for bikeway improvements identified in this plan and consistent with the City's Circulation Element.

- Incorporate "Complete Streets" design standards into the City's Street Standards and Specifications for new and rehabilitated street improvements.

- Assure all new streets and street maintenance projects include “complete streets” improvements for vehicles, buses, bicycles and pedestrians.

- Ensure all new city buses include bike racks, and that the transportation center provides a sufficient amount of bike racks, bike lockers, restroom facilities, and drinking fountains.

Bicycle Facilities:

Policies

- The City shall provide safe bicycle routes between major destinations such as, commercial areas for shopping, entertainment and services, and employment centers, neighborhoods, schools and parks - consistent with this plan and the City’s Circulation Element.

- The City shall create bicycle facilities that are focused on the scenic qualities of Paso Robles such as the Salinas River.

- The City should ensure the City’s pavement management system maintains safe, clean bikeways and other bicycle infrastructure facilities.

- The City shall develop a citywide "end-of-trip" bicycle parking strategy to increase the number of secure, convenient, and attractive bicycle parking and storage facilities.

- Where bikeways are to be located within creekways, the Salinas River corridor or other natural areas, the City shall ensure that bridge structures utilize designs that minimize disturbance or damage to natural habitat areas. Bikeways in these areas should also minimize grading to the greatest extent possible.

Actions

- Incorporate bikeways in new or reconstructed streets where indicated on the Bicycle Master Plan.

- Update the City Zoning Code, Off-Street Parking Ordinance to require bikestorage and support facilities including bike racks, bike lockers, rest areas, changing facilities, showers, and drinking fountains, based on the scale and type of new development, as appropriate for commercial, industrial, civic, multi-family residential, schools, employment centers, and large events.

Bike Boulevard: A roadway where priority is given to bicyclists as through going traffic. A bicycle boulevard is designed to optimize bicycle traffic by increasing safety and circulation.

- Construct "Bike Boulevards" in appropriate locations, as outlined in the Uptown/Town Center Specific Plan and the City's Circulation Element.

- Ensure traffic calming street facilities such as bulb-outs, traffic circles and roundabouts, are designed to safely accommodate bicyclists and pedestrians.

- New or modified traffic signals along City streets with designated Class II or Class III bikeways shall include bicycle detection systems.

- Where street reconstruction projects extend across "at-grade" railroad crossings, streets shall be designed to include bike lanes and stop bars as

approved by the City Engineer, Union Pacific Railroad, and the California Public Utilities Commission.

- When installing new drainage inlets or replacing old ones, grates should not be installed in Class II bicycle lanes, or at a minimum they should be designed as "bike-friendly" grates.

- Ensure bicycle facilities in all new Specific Plans and the General Plan Element Updates are consistent with this Plan.

- Develop a bike route maintenance and tracking system to monitor and repair bikeway pavement surfaces, consistent with Section 1003.6 (2) and Table 1003.6 of the Caltrans Highway Design Manual.

- Develop an inspection and maintenance tracking system for bicycle racks and lockers within the public right-of-way, and ensure that they are inspected and maintained annually, and kept in a safe, clean condition. The City may establish a volunteer bike maintenance committee to conduct this work.

- Develop design criteria for new downtown bike rack or locker facilities in the public right-of-way with input by the Mainstreet Association.

- Collaborate with the Mainstreet Association to install bike racks in the downtown area consistent with the Downtown Bike Parking Map, and to develop a "Racks with Plaques" bicycle rack donor program.

Bike Riding Safety:

Policies

- The City shall develop a bicycle system that is focused on rider safety.

- The City shall develop a comprehensive bike safety training program.

- The City shall incorporate the latest safety design standards, signage and traffic control techniques, including those established by Caltrans, into City regulations to ensure a high level of safety for bicyclists, pedestrians and motorists.

- The City shall improve safety conditions for bicyclists through law enforcement efforts focused on both motorists and bicyclists.

Actions

- Update the City's Street Standards and Specifications to implement current safety design standards and methodology.

- Install innovative bikeway safety features, as appropriate, such as wider bike lanes, narrower vehicle travel lanes, "bike boulevards", "sharrows", bicycle loop detection devices, and eliminate on-street parking conflicts.

- Collaborate with the SLO Bike Coalition, Paso Robles Police Department, Department of Library and Recreation, Paso Robles Public Schools, SLO Regional Rideshare and the League of American Bicyclists to develop a Bike Safety

Sharrow: An appropriate driving lane marked for a roadway to be shared with bicyclists. Sharrows may be considered for bicycle routes where the roadway/shoulder is not sufficient for a class II bike lane and the safest route is for cyclists to ride directly on the roadway.

Outreach Campaign on an on-going basis.

- Develop an annual bike safety training program for educators and enforcement staff with the Paso Robles Police Department and Paso Robles Public Schools, and other interested persons with assistance from SLO County Bike Coalition and the League of American Bicyclists to continuously maintain well trained staff.

- Develop an annual Community Bike Safety Training program for residents and businesses with assistance from SLO County Bike Coalition, Paso Robles Police Department and the League of American Bicyclists.

- Develop bike safety materials to distribute at schools, the Department of Motor Vehicles, City recreation centers, County Social Services Department, the Housing Authority and other venues in English and Spanish.

- Study bike and bike/auto accident records and develop design solutions, where applicable, and a focused enforcement effort to reduce bike related accidents.

- Coordinate with SLO Regional Rideshare for the City to become an active participant in the Safe Routes to School (SRTS) program, including prioritizing activities to provide bike safety education identified in the SRTS program "Cookbook". Activities may include assisting with parent surveys, school assemblies, bike rodeos and other incentive and educational programs.

Bike Riding Encouragement:

Policies

- The City shall promote Paso Robles' image as being a "bike-friendly" City.

- The City shall support employer-bicycle commuter incentive programs.

- The City shall develop programs that encourage alternative transportation for commuters by collaborating with regional partners.

- The City shall promote programs that reduce bike theft and support efforts to recover stolen bicycles.

Actions

- Develop and implement bike commuter reward programs for employers to encourage employee bike commuters, such as providing informational materials on State and Federal "bike-to-work" tax break.

- Implement the regional Employer Bike Share program to make bicycles available to employers for free.

- Develop a "Bike Library" program for residents to use free, donated bicycles for residents that do not own a bike.

- Develop a volunteer "Bike Valet" program with SLO Bike Coalition and other partners for local events to provide a safe place to park bikes while attending events such as: Farmer's Market, Concerts in the Park, and the Midstate Fair.

- Increase focus on "bike centered" events such as the Amgen Tour of California, Great Western Bike Rally and other events such as bike rodeos, local bike to work or school challenges, and greater participation in May Bike Month activities.

- Develop a community-based program to educate and inform residents of the environmental and health benefits of bike riding and to reinforce bike riding as a fun and exciting activity and sport.

- Develop "bike-friendly" tourist-oriented marketing materials for the City's website, and work with the Chamber of Commerce, Mainstreet Association, and area businesses to do the same.

- Collaborate with the Chamber of Commerce and the Mainstreet Association to develop a "bike-friendly" business reward program to encourage businesses to offer benefits to customers and clients that ride their bike to their business.

- Pursue an application to the League of American Bicyclists for the City of Paso Robles to become officially recognized as a "Bike Friendly City".

SLO County Bike Coalition: A countywide organization whose goal is to encourage less emphasis on motor vehicles while specifically focusing on walking, cycling, and mass transit as viable forms of transportation.

- Develop a North County branch of the SLO County Bike Coalition centered in Paso Robles to bring awareness of bike activities and educational outreach programs to the local community.

- Step up enforcement activities that prohibit motorists illegally occupying Class II bike lanes.

Bike Facility Partnering and Funding:

Policies

- The City shall collaborate with local, regional, state, and federal agencies, and private entities, including the San Luis Obispo Council of Governments (SLOCOG), Caltrans, San Luis Obispo County Air Pollution Control District, and others to ensure the City Bicycle Master Plan is consistent with regional transportation plans and agency regulations.

League of American Bicyclists: A nationwide bicycle advocacy organization that encourages businesses, communities, and individuals to be bicycle friendly.

Actions

- Coordinate with SLO County and SLOCOG for inter-regional improvements, and to jointly apply for federal, state and regional bike facility improvement grants.

- Develop an on-going bicycle improvement planning

process to review facilities, assess future needs, potential funding sources and make recommendations to update the Bicycle Master Plan.

- Pursue funding such as Safe Routes to School and Bike Lane Account grants, and Transportation Enhancement funding for bicycle improvements.

- Accelerate the implementation of lower priority projects if opportunities present themselves.

- The City should designate a Bike Plan Coordinator utilizing existing City staff resources to administer and coordinate implementation of this Plan and bike programs.

- Develop and implement a dedicated bicycle improvement funding source to compliment the City's Development Impact Fee program funds dedicated for Bicycle improvements.

Safe Routes to School (SRTS): A nationwide program that encourages children, parents, and teachers to walk or bike to school by identifying and providing safe routes of travel to and from schools.

3. City Development Patterns and Bicycle Planning

The City's development pattern and existing bicycle facilities guide the location and type of new or upgraded bicycle facilities needed. For instance, employment and retail centers should be served with bike lanes and storage facilities. Schools should have continuous, safe bike connections to serve them from neighborhoods. Natural areas may be suitable for off-street recreational bike paths. The City's land use patterns and major destinations are described below. The proposed Bicycle Facilities Plan is based on an analysis of underserved or unmet bicycle facilities needs. The types of bicycle facility designs needed to implement the Plan are also included.

Land Use Settlement Patterns and Destinations

The City of Paso Robles has two distinct areas of town – the west and east sides, which are separated by Highway 101, the Union Pacific Railroad, and the Salinas River. There are three bridges that connect these two sides of town. See Figure 1 – Land Use Settlement Pattern Map, and Figure 2 – Bicycle Master Plan Index with Destinations.

West Side

The City's historic origins are on the west side of town. The block and street system is generally configured into a 36-street, grid pattern nestled between the base of the west side hills and the highway. The west side is an easy area for bicyclists to ride around because it has fairly flat topography. Much of the west side is comprised of older, residential tree lined neighborhoods. The west side also boasts the City's robust downtown commercial core. Downtown Paso Robles is a significant destination for residents and visitors. Major destinations in downtown include the City Park, Library/City Hall and the Emergency Services Center, the county courthouse, numerous restaurants, lodging, wine venues, cinemas, retail shopping, and offices.

There are additional commercial nodes on the west side including the "Uptown Area", visitor services along 24th Street, and several commercial service/light manufacturing oriented employment areas along Riverside Avenue.

East Side

The east side is generally composed of rolling hills. North of Highway 46 East is a residential neighborhood, the Paso Robles Airport, Cuesta College, and several commercial services/manufacturing employment nodes.

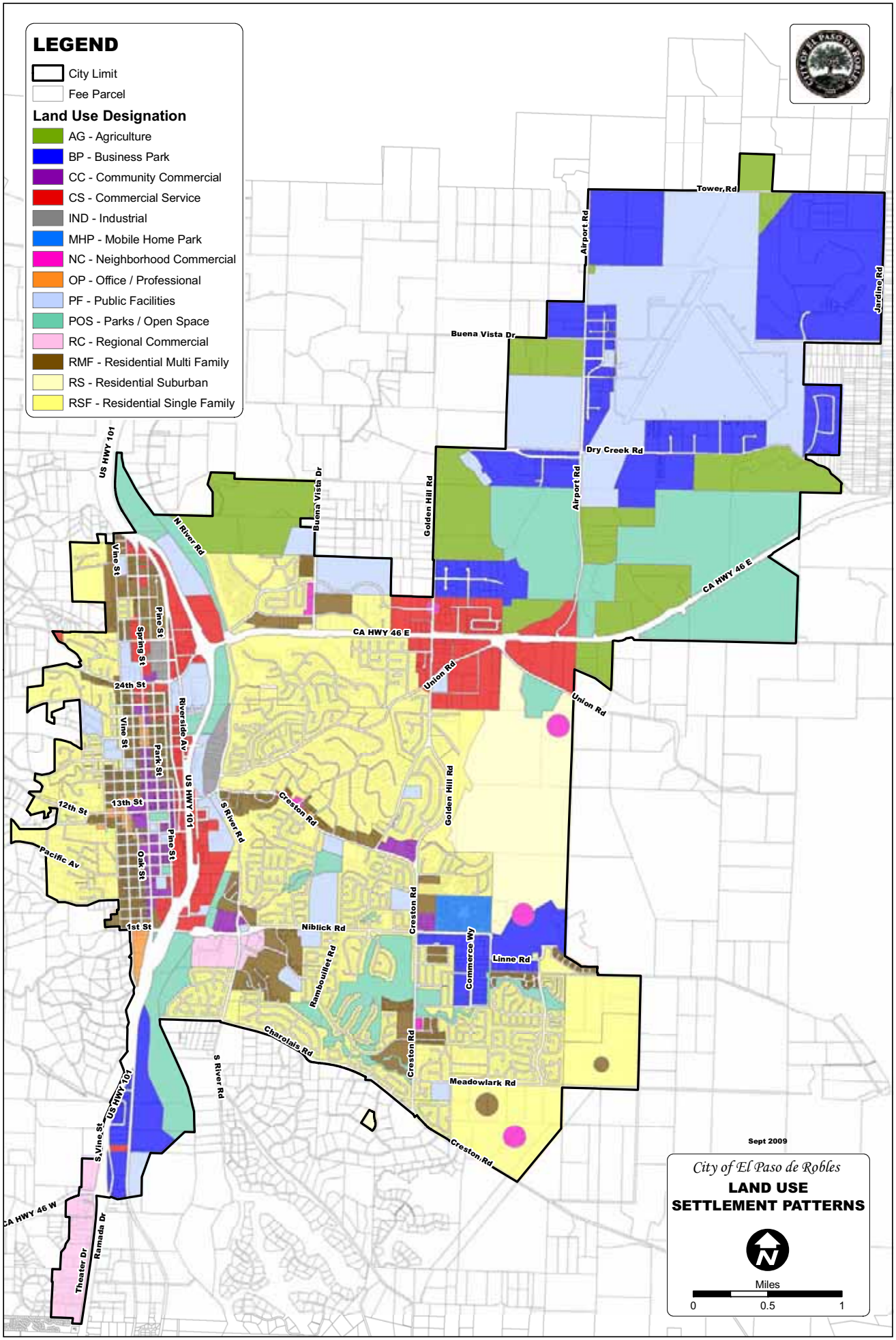
Barney Schwartz Park is located at the eastern end of the City on the south side of Highway 46 East. There are also a few nodes of commercial service areas located on the southeast side near Highway 46 East. The bulk of the east side is largely composed of residential neighborhoods that do not have very much bicycle connectivity between them. There are a couple of larger parks in residential neighborhoods on the east side including Centennial Park and Sherwood Park.

Bicycle facilities are located mostly along major arterial spines on the eastside. There are a few commercial shopping centers on east side that include large grocery stores and other major retail businesses. The east side has several schools, including the High School, and a golf course.

South Paso Robles

The south end of town is connected to the City by South Vine Street and Highway 101. The southwest side of this area is the largest retail destination in North County. This "regional shopping center", located on Theatre Drive, is primarily designed to accommodate customers in vehicles. A new regional bike lane on Theatre Drive connecting the downtown which provides regional bicycling access to the south.

There is also a cluster of commercial service and manufacturing businesses on the southeast side of the Highway, accessed only through an underpass on Highway 46 West. This area was not designed to be bicycle-friendly.


LEGEND
City Limit
Fee Parcel
Land Use Designation
AG - Agriculture
BP - Business Park
CC - Community Commercial
CS - Commercial Service
IND - Industrial
MHP - Mobile Home Park
NC - Neighborhood Commercial
OP - Office / Professional
PF - Public Facilities
POS - Parks / Open Space
RC - Regional Commercial
RMF - Residential Multi Family
RS - Residential Suburban
RSF - Residential Single Family
Tower, Rd
Airport Rd
Jardine Rd
Buena Vista Dr
Dry Creek Rd
US HWY 101
N River Rd
Golden Hill Rd
CA HWY 46 E
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Spring St
24th St
Riverside Av
Park St
12th St
13th St
Creston Rd
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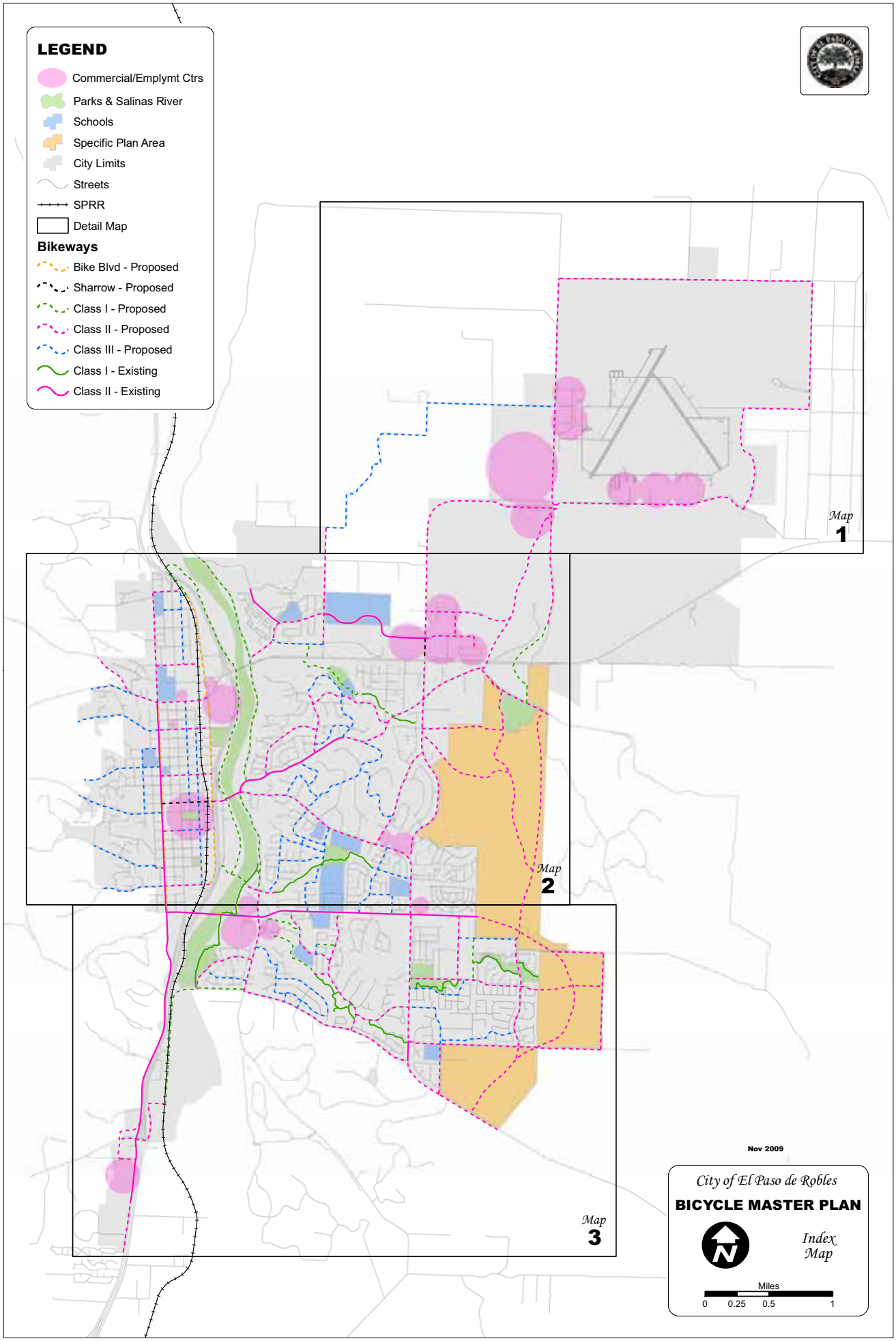
Existing and Proposed Bicycle Facilities

The City has existing bike lanes on Vine Street, Niblick Road, Creston Road, and Union Road. An off-street (Class I) bikeway exists from Centennial Park to Larry Moore Park. A few smaller bikeways exist in various neighborhood open space areas. The existing Bicycle system is not continuous and lacks connectivity through the City.

This bike plan aims to improve connectivity and access for bicycle users. Particular consideration was given to land uses that would be better served with improved bicycle facilities and connections such as schools, employment and retail centers, and major attractions. See Figures 1 – 5, Bicycle Master Plan.

The Plan is designed to provide continuous Class II connections along major thoroughfares and in neighborhoods to serve residents traveling to commercial areas, the downtown, and schools. New Class I routes are planned along the Salinas River to provide better connections and also to provide recreational opportunities in a safe, off-street environment.

New planning areas on the east side of the City, including the Chandler Ranch Specific Plan and the Olsen Ranch Beechwood Specific Plan, are to planned with integrated bicycle facilities to provide interconnected bikeways internally within the planning areas and to the rest of the City. The specific location of bikeways shall be determined through the Specific Plan design process.


LEGEND
Commercial/Emplymt Ctrs
Parks & Salinas River
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Specific Plan Area
City Limits
Streets
SPRR
Detail Map
Bikeways
Bike Blvd - Proposed
Sharrow - Proposed
Class I - Proposed
Class II - Proposed
Class III - Proposed
Class I - Existing
Class II - Existing
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Map 2
Map 3
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City of El Paso de Robles
BICYCLE MASTER PLAN
Index Map
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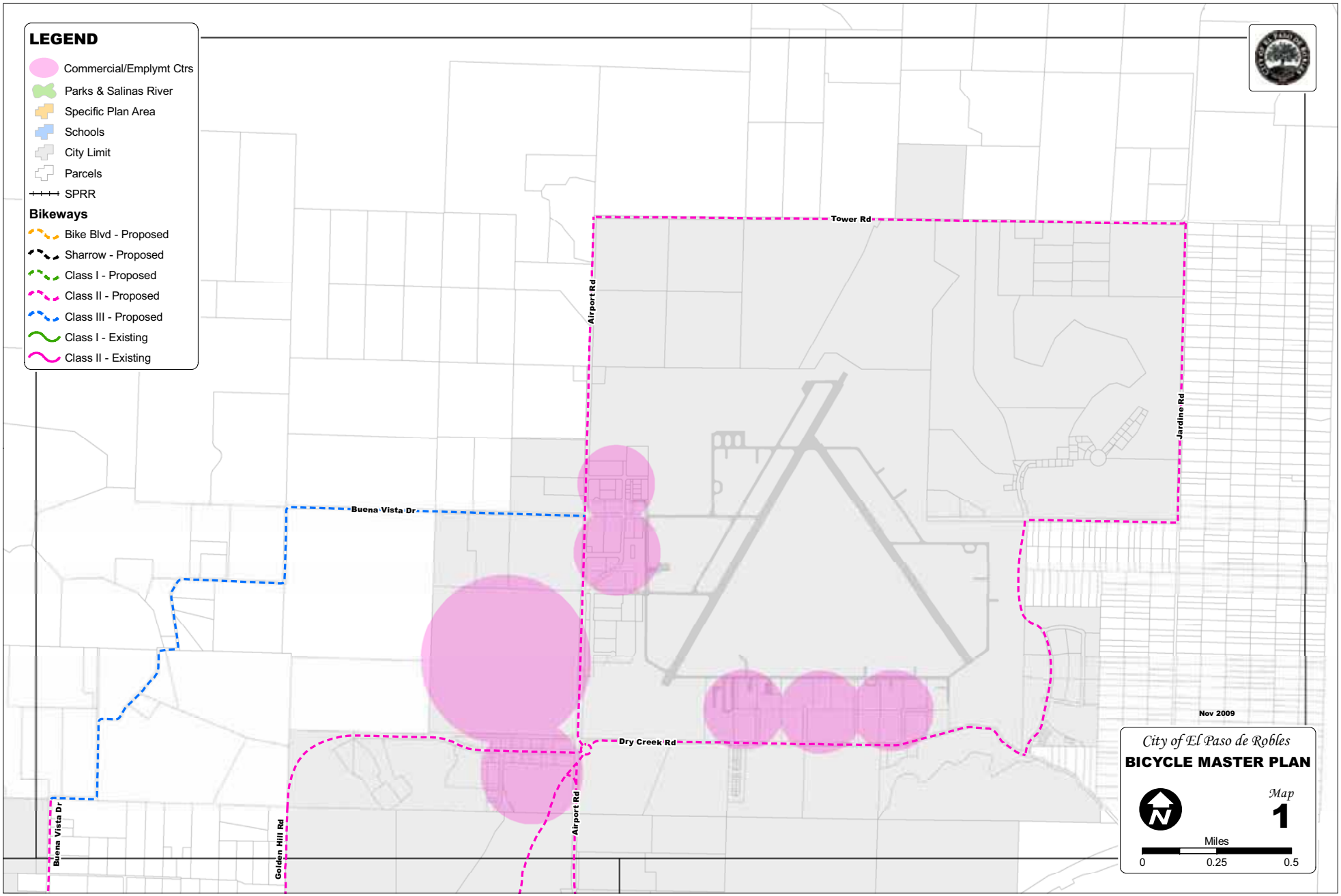
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Sharrow - Proposed
Class I - Proposed
Class II - Proposed
Class III - Proposed
Class I - Existing
Class II - Existing
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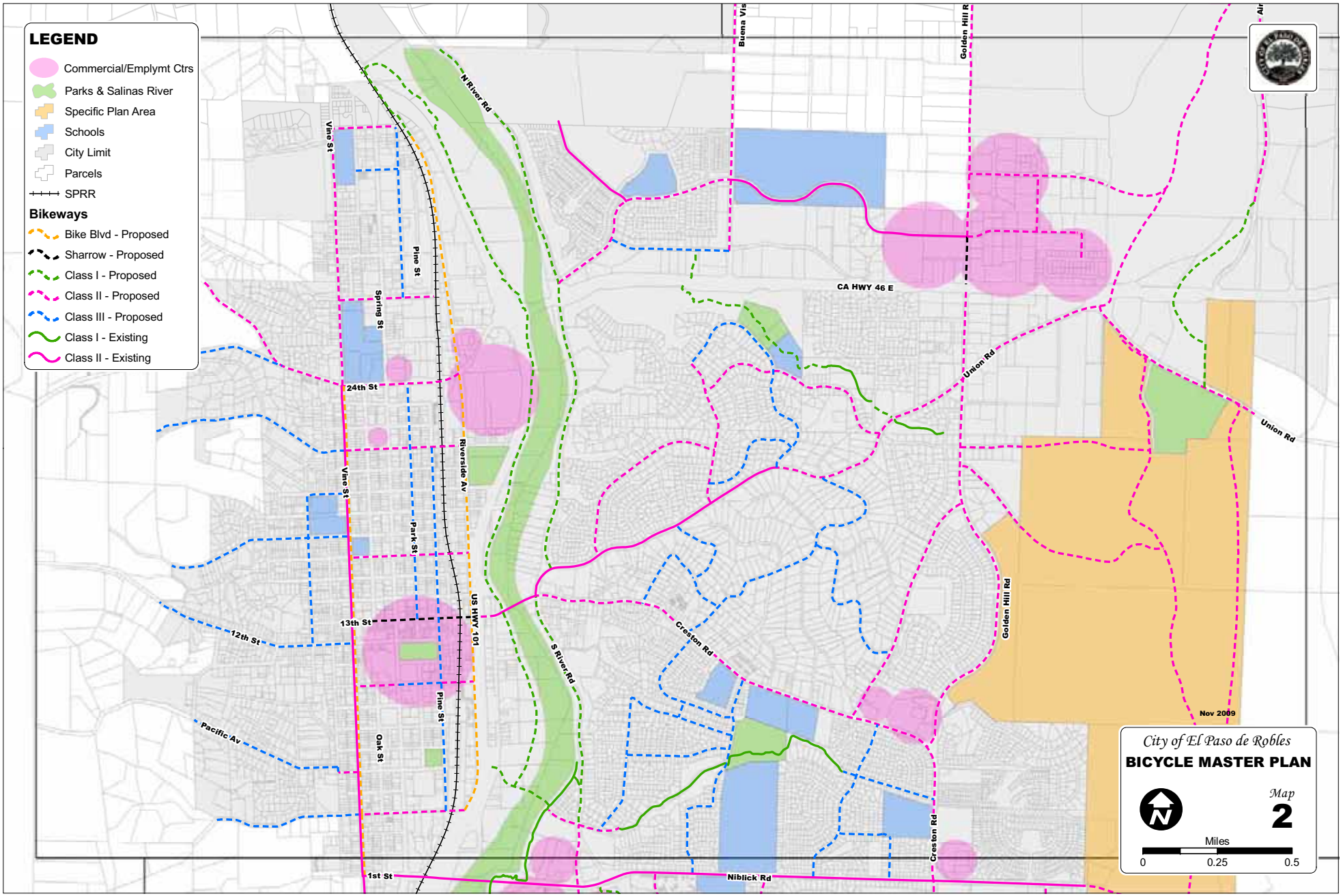
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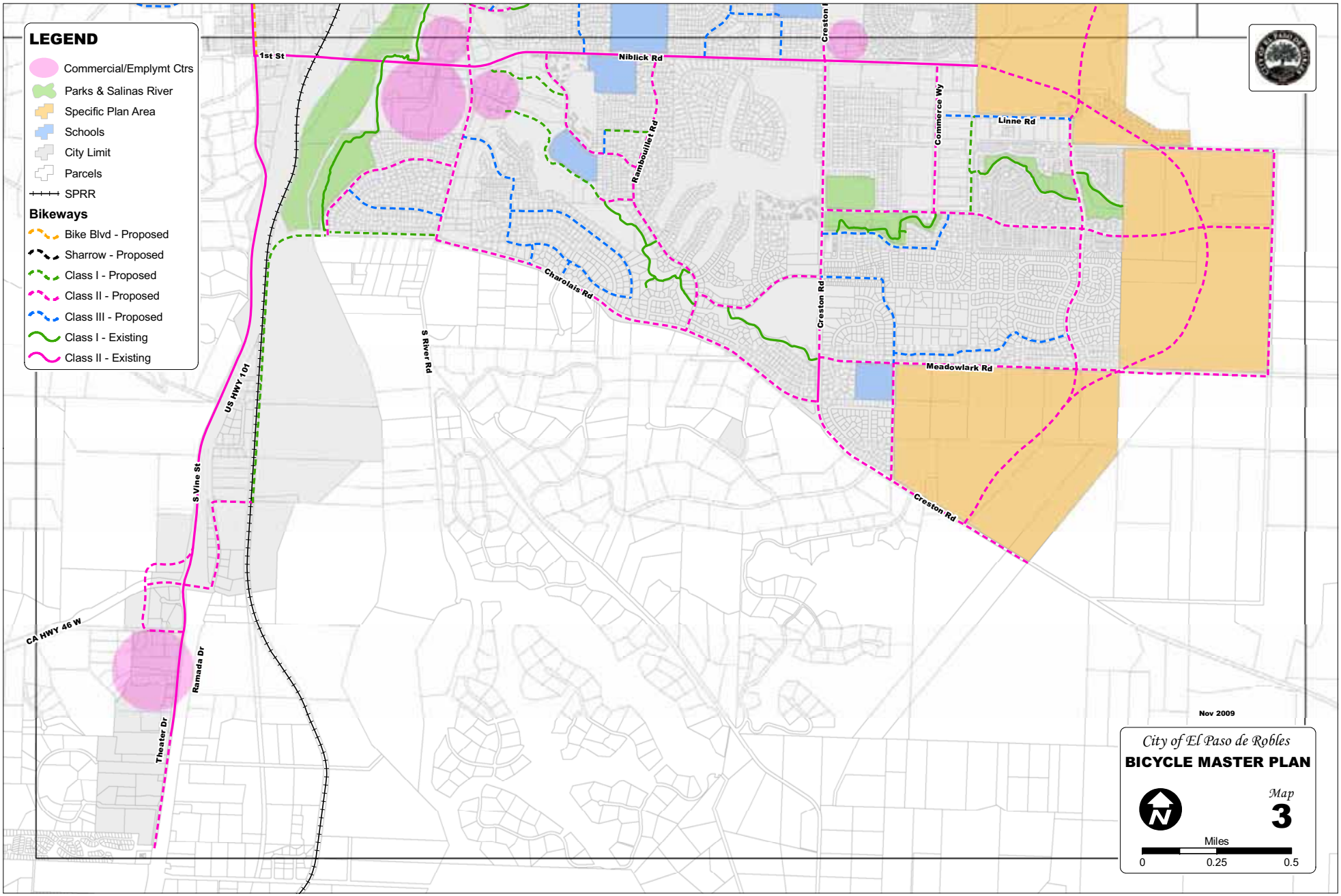
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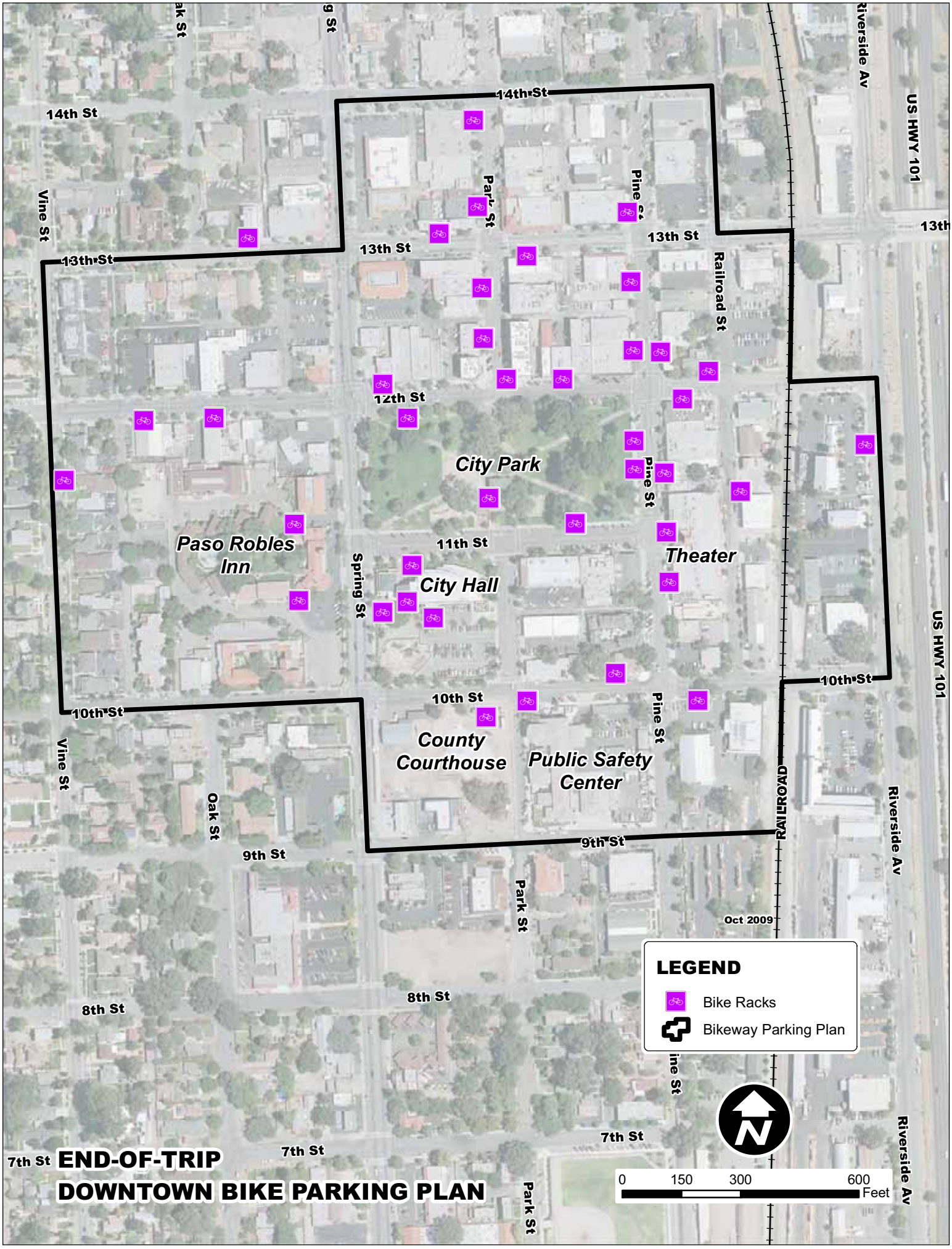
CA HWY 46 W
Ramada Dr
Theater Dr
Nov 2009
City of El Paso de Robles
BICYCLE MASTER PLAN
Map
3
Miles
0
0.25
0.5

Bicycle Parking Plan

Current City codes do not require bike parking facilities for public or private development. This Plan includes specific actions to develop bike parking regulations for new development. Since bike parking is currently not required by City regulations, there are very few bike racks in the City as a result of regulations. However, Paso Robles Main Street, in cooperation with Lions Club have installed over 20 bike racks in the downtown area. Previously there were only five bike racks in downtown including: (3) at Library/City Hall; (1) at the County Courthouse; and (1) at a downtown business. Citywide there are bike racks at City pool facilities, Walmart, Albertsons, and a fitness center.

To implement an "end-of-trip" bike parking strategy, a Downtown Bike Parking Plan is included in this plan which identifies locations to install 30 public bike racks in the downtown core. See Bike Rack Parking Plan, Figure 6. Additionally, new bike racks will be installed at the City's Multi-Modal Station to accommodate bike commuters using other modes of transportation, such as transit and the train. Also, all City and regional transit facilities include bikes racks on buses. Additional bike racks will also be installed at all City pools and parks.

For broader end-of-trip bike parking located around the City this plan includes measures to update the City's development codes to require bicycle parking with new development.


14th St
13th St
12th St
11th St
10th St
9th St
8th St
7th St
Vine St
Oak St
Park St
Pine St
Railroad St
Spring St
Riverside Av
US HWY 101
City Park
Paso Robles Inn
City Hall
Theater
County Courthouse
Public Safety Center
RAILROAD
Oct 2009
LEGEND
Bike Racks
Bikeway Parking Plan
0 150 300 600 Feet
END-OF-TRIP
DOWNTOWN BIKE PARKING PLAN

Bicycling Commuter Changing and Shower Facilities

Current City codes do not require bike commuter facilities such as showers and changing room facilities for employees provided by employers with new development. The only shower and changing room facilities provided by employers are at Library/City Hall and the City Emergency Services building. This Plan includes specific actions to develop bike commuter facilities with new development.

Bikeway Design Standards

Caltrans design criteria for Shared Roadways, Class I bike paths, Class II bike lanes, and Class III bike routes are considered the "industry standard" and are listed below. The bike plan also includes criteria for "bike boulevards" and "sharrows" which are called for by this plan.

It is emphasized that the designation of bikeways as Class I, II and III should not be construed as a hierarchy of bikeways; that one is better than the other. Each class of bikeway has its appropriate application.

In selecting the proper facility, an overriding concern is to assure that the proposed facility will not encourage or require bicyclists or motorists to operate in a manner that is inconsistent with the rules of the road.

Shared Roadways (No Bikeway Designation)

Most bicycle travel in the State now occurs on streets and highways without bikeway designations. In some instances, entire street systems may be fully adequate for safe and efficient bicycle travel, and signing and pavement marking for bicycle use may be unnecessary. In other cases, prior to designation as a bikeway, routes may need improvements for safe bicycle travel.

Many rural highways are used by touring bicyclists for recreational travel. The development and maintenance of 4-foot wide paved roadway shoulders with a standard 4-inch edge line can significantly improve the safety and convenience for bicyclists and motorists along such routes.

Class I Bike Path

Class I bike paths are surfaced routes that are completely separated from streets. They should be used to serve corridors not served by streets and highways and where right of way exists, permitting such facilities to be constructed away from the influence of vehicle traffic. Class I bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes (if cross flow by motor vehicles and pedestrian conflicts can be minimized.)

The most common Class I bike paths are along rivers, utility right of way, abandoned railroad right of way, within college campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments.

Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, hillsides, etc.). Class I bike paths are two way facilities completely separated from the roadway. Recreational cyclists commonly prefer Class I bike paths.

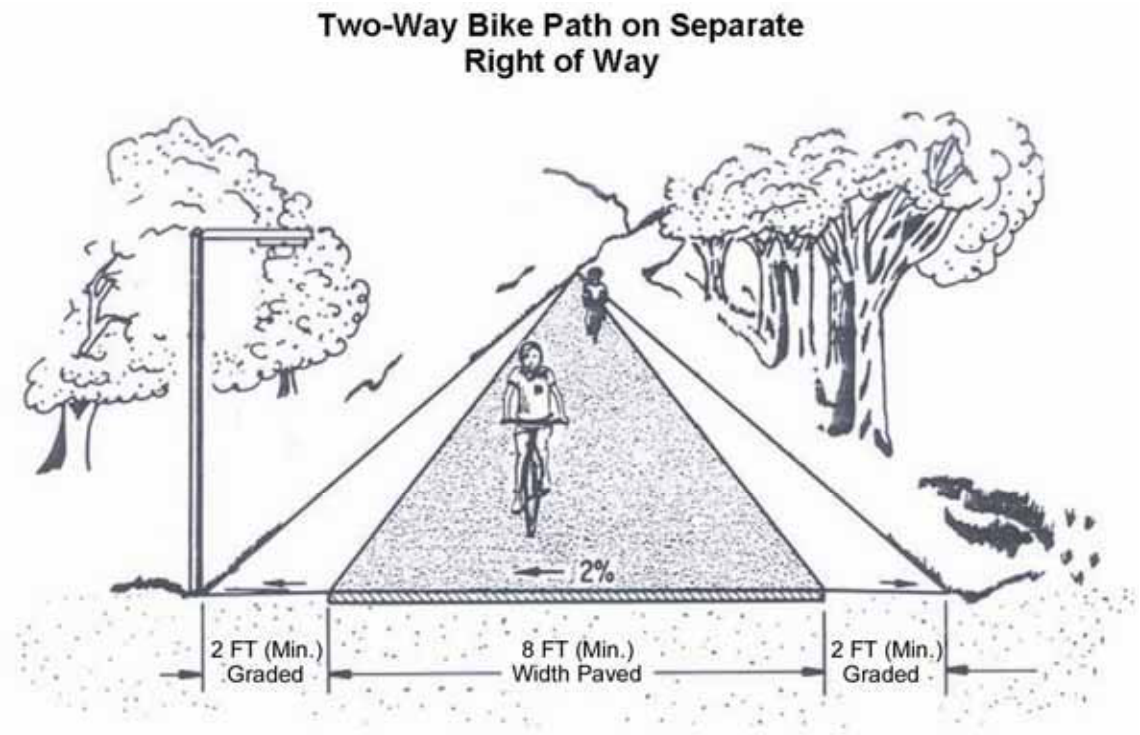


Figure 7
Class I Bike Path

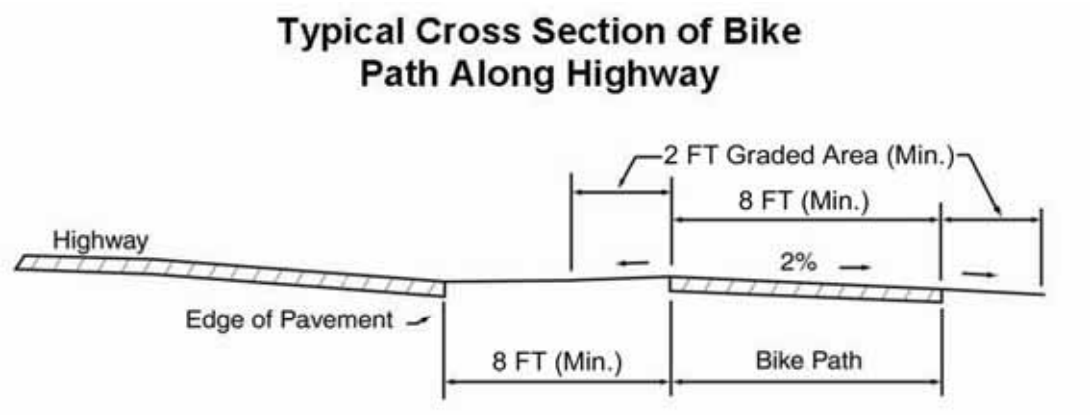


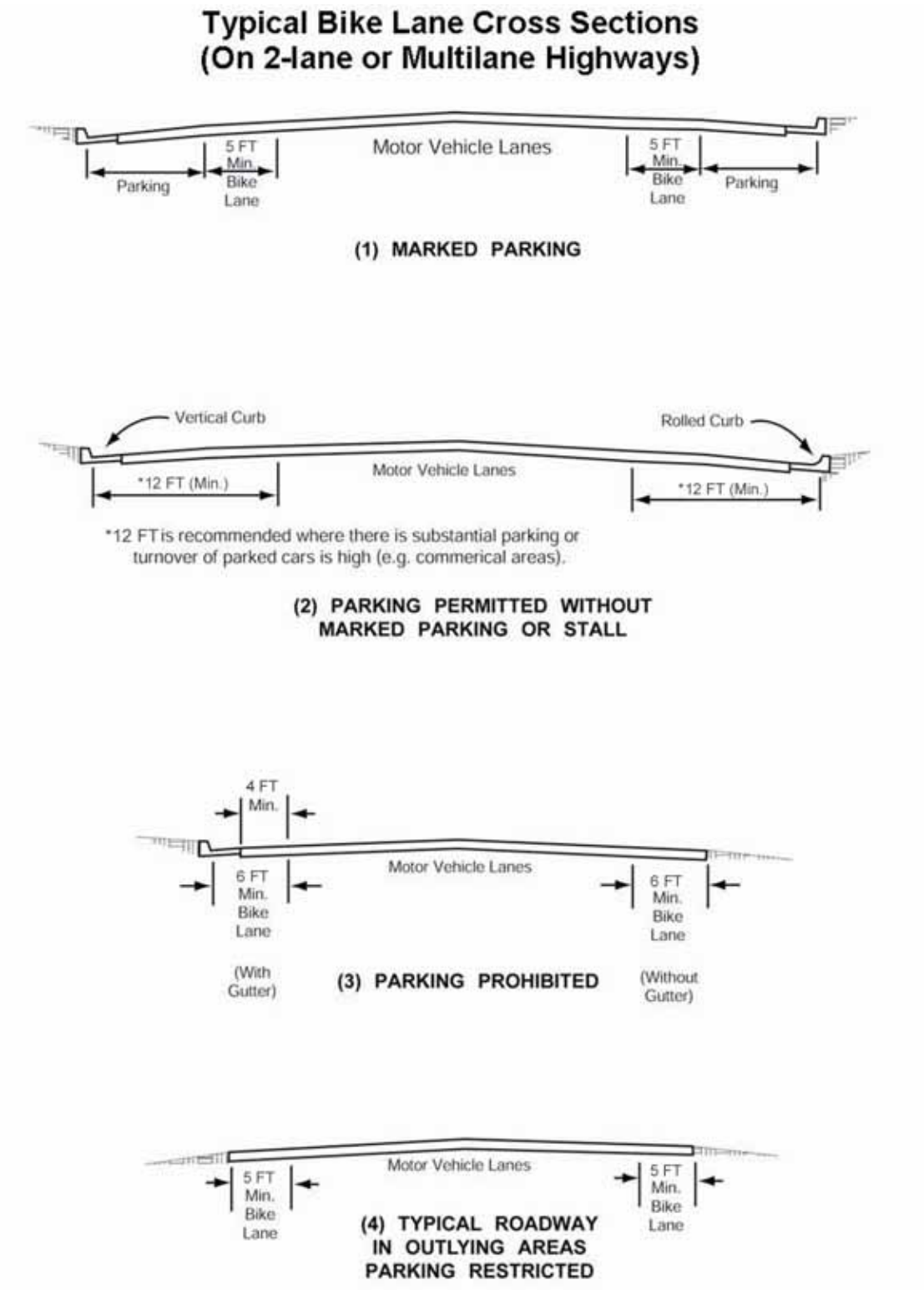
Figure 8
Class I Bike Path Cross Section

Class II Bike Lane

Class II bike lanes striped bike lane for one-way bicycle travel on a street or highway. They are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve safety for bicyclists in the corridors.

Class II bike lanes are one way facilities located directly adjacent to the roadway. A white paint stripe or a change in pavement style or color can indicate separation between the roadway and Class II bike lanes

Class II bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. In addition, other design features can be implemented on streets with bike lanes to improve conditions for bicyclists. Those features include improvements to the bike lane surface, augmented sweeping programs, and special signal facilities.



Class II Bike Lanes

Figure 9

Class III Bike Route

Class III bike routes are roadway facilities shared with vehicles. Bike routes are shared facilities which serve either to:

(a) Provide continuity to other bicycle facilities (usually Class II bikeways); or

(b) Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged.

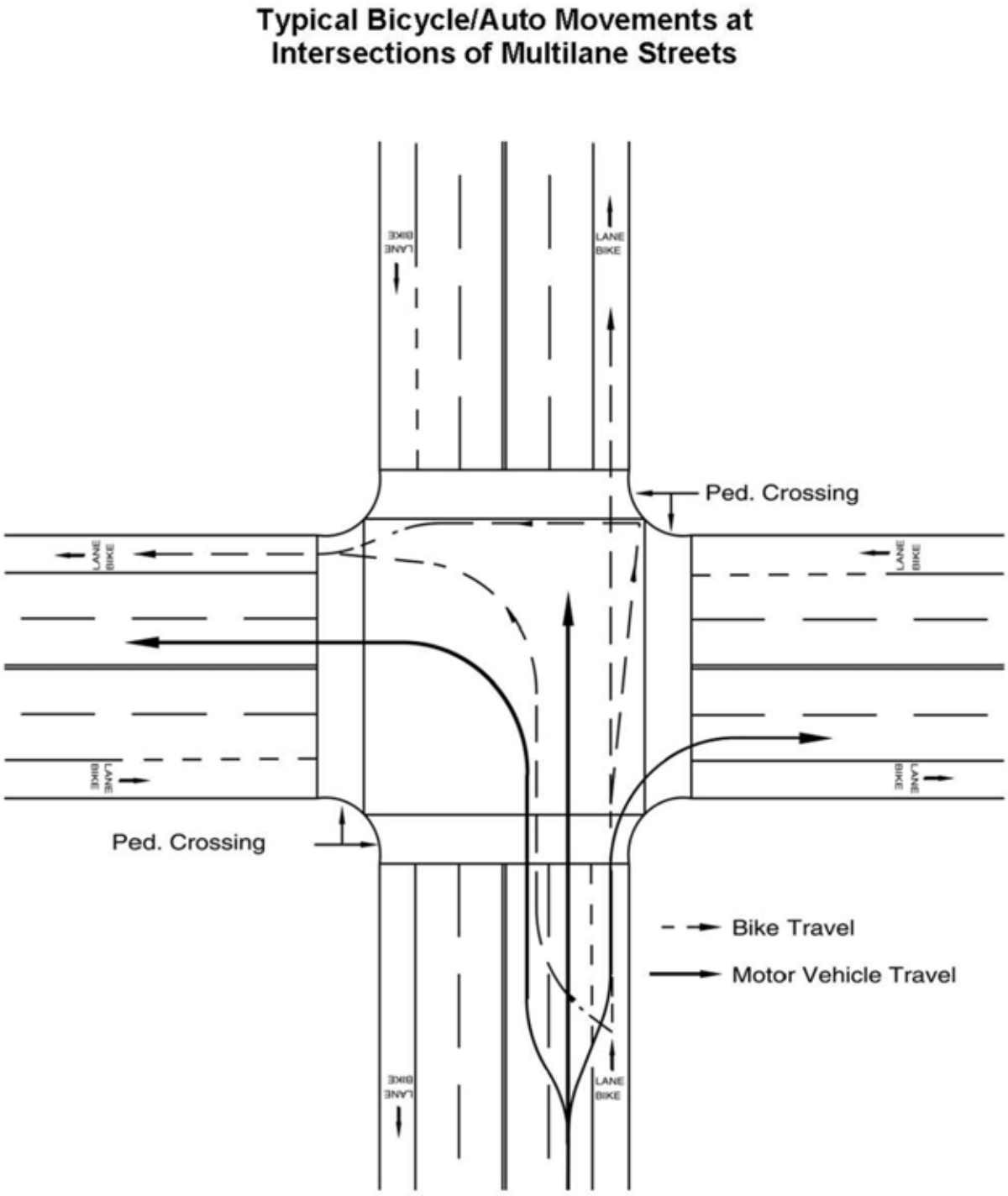
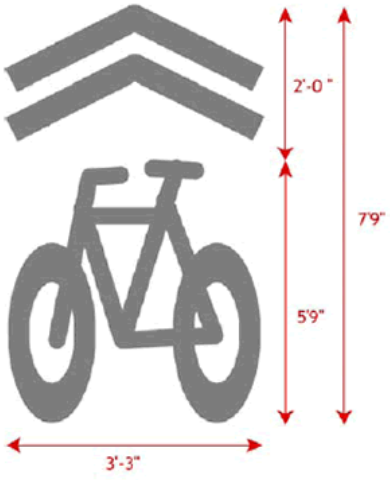


Figure 10
Typical Bicycle/Auto Movements at Intersection

Sharrow



An appropriate driving lane marked for a roadway to be shared with bicyclists. Sharrows may be considered for bicycle routes where the roadway/shoulder is not sufficient for a class II bike lane and the safest route is for cyclists to ride directly on the roadway.

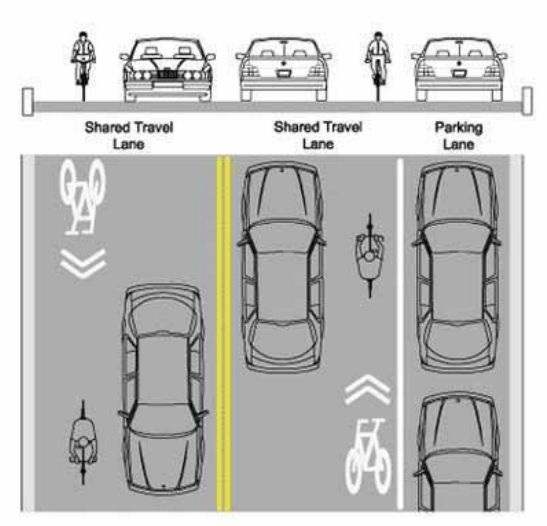


Figure 11 - Sharrow

Bike Boulevard

A roadway where priority is given to bicyclists as opposed to going through traffic. They are appropriate on low-volume and low-speed street, and include special treatment such as signage and pavement markings, intersection crossing treatments, traffic reduction and traffic calming treatments.

4. Implementation Plan

Bicycle Projects

Improvements to existing facilities and the construction of new facilities are identified in this plan to create a well connected, safe and efficient network of bicycle facilities throughout Paso Robles. The projects are generally prioritized based on cost and need. For instance, there are many improvements that only require painting new stripes and/or limited alterations to existing streets (e.g. Class II lanes), while other projects will require significant funding and major improvements that may necessitate partnering with other agencies and grant funding. While priorities are identified, it does not preclude taking projects out of order should need or funding opportunities arise. A detailed description of major bicycle improvement projects is provided in Table 1. The improvements costs are only estimates that will be verified based on actual project costs when improvements are considered.

The City began collecting Development Impacts Fees for Bicycle Facilities with new residential construction in October 2006. The City has approximately $16,000 in the Bicycle Facilities account. The total improvement cost estimate for all bike facilities listed is $27,594,000. The significant shortfall will require pursuing outside funding sources for bike improvements or deferring many projects to the future. A specific timeframe or schedule is not included for improvements since these projects are dependant on funding availability.

Table 1 – Bike Facility Improvement List

Location		Improvement	Segment	Improvement Costs
Priority 1 Improvements				
1	10th Street	Class II bike lanes	Riverside Avenue to Pine Street, Spring Street to Vine Street	$20,000
2	10th Street	Class III bikeway	Pine Street to Spring Street	Inc. above
3	6th Street	Class II bike lanes	Vine Street to Olive Street	$2,000
4	Pacific Avenue	Class III bikeway	Olive Street to West City Limits	$3,000
5	13th Street	Class II bikeway	Riverside Avenue to Pine Street	$10,000
6	16th Street	Class II bike lanes	Riverside Avenue to Vine Street	$20,000
7	Pine Street	Class III bikeway	4th Street to 21st Street	$5,000
8	Airport Road	Class II bikeways	Linne Road to Meadowlark Road	$23,000
	Scott Street	Class II bike lanes	Creston Road to Airport Road	$45,000
9	Charolais Road	Class II bikeways	Creston Road to S. River Road	$40,000
10	Golden Hill Road	Class III bikeway (sharrows)	Hwy 46E to Dallons	$3,000
11	Lana Street	Class III bikeway	Centennial Park entry to Creston Road	$3,000
12	Meadowlark Road	Class II bikeway	Creston Road to Airport Road	$45,000
13	Cool Valley Road	Class III bikeway	Beechwood Drive to Airport Road	$3,000
14	Melody Drive	Class III bikeway	Creston Road to Niblick road	$3,000
15	Patricia Lane	Class III bikeway	Melody Drive to Pifer School	$2,000
16	Rosemary Lane	Class III bikeway	Niblick Road to Pifer School	$2,000
17	Nickerson–Appaloosa Avenues	Class III bikeway	Creston Road to Niblick road	$3,000

18	Bolen Drive	Class III bikeway	Creston Road to Nickerson Drive	$3,000
19	Red Cloud Road	Class III bikeway	Navajo Avenue to Nickerson Drive	$3,000
20	Rose Lane	Class III bikeway	Bolen Drive to Red Cloud Road	Inc. above
21	Navajo Avenue	Class III bikeway	Mohawk Court to Red Cloud Road	$3,000
22	Crazy Horse Drive	Class III bikeway	Navajo Avenue to Nickerson Drive	$3,000
23	Nicklaus Avenue	Class II bike lanes	Niblick Road to Rambouillet	$24,000
24	Creekside Path	Class I bikeway	Nicklaus Drive to Old S. River Road	$350,000
25	Rambouillet Drive	Class II bike lanes	Niblick Road Charolais Road	$55,000
26	Wade Street/Alley	Class I bike lane	Between Rambouillet and Wade Streets	Included with # improvements
27	Wade Street	Class III bikeway	Nicklaus Drive to Alley	$1,000
28	Creekside Path	Class I bikeway	Snead Street to Old S. River Road	$500,000
29	Riverside Avenue	Class II bike lanes	4th Street to North end of City	$1,200,000
30	Stoney Creek Drive	Class II bike lanes	Rambouillet to Creston Road	$24,000
31	Stoney Creek Drive	Class III bikeway	Creston Road to Beechwood Drive	$3,000
32	Beechwood Drive	Class III bikeway	Stoney Creek Drive to Meadowlark Road	$3,000
33	S. River Road	Class I bike path, common use path	Navajo Ave to Creston Road	$1,200,000
34	Navajo Avenue	Class II bike lanes	Mohawk Court to S. River Road	$20,000
35	21st Street	Class II bike lanes	Riverside Avenue to Vine Street	$250,000
36	13th Street	Class III	Riverside Ave. to Vine Street	$5,000
37	34th Street	Class III	Pine Street to Vine Street	$3,000
38	Vine Street	Class II bike lanes	1st Street to 4th Street	$15,000
Subtotal Priority 1 Improvement Projects				**$3,852,000**

Priority 2 Improvements				
39	17th Street	Class III bikeway	Vine Street to West City Limits	$3,000
40	Chestnut Street	Class III bikeway	12th Street to 19th Street	$3,000
41	19th Street	Class III bikeway	Vine Street to Chestnut Street	$1,000
42	24th Street	Class II bike lanes	Spring Street to West City limits	$336,000
43	Mountain Springs Road	Class III bikeway	24th Street to west City limits	$3,000
44	Huer Huero CreekPath	Class I bike path	Barney Schwartz Park to Ravine Water Park	$1,000,000 (a)
45	36th Street	Class II bike lanes	Park Street to Vine Street	$4,000
46	Creston Road	Class II bike lanes, roundabouts	S. River Road to Niblick Road	$2,500,000 (b)
47	Creston Road	Class II bike lanes	Charolais Road to East City limits	$100,000
48	Creston Road	Class II bike lanes	Niblick Road to Scott Street	$3,500,000 (c)
49	Creston Road	Class II bike lanes	Scott Street to Meadowlark Drive	$2,600,000 (d)
50	Charolais Extension	Class I bike path, common use path	S. River Road to Riverbank Drive	$485,000 (e)
51	Riverbank Lane	Class II bike lanes	S. River Road to West Charolais r/w	$30,000
52	Bridgegate Lane	Class III bikeway	S. River Road to Riverbank Lane	$3,000
53	Golden Hill Road	Class II bike lanes	Creston Road to Hwy 46E	$521,000
54	River Oaks Drive	Class II bike lanes	Buena Vista Drive to N. River Rd.	$22,000
55	Experimental Station Road	Class III bikeway	Buena Vista Drive to River Oaks Drive	$5,000
56	Skyview Drive	Class II bike lanes	Montebello Oaks Drive to Union Road	$27,000
57	Kleck Road	Class III bikeway	Montebello Oaks Drive to	$4,000

			Skyview Drive	
58	Riverglen Drive	Class II bike lanes	Riverglen Drive to Skyview Drive	$33,000
59	Windsong Way	Class III bikeway	Skyview Drive to Kleck Road	$3,000
60	Walnut Drive	Class III bikeway	Union Road to Creston Road	$5,000
61	Jackson Drive	Class III bikeway	Union Road to Shannon Hill Drive	$5,000
62	Shannon Hill Drive	Class III bikeway	Creston Road to Walnut Drive	$3,000
63	Vista Grande Drive	Class III bikeway	Walnut Drive to Rolling Hills Road	$4,000
64	Rolling Hills Road	Class II bike lanes, common use path	Creston Road to Golden Hill Road	$950,000
65	S. River Road	Class II bike lanes	Charolais Road to Serenade Ave	$90,000
66	Serenade Drive	Class III bikeway	S. River Road to Brahma Street	$3,000
67	Brahma Street	Class III bikeway	Serenade Drive to Oxen Street	$5,000
68	Oxen Street	Class III bikeway	Oxen Street to Oxen Street	$3,000
69	Commerce Way	Class II bike lanes	Sherwood Road to Scott Street	$25,000
70	Linne Road	Class III bikeway	Commerce Way to Airport Road	$3,000
71	Creekside	Class I bike path	Linne Road to Scott Street	$220,000
72	Driftwood Drive	Class III bikeway	Scott Street to Cedarwood Drive	$3,000
73	Cedarwood Drive	Class III bikeway	Driftwood Drive to Creston Road	$4,000
74	Theater Drive	Class II bike lanes	South City limits to Hwy 46W	$250,000
75	Union Road	Class II bike lanes	Kleck Road to East City limits	$2,500,000 (f)
76	Vine Street	Class II bike lanes	24th to 36th Streets	$333,000
Subtotal Priority 2 Improvement Projects				**$4,446,000**

Priority 3 Improvements				
77	4th Street	Class II bike lanes	Riverside Avenue to Vine Street	(g)
	24th Street	Class II bike lanes and bridge	Riverside Avenue to Spring Street	$1,800,000 (h)
78	Highway 46W	Class II bike lanes	Vine Street to Ramada Drive	(i)
79	Airport Road	Class II bike lanes	Highway 46 East to Tower Road	$1,800,000
80	Dry Creek road	Class II bike lanes	Golden Hill road to Aerotech Way	(j) $2,600,000
81	Golden Hill road	Class II bike lanes	Dallons Drive to Dry Creek Road	(k)
82	N. River Road	Class I bike path	Union road to North City limits	$2,000,000
84	Salinas River Trail	Class I bike path	North City Limits to South end of Paso Robles Street	$2,500,000 (l)
85	Salinas River Bridge (Charolais Road) South Salinas River Trail	Class I bikeway	Riverbank Drive to Hwy 46W	$5,000,000 (m)
87	Germaine Way	Class II bike lanes	Wisteria Lane to Tractor Way	$8,000
88	Tractor Way	Class II bike lanes	Golden Hill Road to Combine Street	$17,000
89	Hwy. 46E Undercrossing	Class I bikeway	Cuesta College to Chandler Ranch	$1,500,000 (n)
90	Tower Road	Class II bike lanes	Airport Road to Jardine Road	$2,000,000
91	Jardine Road	Class II bike lanes	Tower Road to Beacon Road	$1,000,000
92	Beacon Road	Class II bike lanes	Jardine Road to Aerotech Way	$600,000
93	Aerotech Way	Class II bike lanes	Beacon Road to Dry Creek Road	$400,000
94	Buena Vista Drive	Class II bike lanes	Hwy 46E to N. City limits	$650,000
			Subtotal Priority 3 Improvement Projects	**$21,875,000**
			Total Cost All Improvement Projects	**$30,173,000**

Major Bicycle Project Descriptions

(a) A Class I bikeway is planned to connect Barney Schwartz Park, located on Union Road, to the Ravine Water Park, located on Airport Road. The conceptual design includes an LED crossing of Union Road; a Class I path along the east boundary of the Fox Hollow Swim and Tennis Club; crossing Huer Huero Creek and continuing along the east bank of the Huer Huero; under Highway 46E to the west boundary of the Ravine Water Park. The Class I path will continue along the east bank of the Huer Huero to join Class II bike lanes on Airport Road just north of the water park.

(b) Class II bike lanes will be included in the Creston Road plan line which extends from S. River Road to Niblick Road. The Creston Road Plan Line is a "complete streets" project designed to accommodate significant bike and pedestrian volumes accessing the four schools along the route along with commercial and high density residential frontages. Traffic calming features include five new roundabouts located at high traffic intersections. The estimated construction cost of all improvements in the Plan Line exceeds $25 million.

(c) The conceptual design for Creston Road from Niblick Road to Scott Street will reduce thru traffic from four lanes to two lanes. Improvement features will include a landscape median, a southbound access lane for homes fronting Creston Road, a roundabout at Santa Ynez Avenue, common use paths on both sides of Creston Road, Class II bike lanes, left turn pockets at Santa Fe and Santa Ysabel Avenues and the realignment of Scott Street to connect to Creston Road at Flag Way.

(d) The conceptual design for Creston Road from Scott Street to Meadowlark Road will reduce thru traffic to two lanes. Improvement features will include parallel parking, Class II bike lanes, common use paths, left turn pockets for cross streets, a landscaped median from Nighthawk Drive to Meadowlark Road and a roundabout at Meadowlark.

(e) Charolais Road is planned to be extended from S. River Road to Riverbank Drive. A roundabout is planned at the intersection of S. River Road. The existing 100-foot right-of-way will accommodate a two-lane road, a Class I bike path, a separate common use trail and ample landscaping. Charolais Road will serve as an attractive entry to Larry Moore Park and the Salinas River corridor.

(f) The City intends to improve Union Road from Kleck Road to Barney Schwartz Park with a new paving surface, a median in some locations, improved profile, Class II bike lanes and a roundabout at the intersection with Golden Hill Road. These improvements will significantly improve access to Barney Schwartz Park and Highway 46E.

(g) The Circulation Element of the General Plan includes an extension of 4th Street to Riverside Avenue via an underpass of the railroad. The project will include Class II bike lanes. The estimated cost of the full underpass project is $12 million.

Installation of Class II bike lanes on 24th Street between Spring Street and Riverside Avenue will require a new pedestrian-bike bridge over the railroad very similar to the Jennifer Street bridge in San Luis Obispo. The estimate shown is based upon the cost of the Jennifer Street bridge with inflation factors built in.

5. Bike Related Projects Funding Sources

There are several types of funding sources that the City can pursue for bike related improvement projects including Federal, State, Regional and Local. Funding can include grants or development-based sources. Some grants are formula-based while others are competitive, and many require partnering with other agencies. Development based funding is determined through the City's AB 1600 Impact Fee Program.

Federal

1. Transportation Enhancement Activities (TE)
   - Interregional Transportation Improvement Program (ITIP-TE)[1]
   - Regional Improvement Program (STIP-TE)

Transportation Enhancements (TE) activities are federally funded community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.

The Transportation Enhancements program was created in 1991 as Congress sought ways to offset negative effects of highway construction projects, such as fragmented communities and the loss of open space. SAFETEA-LU significantly increased the amount of money dedicated to the program through 2009. A negligible increase is assumed with the future reauthorization of SAFETEA-LU. The program is managed by regional transportation agencies (SLOCOG). Each state must set aside ten percent of its Surface Transportation Program funds for use on TE activities. SLOCOG has typically programmed 10% of its regular STIP shares for transportation enhancement projects as well.

TE projects are considered federal-aid reimbursement activities, which mean that sponsors receive funding after expenditures have been made. In most cases, the federal government pays 80% of the project cost, and the project sponsor is responsible for the remaining 20%. Current regulations permit other federal funds and in-kind contributions to be counted as match.

The TE funding program is directed to community-based activities, such as bicycle facilities, historic preservation, land acquisition, environmental mitigation, corridor enhancements, and scenic protection. This revenue stream is allocated to the region (SLOCOG) on a formula basis.

Project Eligibility: Federal Transportation Enhancement funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. Projects must be over and above normal transportation projects and required mitigation, and the project must be directly related to the surface transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people.

Projects must be within the following twelve categories:

1. Provision of facilities for pedestrians and bicycles
2. Provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic/historic sites
4. Scenic or historic highway programs (including the provisions of tourist and welcome center facilities)
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation of historic transportation facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridor (including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation to address water pollution due to highway runoff and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity

12. Establishment of transportation museums

The federal criteria have been used exclusively since the California Transportation Commission (CTC) abolished the State Transportation Enhancement Activities (TEA) Program in 2002. For the State's share, districts are encouraged to add enhancements to regular transportation projects rather than create stand-alone transportation enhancement projects.

Administered through SLOCOG, competitive funding is programmed during biennial Federal Programming.

2. Safe Routes to School Program (SRTS)

The Safe Routes to School Program (SRTS) is intended to increase the number of children in grades K-8 who walk or bicycle to school by removing the barriers that currently prevent them from doing so. Barriers include lack of infrastructure or inadequate infrastructure that poses a safety hazard, or lack of outreach programs that promote walking/bicycling through education and encouragement for children, parents, and the community.

Project Eligibility: Eligible projects fall under the category of infrastructure (capital improvements), or non-infrastructure (education, encouragement, enforcement). Infrastructure projects must be located within a two mile radius of a grade school or middle school. Eligible applicants include state, local and regional agencies. Non-profit organizations, federally-recognized Native American Tribes, school districts, hospitals and public health departments can partner with state, local and regional agencies as their responsible applicants.

Administered through Caltrans Local Assistance. Additional information found at: www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

3. Highway Safety Improvement Program (HSIP)

This new Highway Safety Improvement Program (HSIP), under SAFETEA-LU, replaces the Hazard Elimination Safety Program (HES). The new program provides a transition period that allows states to fund projects that were eligible under the old HES Program until such time that an annual 5 Percent Report, describing no less than 5 percent of public roadway locations with the most severe safety needs, and a Strategic Highway Safety Plan (SHSP) have been

developed and implemented by the State. The intent of HSIP is to significantly reduce public roadway fatalities and serious injuries. The emphasis will be at locations that are data and strategically driven.

Project Eligibility: For a project to be eligible for HSIP funds, the project must be on any public road, publicly owned bicycle, pedestrian pathway, or trail. Projects must identify a specific safety problem that can be corrected or be improved substantially.
Administered through Caltrans Local Assistance. Competitive grant cycle typically in October. Additional information found at:
www.dot.ca.gov/hq/LocalPrograms/hsip.htm

4. Recreational Trails

The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department's Office of Grants and Local Services and motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division.

Competitive funding cycle announced, application deadline is typically in October. Additional information can be found at:
http://www.parks.ca.gov/default.asp?page_id=24324

State

5. State Transportation Improvement Program (STIP)

These funds are not historically used for Bicycle specific improvements, except in the case of STIP TE (see Fed TE information above).

6. State Gas Tax subventions

Also known as Highway User Tax Act (HUTA) subventions, Counties currently receive 3.23-cents of the 18-cents gas tax, equal to approximately $500 million

annually. These funds are used at the jurisdictions' discretion for transportation projects, including bike facilities. Current state budget deliberations include proposals that eliminate the local share of Highway User Tax Act (HUTA, also known as Gas Tax) in FY 2009-10 and FY 2010-11.

7. Bicycle Transportation Account (formerly BLA)

The Bicycle Transportation Account Program (BTA) provides competitive State grant funds for city and county projects that improve safety and convenience for bicycle commuters. The Bicycle Facilities Unit (BFU) in the Division of Local Assistance and the District Local Assistance Engineers (DLAE) administer the BTA Program.

Program Eligibility: Cities and counties are eligible to apply for BTA funds. To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan that complies with Streets and Highways Code Section 891.2 and has been approved by the appropriate Regional Transportation Planning Agency and Caltrans. Project Categories BTA projects may include, but are not limited to, the following:

- New bikeways serving major transportation corridors
- New bikeways removing travel barriers to potential bicycle commuting
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings
- Bicycle-carrying facilities on public transit vehicles
- Installation of traffic control devices to improve the safety and efficiency of bicycle travel
- Elimination of hazardous conditions on existing bikeways
- Planning
- Improvement and maintenance of bikeways

Competitive funding Cycle announced in October. Additional information found at: www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

8. Environmental Enhancement and Mitigation Program (EEM)

The Environmental Enhancement and Mitigation program was established by the Legislature in 1989. It offers a total of $10 million each year for grants to local,

state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified state transportation facilities.

Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. Projects funded under this program must provide environmental enhancement and mitigation over and above that otherwise called for under the California Environmental Quality Act (CEQA). In funding the program, an attempt is made to maintain a 40/60 North/South split between California's 45 northern and 13 southern counties. Caltrans administers the approved grant agreements, and grants are awarded in three categories:

- Highway Landscape and Urban Forestry -- Projects designed improve air quality through the planting of trees and other suitable plants.
- Resource Lands -- Projects for the acquisition, restoration, or enhancement of watersheds, wildlife habitat, wetlands, forests, or other natural areas.
- Roadside Recreational -- Projects for the acquisition and/or development of roadside recreational opportunities (including bike lanes and grants).

Competitive application deadline is typically in Fall.

9. Petroleum Violation Escrow Account

Grant opportunities from this fund are available through the Bicycle Facilities Unit (BFU) of Caltrans in the form of BTA grants. See that section for greater detail.

10. Office of Traffic Safety Grants (OTS)

The OTS receives funding through the National Highway Safety Act which provides for federal traffic safety funds to individual states. In 1967, the California Traffic Safety Program was enacted by the Legislature to provide authority for California to implement the requirements of the Act. Subsequently, the Governor delegated authority to administer the Program to the Secretary of the Business, Transportation and Housing Agency (BT&H). The Secretary of BT&H, in turn, created the OTS.Competitive Grants issued by the Office of Traffic Safety on a regional/local level.

Identified in conjunction with the National Highway Traffic Safety Administration, OTS has several priority areas for grant funding, including: Alcohol and Other Drugs, Police Traffic Services, Occupant Protection, Traffic Records, Emergency Medical Services, Roadway Safety, Pedestrian and Bicycle Safety, Motorcycle Safety.

The OTS supports a wide variety of traffic safety programs which have helped make California a national leader in the traffic safety arena. Such programs include a strong anti-DUI component including grant programs targeting public awareness and education, community-based coalitions, youth education in high schools and colleges, judicial training, responsible beverage service training and a sobriety checkpoint program with law enforcement. The OTS also funds pedestrian and bicycle safety programs for children, occupant protection, including child passenger safety outreach, and support for increased law enforcement services and resources

OTS evaluates proposals using several criteria, including potential traffic safety impact of proposed activities; local collision statistics and OTS rankings; seriousness of identified problems; performance on previous grants; proportionality of funding requested with identified traffic safety problem(s); the value of the funding requested for the proposed activities; and submission of a complete proposal package that includes all the required elements.

Search for Local grant information on the website at:
www.ots.ca.gov/Grants/default.asp

11. Safe Routes to School Program (SR2S)

Assembly Bill (AB) 1475 (Soto – 1999) called for Caltrans to establish and administer a program to fund bicycle and pedestrian infrastructure improvements for children in grades K-12 using federal transportation funds. Senate Bill (SB) 10 was later enacted to extend the sunset date of the program from January 1, 2002 to January 1, 2005. Subsequently SB1087 was signed by Governor Schwarzenegger to extend the program for three more years. In 2007, AB 57 was enacted which eliminated dedicated funding and required that funds compete against other safety programs in the annual State Budget process.

Project Eligibility: To be eligible for SR2S funds, the project must be located on any state highway or on any local road. Projects must correct an identified safety hazard or problem on a route that students use for trips to and from school. Up to 10 percent of the project's cost can fund a non-infrastructure component that supports the infrastructure project. Only cities and counties are eligible to compete for funds.

Additional information at:
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

12. Recreational Trails Program

The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department's Office of Grants and Local Services and motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division.
Competitive funding cycle announced, application deadline October 1, 2009.
Additional information can be found at:
www.parks.ca.gov/default.asp?page_id=24324

Local/Regional

13. Transportation Development Act (TDA) Local and Regional

As approved by the Legislature in 1971, the Mills-Alquist-Deddeh Act or SB 325 created the Transportation Development Act (TDA). This law provides funding to be allocated to transit and non-transit purposes that comply with Regional Transportation Plans. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) Fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 Federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.

Project Eligibility: TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects

14. Traffic Mitigation/Impact Fees

These one-time fees may be imposed on new development to pay for fair-share improvements and facilities required to serve it or otherwise reduce the impacts of new development on a community on a regional level. While a number of jurisdictions actively collect local impact fees, to date, regional traffic impact fees have not been pursued within the San Luis Obispo region.

15. General Funds

Jurisdictions can use General funds for bicycle improvements as outlined in their Capital Improvement Program.

16. Sales Tax Increase

Local Option Sales tax can be used to improve bikeways, this is up to the Jurisdiction to decide to do, promote, and prioritize funds from. San Luis Obispo, Pismo Beach, Grover Beach, Arroyo Grande and Morro Bay passed Local Option Sales tax measures in 2006.

Regional Option Sales tax: Throughout California, more and more regions have turned to a more stable funding, locally-derived, source for transportation projects. Nineteen counties (representing 85% of the population) have passed voter measures to increase the local sales tax, most typically, by 0.5%. In 07/08, over $4.5B was generated for transportation purposes in these regions. Currently, these measures require a 2/3rd majority vote and the funding may only be used for projects and programs in the approved Expenditure Plan.

17. Fuel Tax Increase

A Fuel Tax Increase can be implemented at a regional level and provide local funding opportunities. Washoe County in Nevada recently approved a 2-3 Cent fuel tax increase to be implemented in January 2009.

18. California Clean Air Act (CCAA)- Implementation Funds (AB2766)

The San Luis Obispo County Air Pollution Control District (APCD) has implemented a vehicle registration surcharge to fund various programs necessary to implement the provisions of the California Clean Air Act of 1988. These funds may be used for the funding of transportation projects and planning activities with air quality benefits, such as travel demand management, transit, and land use planning. The San Luis Obispo County APCD directs the use of these funds according to its adopted Clean Air Plan.