



# AGENDA

Regular Meeting of the  
**SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE**  
City Council Hearing Room, City Hall  
990 Palm Street, San Luis Obispo

November 18, 2004

Thursday

7 p.m.

## **MISSION:**

*The purpose of the Bicycle Advisory Committee is to provide oversight and policy direction on matters related to bicycle transportation in San Luis Obispo and its relationship to bicycling outside the City.*

**ROLL CALL:** Glen Matteson (Chair), Kevin Christian (Vice Chair), Jean Anderson, Darren Brown, Ben Lerner, Dixon Moore, and Phil Reimer

**PUBLIC COMMENT:** At this time, the public is invited to address the committee concerning items not on the agenda. Items raised are generally referred to the staff and, if action by the committee is necessary, scheduled for a future meeting.

**MINUTES:** August 26 and September 16, 2004 (Attachments 1 and 2).

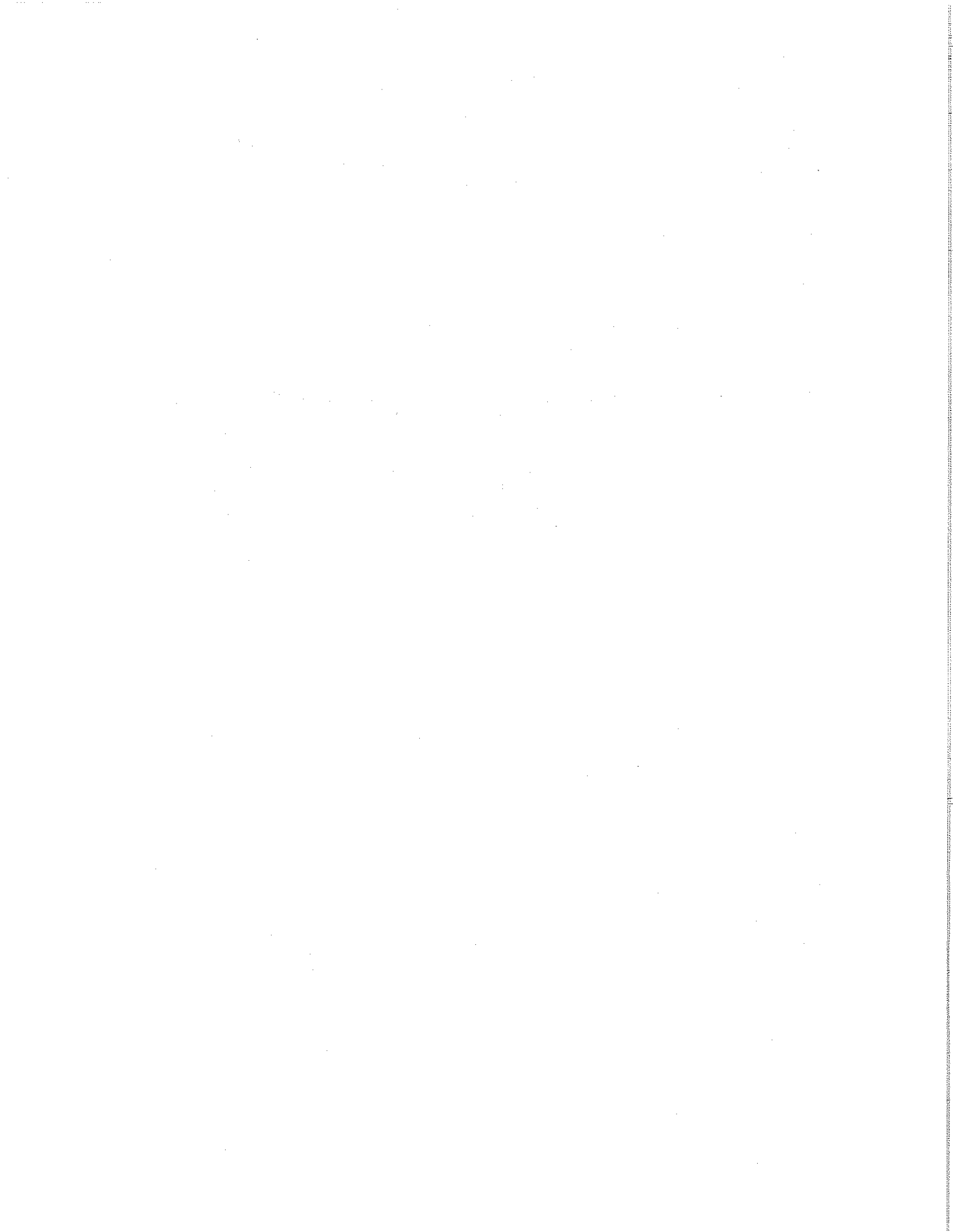
## **ACTION ITEMS:**

1. Bicycle Transportation Plan Update
  - a. Bicycle Plan Priority Projects (Attachment 3)
  - b. Bicycle Plan Map changes -
- ✓ 2. 2005-07 Financial Plan: Final Recommendations for Council Goals (Attachment 4)
3. BAC Recruitment Ideas (Attachment 5)

## **DISCUSSION ITEMS:**

4. Committee Member Items:
5. Staff Items: When BAC items are before Council  
Council Goal Setting Process- Jan. 12 Workshop  
Tentative Agenda Items for Next Meeting

**ADJOURN** to the regularly scheduled meeting of January 20, 2005.



## **ACTION ITEMS:**

### **Agenda Item #1: Bicycle Transportation Plan Update**

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This item is a continuation of the Committee's review and discussion of the Draft Bicycle Transportation Plan Update. At this meeting the Committee should concentrate its review on changes/additions to:

- a) The Bikeway Priorities (Attachment 3)
- b) Review of changes made to the Bicycle Plan Map (Figure 1 of the Bicycle Transportation Plan)
- c) Review of recommended Bicycle Transportation Plan policy changes (to be distributed at the BAC meeting)

**Staff Recommendation:** The Committee should review each of these issues; come to a consensus on their inclusion, deletion, or modification and either 1) approve the draft plan and forward it to the Planning Commission and City Council for their review and approval; or 2) approve the draft plan and direct staff to return to the Committee with the final revised draft plan that incorporates the Committee's changes.

**Note:** *Please bring your copy of the March 18, 2004 BAC Agenda packet which contains the March 2004 BAC Draft Bicycle Transportation Plan for use at the meeting. The Draft Bicycle Transportation Plan is also available for review by the public on the Public Works page of the City's web site ([www.slocity.org](http://www.slocity.org))*

### **Agenda Item #2: 2005-07 Financial Plan Input- Step 2**

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**Introduction.** Every two years the City Council adopts a Financial Plan (sometimes called a two-year budget). This Plan spells out how the City will spend money on programs and projects for the next two years. As part of this process, all advisory groups are invited to submit budget goals for Council consideration. The process for providing this information is a two-step process. In the first step, the advisory body develops preliminary goals. In the second step (the subject of this meeting), the advisory body finalizes its recommendations after reviewing the preliminary recommendations of the other advisory bodies. Attachment #3 includes a listing of all of the preliminary recommendations submitted by all advisory bodies (including the BAC).

**Staff Recommendation:** After reviewing the preliminary goals developed by the other advisory bodies, the BAC should finalize the Committee's recommended budget goals and direct staff to forward the final recommendations to the Finance Department.

### **Agenda Item #3: BAC Recruitment Ideas**

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#### **Introduction**

The City of San Luis Obispo encourages participation of a wide variety of its citizens through service on an advisory body. Each year the City makes appointments to the

City's advisory bodies that have terms expiring the following March. The process for recruitment (application, interview, and appointment) is the same for new applicants as it is for those seeking reappointment. The City Clerk has asked for the Bicycle Advisory Committee's input on the following:

- **What changes/additions do you recommend to the current application and supplemental questionnaire (see Attachment 4)?**
- **Do you have any recommendations for getting the word out about the BAC recruitment?** Possible ideas include distribution to local bike shops, clubs and colleges.
- **What have you learned or gained as a member of the BAC that would be useful to share with potential candidates?**

**Staff Recommendation:** Provide staff with a Committee response to the three questions above and direct staff to forward the input to the City Clerk.

#### **DISCUSSION ITEMS:**

#### **Agenda Item #4: Committee Member Items**

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#### **Agenda Item # 5: Staff Items**

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When BAC Items are before Council  
Council Goal Setting Process  
Agenda Items for Next Meeting:

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- \_\_\_\_\_
- \_\_\_\_\_

#### **ATTACHMENTS:**

1. Draft BAC minutes of August 26, 2004
2. Draft BAC minutes of September 16, 2004
3. Subcommittee recommendations for Bike Plan project priorities
4. Advisory body recommendations for Council goals
5. Advisory body application and supplemental questionnaire

**SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE  
MEETING MINUTES**

August 26, 2004

THURSDAY

7:00 P.M.

**ROLL CALL:** Jean Anderson (Chairperson), Dixon Moore (Vice Chairperson), Darren Brown, Kevin Christian, Ben Lerner, Glen Matteson, and Phil Reimer

**STAFF:** Peggy Mandeville (Principal Transportation Planner)

**PUBLIC COMMENT:** Jim Nett, Montalban Street resident, suggested that the BAC re-prioritize their goals listed in the Bicycle Transportation Plan so that the community is more aware of future projects.

**MINUTES:** Chairperson Anderson asked for clarification on the minutes of May 20, 2004. Page 2 paragraph 3 states "...the description of a Class I and Class II bike lane don't match the description given on page 6." Peggy Mandeville explained that the item described was a graphic that was switched and she would revise the wording to clarify that. The minutes were unanimously approved as amended by Vice Chair Dixon and seconded by Committee Member Lerner.

**ACTION ITEMS:**

**1) Election of Officers**

Chairperson Anderson expressed her gratitude for serving as the Chairperson of the BAC for the past two years. Committee Member Lerner nominated Committee Member Christian for Chairperson. After some discussion, Committee member Christian responded that he could better serve the committee as Chairperson in the future after having more experience. Committee Member Lerner withdrew his nomination and again made a motion to elect Committee Member Christian as the Vice Chairperson. The motion was seconded by Chairperson Anderson. The motion passed unanimously. Committee member Dixon made a motion to elect Committee Member Matteson as Chairperson. The motion was seconded by Committee Member Brown and passed unanimously.

**2) Funding for FY 2004/05 Bicycle Educational/Promotional Activities**

Chief Deb Linden and Officer Jeff Booth of the San Luis Obispo Police Department gave an overview and power point presentation about the Annual Bike Rodeo. The presentation included information about: What is the Bike Rodeo; who comes to the Bike Rodeo; cost; and which new businesses are involved. Chief Linden emphasized the Drug and Alcohol Free message that is used by the stunt team that performs at all of the elementary schools. Officer Booth gave a break down of the cost. \$5,600 is the portion that is being requested from the BAC. That cost would cover staffing, stunt team, safety course materials, promotional materials, helmets and gift bags.

Committee member Christian suggested that the Police Department work with the Bike Coalition to send a common message about bicycle safety. He would also like to have the stunt team put more emphasis on safety and traffic awareness. Officer Booth agreed that the Bike Rodeo would emphasize bike safety and traffic awareness.

Committee Members Anderson and Lerner agreed that the curriculum taught to students should follow the "League" guidelines. Committee Member Anderson agreed to forward information regarding the "League" so the Police Department can look into their training program.

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Committee Member Lerner stated that the Bike Rodeo is a great program.

Committee Member Anderson spoke about her past experience as a volunteer for the Bike Rodeo and the problem she had volunteering. Both Chief Linden and Officer Booth encouraged Committee member Anderson and anyone else who was interested to volunteer.

Planner Mandeville explained to the committee that the Rideshare funds will roll over to help fund the Bike Rodeo.

The committee discussed with Chief Linden and Officer Booth ways to expand the communication of bike safety and laws to the Spanish speaking community.

And the end of the discussion of this item, Planner Mandeville displayed a draft of the new City bike map for the committee to review and make suggestions.

### **3) Bicycle Transportation Plan Update**

(Montalban Bridge Project). Planner Mandeville introduced Tim Bochum, Deputy Director of Public Works. Mr. Bochum gave a history of the Montalban bridge project and explained that the Montalban Bridge project was included in the City's Bicycle Transportation Plan for many years. Mr. Bochum stated that if the committee felt strongly against proceeding with the construction of this project that he would go before the Council for their direction.

The Committee discussed their concerns regarding the Montalban bridge;

- The bridge's exit onto Santa Rosa Street, which has no transit stops nearby
- Santa Rosa Street is very busy and dangerous for children to cross to go to the park
- Increased "traffic" from transients
- Unwanted noise and disturbances for residents

#### **Public Comment:**

Jim Nett, Montalban Street resident, agreed with the committee and their concerns. He also added that the bridge would link a residential neighborhood with a commercial area.

Mr. Nett also looked into ten different sites that could use a bridge with the same dimensions and suggested that it be moved elsewhere.

Kathleen Dillon, Montalban Street resident, also opposed the idea of the project, stating that this is not the best location for the bridge.

Mr. Bochum explained that the bridge could serve as a positive purpose to pedestrians trying to get from the residential neighborhoods to Santa Rosa Street.

Committee Member Lerner stated that he was concerned about encouraging bicycles to use this bridge if they are traveling in a northbound direction. He also noted that Broad and Chorro Street are not bicycle friendly streets.

Committee Member Brown stated that he uses Lincoln instead of Broad Street for bicycle travel. He suggested that the Committee evaluate the project on its merits now and not think about what might happen to the grant funding for the project.

Committee Member Matteson asked if pedestrians would benefit from the bridge. Committee Member Lerner replied that he did not think so because pedestrians that want to walk that way are currently doing so. He then made a motion to remove the Montalban Bridge from the Bicycle Transportation Plan.

Mr. Bochum suggested that the Committee leave the project in the Plan and perhaps make it a lower priority.

Committee Member Lerner withdrew his motion.

Committee Member Moore asked how eliminating this project would affect the grant.

Mr. Bochum replied that if the City chose not to pursue the Montalban Bridge project, he would contact Caltrans and the San Luis Obispo Council of Governments to determine if the grant money could be used for a bicycle bridge in another location.

Committee Member Christian made a motion to downgrade the Montalban Bridge project to a #2 Citywide Bikeway Priority, bikeways that serve both commuter and recreational cyclists (currently listed as a #1 priority bikeway that promotes bicycle commuting and improves safety) and downgrade the project from the #2 miscellaneous project to #28 of 28, with the condition that the project not proceed until there is adequate traffic control at the intersection of Montalban and Santa Rosa Street. Committee member Lerner seconded the motion. The motion passed unanimously.

(Bicycle Transportation Plan Map) After reviewing and making changes to the bike map, the Committee agreed to further discuss their ideas at the next meeting; including the creation of a "Super II" bikeway classification.

Joe Gilpin, Executive Director of the Bike Coalition, suggested either strengthening the top priorities or revamping the entire priority system. Mr. Gilpin also introduced the committee to the concept of "shared-roadway" ~~bike lane concept~~.

By consensus, the Committee agreed to form a sub-committee to review and make suggested changes to the current priority system. Committee members Anderson, Christian and Lerner agreed to serve as the sub-committee.

The Committee was all in favor of having a Class I bikeway <sup>parallel to</sup> Prado Road from Broad Street to Madonna Road. The Committee also agreed to add a policy that allows the addition of a bicycle lane or path not currently shown in the Bike Plan as a condition of new development when a bikeway connection can be made. Finally, the Committee agreed that Sacramento should be designated as a Class 3 bikeway. The Committee then continued their discussion at next BAC meeting.

#### 4) Discussion Items

##### Committee Member Items:

Planner Mandeville reported that she will be going to the City Council meeting on September 7, 2004 to ask for their approval for the bicycle rack donation program.

Committee Member Reimer shared with the Committee ideas about a "bike station".

Committee Member Anderson suggested having training for people in our community to be a League certified cycling instructor. The cost for the course would be \$175.00 per person. Committee Member Anderson would like to work in conjunction with the Santa Barbara Bicycle Coalition for these training sessions. The Committee agreed to include this item for discussion at next month's meeting.

#### AGENDA ITEMS FOR NEXT REGULARLY SCHEDULED MEETING:

- Continued discussion on the Bicycle Transportation Plan Update
- Recommendations for Council Goals for FY 2005-07
- Ideas for BTA Grant Applications
- Training for League instructors

The meeting **ADJOURNED** at 10:30 p.m. to the regularly scheduled meeting of September 16, 2004.

**SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE  
MEETING MINUTES**

September 16, 2004

Thursday

7:00 p.m.

**ROLL CALL:** Glen Matteson (Chair), Kevin Christian (Vice Chair), Jean Anderson, Darren Brown, Dixon Moore, Ben Lerner (absent), and Phil Reimer (absent).

**STAFF:** Peggy Mandeville (Principal Transportation Planner), and Ryan Potter (Public Works Intern)

**PUBLIC COMMENT:** Steve Hilty, a San Luis Obispo resident, thanked the Committee for their efforts and noted that he appreciates being able to view the Committee meeting minutes on the City web page. Mr. Hilty presented the Committee with three questions:

- 1) Morro Street Bike Boulevard: Is there going to be signage to represent the street as a bike boulevard? Planner Mandeville stated that signage is being developed.
- 2) Where are Class I bike paths proposed throughout the City? Chair Matteson stated that this question will be discussed later on the agenda.
- 3) Is there a Class I bike path that extends south to Los Ranchos School and Price Canyon. Chair Matteson advised that the Railroad Safety Trail extends to the southern City limits and that path could be extended further by the County.

**MINUTES:** None

**ACTION ITEMS:****1) Bicycle Transportation Plan Update**

- a) **Bicycle Plan Map:** Planner Mandeville presented the requested changes to the Map by the Committee: The Class III bike route on Oceanaire was moved to Atascadero and Galleon and then Oceanaire, instead of along Royal Way in order to stay off LOVR as long as possible. The committee agreed.

A connector bridge over the creek to the Laguna Middle School was proposed. A Class I along the frontage of Laguna Lake Park and Class I along Prado all the way to the Margarita Area Specific Plan where there is Class I on either side of Prado Road (227 all the way to Madonna) was proposed. A proposed Class III bikeway was proposed on Patricia and Highland Drive because a Class II would require the removal of on-street parking. The Committee looked at the proposed Bicycle Boulevard on Cerro Romauldo, which would help the speeding problem, also on Ferrini. Committee Member Christian advised Cuesta might be the better connector up to Highland when Cal Poly builds their faculty housing. Planner Mandeville explained how Cal Poly is proposing a parking structure and expansion of Mustang Stadium. She is reviewing the EIR, which proposes a parking structure at California and Campus and cantilevered seats over California Blvd. The City recommends Cal Poly go ahead and build that section of the Railroad Safety Trail.

The Committee discussed updating the trail systems in Edna/Islay area, Margarita and Airport Area Specific Plan as well as the Mid-Higuera Enhancement Plan and the Railroad District Plan. The Committee added bicycle boulevards on Pacific and Islay Streets.

Chair Matteson inquired about the Orcutt/Islay area and a possible Industrial Way grade separated crossing of the railroad tracks. Planner Mandeville responded that it should put on the plan near where the Graduate is located. This will be an important connection for bicyclists accessing the Bob Jones Trail. A loss of funding for a grade crossing at Orcutt Road increases the need for a grade separated crossing near the Graduate.

Committee Member Christian has been in contact with Cal Trans regarding the surveying work being done on Madonna at South Higuera and South Streets. He was told it is a future pavement rehabilitation project spanning the entire route of Hwy 227 through the City. The Committee agreed that this is a great opportunity to get involved with Cal Trans on the proper signage/lane markings for this area.

Other Bicycle Plan map changes include:

- Designate Ella Street a Bicycle Boulevard.
- Designate Cerro Romauldo between Patricia and Ferrini as a Bicycle Boulevard.
- Designate Flora Street to a Bicycle Boulevard as an alternative route to Johnson Ave.
- Designate Sacramento Street from its current northern terminus to the RR tracks at Orcutt Road as a Class 1 bikeway while maintaining the Class II facility on Orcutt Road.
- Designate Sacramento between Industrial and its current northern terminus as a Class III facility.
- Maintain Capitolio as a Class II, but eliminate the Class II designation when the grade separated connection at Broad Street and Acacia Creek is in place).
- Designate a grade separated crossing of the railroad tracks at Industrial Way.
- Designate Cuesta between Cerro Romauldo and Highland as a Class II facility.
- Designate a Class I connection from the eastern terminus of Prado Road and Sacramento Drive (through a ~~recently approved development project~~ private property).
- Identify the installation of a traffic signal at Ferrini and Foothill or provide a Class III connection between Ferrini and North Chorro to improve pedestrian and bicycle access across Foothill Boulevard.

Planner Mandeville stated that as staff she will raise consciousness of all these projects and that the priorities of the bike plan will be put on a map so that when a project comes through, the location and relation to other projects is seen graphically. A map overlay of the City's pavement management schedule would also be included.

**b) Bicycle Plan Priority Projects**

Planner Mandeville contacted former Planner Sanville and asked how he prioritized the bicycle plan projects. "I developed the priority list based on the 4 or 5 criteria listed in the plan, i.e. commuter bikeways tend to be at a higher priority than recreational bikeways however, there were obvious exceptions that had already received funding, i.e., the Montalban Bridge. I never had a chance to review this with the committee; my first approach would be to get general priority classifications, referring to adopted priorities."

The subcommittee reported their research of prioritizing projects. Currently the city-wide priority plan involves the following priorities: 1<sup>st</sup> promote bike commuting / safety; 2<sup>nd</sup> serve both commuter and recreational cyclist; 3<sup>rd</sup> bikeways that primarily serve as recreational purpose. The committee created criteria to rate a project:

- Facilitates commuting
- Enhances safety
- Facilitates recreational cycling
- Eases/facilitates traffic flow
- Educates
- Encourages bicycling
- Feasible to expect adoption within 1-3 years
- Links access/provides convenience
- Facilitates bicycle transportation to schools
- Provides regional connectivity

Rate the criteria on a scale of 0-3 (0 = no relevance to 3 = high relevance).

Committee Member Moore asked how can we be assured the priorities will stick and won't change with incoming new committee members.

Committee Member Brown was not sure of the numerical ranking system of 1-5 because it takes away flexibility and consideration of changing conditions. He asked if it could be made a high/medium/low system, still using the criteria.

Planner Mandeville confirmed that the committee must be clear on the priorities of the plan so that when the City Council adopts it, there are projects listed that are top priorities. Mandeville suggested listing priorities that will develop for the next five years.

Committee Member Brown suggested making a first cut on the top tier projects, giving staff flexibility to have top tier projects and to think outside box, then if we disagree come back to Committee for approval.

Planner Mandeville stated that another idea is to list the top 5 striping, top 5 bike lane, and top 5 bike route projects.

Chairperson Matteson liked the idea of having the plan identify the pieces of overall corridors that the committee wishes to accomplish over the next 5 years.

#### Top projects

Railroad Safety

Bob Jones

California/Foothill

Madonna

South Higuera

South Street

Higuera/Marsh Street connection

Committee Member Christian disagrees with the current ranking of South Higuera/LOVR widening – the low priority needs a high ranking.

Chairperson Matteson stated that the criteria would be best utilized by addressing the miscellaneous projects not the individual components within the corridors. The sub-committee will take a look at ranking the miscellaneous and other projects.

Committee Member Christian suggested throwing out the category ranking system, and an approach based on ownership on the miscellaneous projects. The subcommittee will bring back a ranking of miscellaneous projects to the next meeting.

**c) Other Bike Classifications**

Add a policy that we are open to other roadways. A consensus on when you can move up a class.

Committee Member Anderson would like definitions to stay within California Guidelines/Definitions.

Committee Member Christian would like language in the plan that you can bring back reclassification to the committee.

Planner Mandeville stated policy should show flexibility where the committee may reclassify a segment after review.

Chairperson Matteson stated that the City may develop or require a higher classification without reclassifying the segment on the map.

Committee Member Christian: look at the city's lane classification markings in regard to the San Francisco Report. Allow City to consider alternate lane markings – Class III markings – Chorro (Lincoln/Foothill) – follow recommendations of Chevrons (from San Francisco Report).

**2) Financial Plan 2005 – 07**

Planner Mandeville discussed developing the two-year goals to take to Council, concentrating on high priorities and keeping the City's budget situation in mind. Staff offered 4 recommendations: 1) Railroad Safety Trail, 2) Bob Jones Trail, 3) Improve maintenance and safety of bicycle/pedestrian facilities, 4) Update the City's Land Use Element and Circulation Element.

Chairperson Matteson suggested leaving the Maintenance Safety portion in general terms and giving examples.

Committee Member Anderson would like to make sure that bicyclists and pedestrians are considered in the Circulation element. Committee members all agreed the Circulation already meets the needs of cyclists.

Committee Member Brown moved to accept the staff recommendation with the exception of removing the 4<sup>th</sup> Goal - Circulation Element. Committee Member Moore seconded. The motion carried unanimously.

**3) BTA Grant Applications**

Planner Mandeville stated that approval for the Railroad Safety Grant was not received for FY 2002-03, but that she had been told the project ranked very high. The re-submittal of two more projects was discussed.

Committee Member Brown asked about the consideration of congestion on Highway 1/ Santa Rosa be included in the grant for the Railroad Safety Trail. Planner Mandeville stated she would add that portion.

Committee Member Christian considered the California/Foothill intersection as part of the Railroad Safety portion and wants to include the Railroad Safety Trail up to Campus Way. Planner Mandeville suggested considering the existing Railroad Safety Trail section between 101 up to Foothill, and Foothill up to Campus.

Chairperson Matteson moved to direct staff to submit 2 projects (2 segments of the Railroad Safety Trail). Committee Member Anderson seconded. It carried unanimously.

### **Discussion Items**

Committee Member Anderson on funding for League Training – would like police training to be led by League Certified (LCI) Trainers. She has concerns about not teaching kids how to ride bikes safely, mixing bike safety with “hot shot riders” and the drugs and alcohol portion of the information presented to children.

Planner Mandeville encouraged members to attend the City Bike Safety Rodeo on October 2<sup>nd</sup>, suggesting they return in November to discuss observations and possible recommendations to the Police Department.

Committee Member Christian expressed interest in the BAC collaborating with the police program in allocating money spent on officer training. Planner Mandeville will speak with the Police Chief regarding training for the police officers on bicycle safety.

### **Agenda Items for Next Scheduled Meeting:**

- Council Goals
- Bike Plan in Final Form

### **Notification:**

County Bike Committee is looking for members - contact Ryan Chapman, County Bicycle Coordinator.

The meeting ADJOURNED at 10:06 p.m. to the regularly scheduled meeting of November 18, 2004.

**To: BAC**

**From: BAC Subcommittee for Revising Project Priorities**

**Date: Tuesday, November 9, 2004**

**Subject: Recommendation for Project Priority revision to the Bike Plan**

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The purpose of the subcommittee is to review the current Bike Plan ranking system, explore alternatives and recommend changes that will improve the current system. In the September meeting there was consensus to eliminate the current plan's "Category Bikeway Priorities". The subcommittee was requested to test the proposed Criteria Ranking system on all "Mis" and "OBP" projects for consideration in replacing the current "Citywide Bikeway Priorities".

**Process**

Each **Mis** and **OBP** project was reviewed for clarity prior to ranking. Site visits were made to clarify some issues, others questions were directed to staff for insight. Projects with outstanding questions/issues were not ranked and need further attention.

Two weighted value ranges were tested in ranking each project by the defined criteria. A spreadsheet showing each project, with both tested value ranges, has been distributed with this report.

**Recommendations**

- Replace the "Citywide Bikeway Priorities" section with the proposed Criteria Ranking System, using the 0-5 point weighted value range.
- Class I bikeways, such as the Railroad Safety Trail and Bob Jones City-to-Sea Bikeway, need be ranked overall only, not by segment.
- Further analyze and revise *all* projects to address outstanding questions: intent of project(s), inaccurate and unclear descriptions, questionable solutions, incomplete enhancements
- That the list of projects in the plan be presented according to their priority, with an ability to sort by city zone, project grouping, etc. The Bicycle Advisory Committee and staff will monitor the projects identified in this Plan and update them yearly.

**Proposed text for inclusion in Bike Plan. Underlined text denotes where it remains the same as in the existing plan.**

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**APPENDIX K: Setting Priorities & Financial Planning for Bike Routes**

Creating bicycle facilities proposed by this plan will be constrained by the availability of funding. While there are a number of competitive State and Federal grant programs that can provide support, the amount of funds needed by the City to complete the community's bike route network (\$49,000,000) is out of scale with most available grant programs. The City has been modestly successful in receiving grant funds to build bike routes and has spent about \$3.2 million over a seven-year period (using mostly grants with some local funds), the equivalent of \$470,000 per year.

One way of reducing implementation costs to the City is to require bike routes to be designed and installed as part of new development. To a large degree, this strategy is proposed within the urban expansion areas at the south end of the community and for major projects on "infill" properties within the urban reserve. The limitation of this strategy is that desirable bike route links may be tied to the pace of outward community growth and take years to accomplish. The City may choose to accelerate the development of a particular bike route link when it addresses a current critical need for bicycle commuting.

The two issues related to implementing segments of the route network are the priority of the route and funding available. The priority of the route is based on a qualitative assessment of the overall benefit that it would accord for considerations of safety and convenience. It doesn't necessarily reflect expected timing of the improvement, which may be tied to available funding or other outstanding variables. While some routes have higher priority than others, some lower priority projects may be more practical to implement sooner, due to fewer constraints. Considerations for this could be (but are not limited to):

- Timing with other related improvements, and/or success in obtaining competitive funding;
- Cooperation between local agencies in the selection of priority projects and the allocation of local funding;
- Projects that can be implemented expediently;
- The readiness of each project in terms of local support;
- California Environmental Quality Act (CEQA) approvals;
- Right-of-way control;
- Completion of projects currently funded or in progress; and

- Projects that would help complete the Railroad Safety or Bob Jones City to the Sea Trails.

The following priorities describe the emphasis that will be placed on implementing various bike route projects. However, work may proceed on projects with lower priority ratings when opportunities present themselves. Should a project not be ready or able to utilize allocated funding, it may trade with another short-term project. Also, bike routes shown on private property that is subject to development or redevelopment shall be installed no later than at the time development occurs, unless guaranteed by the developers for installation at a later time. The Bicycle Advisory Committee and staff should monitor the projects identified in this Plan and update them yearly for new projects, completed projects and reassessment of their respective priority status.

**Criteria for priorities:**

1. Facilitates **Commuting**
2. Enhances **Safety**
3. Facilitates **Recreational** riding
4. Eases/Facilitates **Traffic flow**
5. **Educates**
6. **Encourages** (bicycling or bicycle transportation)
7. Feasible to expect **adoption** within 1–3 years
8. Links access; provides convenience
9. Facilitates bicycle **transportation to schools**
10. Provides **regional connectivity**

**Proposed ranking system:**

Using the above criteria, each project will be ranked using a weighted system. Zero to five points will be assigned for each criteria. The total of assigned points establishes the project's priority using the following breakdown. It will be the responsibility of the BAC and staff to establish the priority of each project.

1<sup>st</sup>. priority = 31 – 50

2<sup>nd</sup> priority = 16 – 30

3<sup>rd</sup> priority = 0 – 15

**Project Name/number:** Mis-2

**Description:** Bridge over Stenner Creek at Montalban.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	1	1	0	2	0	1	3	0	0	0	8
2 Jean	0	0	0	0	0	1	2	0	0	0	3
3 Ben	1	0	1	0	0	1	3	1	0	0	7
4											0
5											0
6											0
7											0
avg. SCORE	0.67	0.33	0.33	0.67	0.00	1.00	2.67	0.33	0.00	0.00	6.00

**3-point  
range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	2	1	2	2	0	1	5	1	0	0	14
2 Jean	1	0	1	1	0	1	5	1	0	0	10
3 Ben	2	1	2	0	0	3	5	1	1	0	15
4											0
5											0
6											0
7											0
avg. SCORE	1.67	0.67	1.67	1.00	0.00	1.67	5.00	1.00	0.33	0.00	13.00

**5-point  
range**

**Project Name/number:** Mis-3

Widen South Street between Beebe and Higuera to include bike

**Description:** lanes.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	3	3	3	0	3	3	3	1	0	22
2 Jean	3	3	3	3	0	3	3	3	3	3	27
3 Ben	3	3	3	3	0	3	3	3	1	1	23
4											0
5											0
6											0
7											0
avg. SCORE	3.00	3.00	3.00	3.00	0.00	3.00	3.00	3.00	1.67	1.33	24.00

**3-point  
range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	5	5	5	5	0	5	5	5	2	3	40
2 Jean	5	4	5	5	0	4	5	5	2	5	40
3 Ben	5	5	4	5	2	5	5	5	3	3	42
4											0
5											0
6											0
7											0
avg. SCORE	5.00	4.67	4.67	5.00	0.67	4.67	5.00	5.00	2.33	3.67	40.67

**5-point  
range**

**Project Name/number:** Mis-4

Orcutt Road RR crossing widening and realignment of Bullock

**Description:** Lane

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	3	3	3	0	3	0	3	2	0	20
2 Jean	3	3	3	3	0	3	3	3	3	3	27
3 Ben	3	3	3	3	0	3	1	3	2	1	22
4											0
5											0
6											0
7											0
avg. SCORE	3.00	3.00	3.00	3.00	0.00	3.00	1.33	3.00	2.33	1.33	23.00

3-point  
range

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	5	5	5	5	0	5	1	5	3	2	36
2 Jean	5	5	5	5	0	5	4	5	4	5	43
3 Ben	5	5	4	5	1	5	3	5	3	2	38
4											0
5											0
6											0
7											0
avg. SCORE	5.00	5.00	4.67	5.00	0.33	5.00	2.67	5.00	3.33	3.00	39.00

5-point  
range

Notes: What is the proposed realignment? What is the signage?

Project Name/number: Mis-7

Description: Install an eastbound bike slot on South @ Broad (227).

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	3	3	3	3	3	1	3	2	0	24
2 Jean	1	2	3	3	1	2	2	3	3	3	23
3 Ben	3	3	2	3	2	2	2	3	2	0	22
4											0
5											0
6											0
7											0
avg. SCORE	2.33	2.67	2.67	3.00	2.00	2.33	1.67	3.00	2.33	1.00	23.00

3-point range

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	4	5	5	3	3	1	3	3	2	32
2 Jean	5	3	5	4	1	3	2	4	4	5	36
3 Ben	4	4	3	5	4	4	3	3	3	2	35
4											0
5											0
6											0
7											0
avg. SCORE	4.00	3.67	4.33	4.67	2.67	3.33	2.00	3.33	3.33	3.00	34.33

5-point range

Notes: This needs to be rewritten to specifically note it is a straight-through-only (STO) bike slot.

This is a very confusing intersection for many cyclists. (Jean)

I would rather see this intersection treated as a whole! (JA)

**Project Name/number:** Mis-8

**Description:** Install a northbound bike slot on Madonna @ South Street.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	3	3	3	3	1	0	2	1	2	21
2 Jean											0
3 Ben											0
4											0
5											0
6											0
7											0
avg. SCORE	3.00	3.00	3.00	3.00	3.00	1.00	0.00	2.00	1.00	2.00	21.00

**3-point range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	5	5	4	5	4	3	1	3	2	3	35
2 Jean	5	5	5	5	3	3	2	4	3	5	40
3 Ben	5	5	3	5	5	4	3	3	2	3	38
4											0
5											0
6											0
7											0
avg. SCORE	###	###	###	###	###	###	6.00	###	7.00	###	###

**5-point range**

**Notes:** Madonna travels East/West as does South Street. I am assuming this really is meant to be a "northbound bike slot on Higuera at South Street". This needs to be cleared up.

**Action:** Emailed question to Peggy 9/23  
\* Peggy confirmed the above assumption on 10/25.

This is another intersection that needs careful planning as a whole, not piecemeal. For many cyclists, this larger intersection is one

**Project Name/number:** Mis-9

Bikeway from north end of Flora, across County and church

**Description:** property to Fixlini.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	2	3	3	2	0	3	0	1	3	0	17
2 Jean	2	2	3	2	0	3	1	3	3	0	19
3 Ben	2	3	3	2	0	3	1	2	3	1	20
4											0
5											0
6											0
7											0
avg. SCORE	2.00	2.67	3.00	2.00	0.00	3.00	0.67	2.00	3.00	0.33	18.67

3-point  
range

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	4	5	3	0	5	1	1	5	0	27
2 Jean	4	4	3	3	0	4	1	4	5	0	28
3 Ben	3	5	5	4	2	5	1	3	5	1	34
4											0
5											0
6											0
7											0
avg. SCORE	3.33	4.33	4.33	3.33	0.67	4.67	1.00	2.67	5.00	0.33	29.67

5-point  
range

This might make commuting to the HS and Adult Ed campuses easier. JA

**Project Name/number:** Mis-10

Install Class II bike lane on north side of Highland from SR1 to

**Description:** bottom of hill.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	3	3	3	0	3	0	2	3	2	22
2 Jean	3	3	3	3	1	3	2	2	3	3	26
3 Ben	3	3	3	3	1	3	2	2	3	1	24
4											0
5											0
6											0
7											0
avg. SCORE	3.00	3.00	3.00	3.00	0.67	3.00	1.33	2.00	3.00	2.00	24.00

**3-point  
range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	4	5	5	5	0	3	1	3	5	3	34
2 Jean	5	4	4	5	0	4	2	4	5	4	37
3 Ben	5	5	3	5	2	4	2	3	5	1	35
4											0
5											0
6											0
7											0
avg. SCORE	4.67	4.67	4.00	5.00	0.67	3.67	1.67	3.33	5.00	2.67	35.33

**5-point  
range**

**Notes:** This should be ammended to specify where "bottom of hill" really means. I say it should lead to Cuesta St. where there is a stop sign. This is also where I was suggesting a class II lane be placed to connect to the proposed bike blvd. This ideally should also be included on the South side.

**Project Name/number:** Mis-18

**Description:** Path from north end of Laguna Lake Park to Foothill at O'Connor.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	2	3	3	2	0	2	0	2	1	2	17
2 Jean	3	3	3	2	0	3	1	3	3	3	24
3 Ben	2	3	3	2	0	3	1	2	3	2	21
4											0
5											0
6											0
7											0
avg. SCORE	2.33	3.00	3.00	2.00	0.00	2.67	0.67	2.33	2.33	2.33	20.67

**3-point range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	4	5	5	3	0	4	1	3	2	2	29
2 Jean	4	4	5	4	0	5	1	4	3	4	34
3 Ben	4	5	5	3	1	5	2	3	3	3	34
4											0
5											0
6											0
7											0
avg. SCORE	4.00	4.67	5.00	3.33	0.33	4.67	1.33	3.33	2.67	3.00	32.33

**5-point range**

Notes: This is a proposed "Class I" path, therefore "Class 1" should be included in the description.

**Project Name/number:** Mis-19

Install bike lanes on both sides of Marsh from Fernandez Lane,

**Description:** under interchange to Marsh.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	0	2	3	2	2	1	0	1	0	1	12
2 Jean	0	3	3	3	0	2	0	2	0	1	14
3 Ben	0	1	2	2	2	2	0	1	0	0	10
4											0
5											0
6											0
7											0
avg. SCORE	0.00	2.00	2.67	2.33	1.33	1.67	0.00	1.33	0.00	0.67	12.00

**3-point  
range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	0	3	5	3	3	2	1	2	0	2	21
2 Jean	0	4	5	4	1	3	1	2	0	2	22
3 Ben	0	2	2	2	4	4	1	2	0	0	17
4											0
5											0
6											0
7											0
avg. SCORE	0.00	3.00	4.00	3.00	2.67	3.00	1.00	2.00	0.00	1.33	20.00

**5-point  
range**

Notes:

Researched on city gis maps. Posted to web page 9/22.

**Project Name/number:** Mis-20

**Description:** Install a southbound bike slot on S. Higuera @ LOVR

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	3	3	3	3	1	3	3	3	1	26
2 Jean	3	2	2	2	3	2	3	3	3	2	25
3 Ben	3	3	2	2	3	0	3	3	3	1	23
4											0
5											0
6											0
7											0
avg. SCORE	3.00	2.67	2.33	2.33	3.00	1.00	3.00	3.00	3.00	1.33	24.67

**3-point  
range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	5	5	5	5	3	3	4	5	3	3	41
2 Jean	5	5	5	5	1	4	4	5	2	4	40
3 Ben	5	5	4	4	3	3	4	3	1	4	36
4											0
5											0
6											0
7											0
avg. SCORE	5.00	5.00	4.67	4.67	2.33	3.33	4.00	4.33	2.00	3.67	39.00

**5-point  
range**

**Project Name/number:** Mis-22

Pave existing path from Boulevard Del Campo to Helena at north

**Description:** end of Sinsheimer Park.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	1	1	2	0	0	1	1	2	2	0	10
2 Jean	2	1	2	0	0	2	0	2	2	1	12
3 Ben											0
4											0
5											0
6											0
7											0
avg. SCORE	1.50	1.00	2.00	0.00	0.00	1.50	0.50	2.00	2.00	0.50	11.00

**3-point range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	1	2	3	0	0	2	2	3	3	0	16
2 Jean	4	2	4	1	0	3	3	4	4	2	27
3 Ben	2	3	3	0	0	3	1	2	4	0	18
4											0
5											0
6											0
7											0
avg. SCORE	3.50	3.50	5.00	0.50	0.00	4.00	3.00	4.50	5.50	1.00	30.50

**5-point range**

Notes: Visited site and researched on city gis maps. Posted to web page 9/22.

path drains well? Easier school link would be better for kids. - Jean

**Project Name/number:** Mis 23

**Description:** Path Under US 101 from San Luis Drive to Cuesta Park

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	1	2	3	1	0	2	0	2	1	1	13
2 Jean	1	2	2	1	0	1	0	3	2	2	14
3 Ben	1	2	2	0	0	2	1	2	2	1	13
4											0
5											0
6											0
7											0
avg. SCORE	1.00	2.00	2.33	0.67	0.00	1.67	0.33	2.33	1.67	1.33	13.33

**3-point range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	1	2	5	1	0	3	0	3	1	1	17
2 Jean	1	3	5	1	0	2	0	2	2	2	18
3 Ben	2	3	4	2	0	4	0	4	2	2	23
4											0
5											0
6											0
7											0
avg. SCORE	1.33	2.67	4.67	1.33	0.00	3.00	0.00	3.00	1.67	1.67	19.33

**5-point range**

If this linked to a commuter lane coming from the North, so cyclists could get downtown, that might make this better. Jean

**Project Name/number:** Mis-27

**Description:** Chorro Street Edge Stripes (Lincoln to Foothill).

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	3	3	3	1	2	3	3	3	0	24
2 Jean	3	3	2	3	0	2	3	3	3	3	25
3 Ben	3	3	3	3	1	2	3	3	3	0	24
4											0
5											0
6											0
7											0
avg. SCORE	3.00	3.00	2.67	3.00	0.67	2.00	3.00	3.00	3.00	1.00	24.33

**3-point range**

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	5	4	4	4	1	2	5	5	4	1	35
2 Jean	5	3	4	4	1	2	5	5	4	3	36
3 Ben	4	4	4	4	3	3	5	5	5	2	39
4											0
5											0
6											0
7											0
avg. SCORE	4.67	3.67	4.00	4.00	1.67	2.33	5.00	5.00	4.33	2.00	36.67

**5-point range**

**Notes:** This is planned to be done right now so we can probably drop it from the list. [The city should provide educational messages to drivers and cyclists.]

Project Name/number: Mis-28

Description: Monterey Street bike lanes from Santa Rosa to U.S. 101.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	3	3	2	3	1	2	0	1	2	0	17
2 Jean	3	2	2	3	0	2	2	3	3	3	23
3 Ben	3	3	2	3	1	2	1	2	3	1	21
4											0
5											0
6											0
7											0
avg. SCORE	3.00	2.67	2.00	3.00	0.67	2.00	1.00	2.00	2.67	1.33	20.33

3-point  
range

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	5	5	5	3	2	5	1	3	4	1	34
2 Jean	5	5	5	4	2	4	2	4	4	5	40
3 Ben	4	5	4	4	3	5	3	4	5	2	39
4											0
5											0
6											0
7											0
avg. SCORE	4.67	5.00	4.67	3.67	2.33	4.67	2.00	3.67	4.33	2.67	37.67

5-point  
range

**Project Name/number:** OBP-1

**Description:** Transportation information kiosk in Railroad Square.

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	1	0	2	0	3	2	1	0	0	0	9
2 Jean	0	0	1	0	3	1	1	1	1	1	9
3 Ben	1	0	2	0	3	1	2	0	1	0	10
4											0
5											0
6											0
7											0
avg. SCORE	0.67	0.00	1.67	0.00	3.00	1.33	1.33	0.33	0.67	0.33	9.33

Name (optional)	Commuting	Safety	Recreational	Traffic Flow	Educates	Encourages	Adoption	Links	Schools	Regional	TOTAL
1 Kevin	1	0	3	0	3	2	1	0	0	0	10
2 Jean	1	0	4	0	4	3	1	0	0	3	16
3 Ben	2	0	3	0	3	3	2	0	0	1	14
4											0
5											0
6											0
7											0
avg. SCORE	1.33	0.00	3.33	0.00	3.33	2.67	1.33	0.00	0.00	1.33	13.33

**5-point  
range**

**Notes:** This would be for the PCC (Promotional Coordinating Committee) to consider.

**2005-07 Financial Plan**

**Council Advisory Body**

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**RECOMMENDED GOALS**

**November 2004**

**city of san luis obispo**

**2005-07 Financial Plan  
COUNCIL ADVISORY BODY RECOMMENDED GOALS**

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**INTRODUCTION**

**Overview.** As discussed below, this document represents advisory body goal recommendations to the Council for 2005-07, which are presented alphabetically by advisory body.

**Background.** The purpose of the City's two-year budget process is to link what we want to accomplish for the community over the next two years with the resources needed to do so. Linking goals with resources requires a budget process that identifies key objectives at the very beginning of the process: setting goals and priorities should drive the budget process, not follow it. For this reason, Council goal-setting is the first step in our budget process. Council advisory bodies play an important part in this process by providing the Council with their goal recommendations.

**Modified "Two-Step" Process for 2005-07.** Two-years ago we used a "two-step" process in developing advisory body goal recommendations: after receiving initial candidate goals from each of the advisory bodies, we compiled them for their review before finalizing their goal recommendations. Based on feedback we received from the advisory bodies on this approach, many valued receiving a consolidated set of advisory body recommendations. However, there were mixed results on the value of a "formal" second review. Accordingly, we have again provided each body with a consolidated set of all advisory body recommendations by mid-November. However, each advisory body will determine for themselves if a formal second review is desirable, rather than requiring this. In this case, any revisions should be provided to the Department of Finance & Information Technology by December 29, 2004.

**ARCHITECTURAL REVIEW COMMISSION***In Priority Order*

1. **Broad Street Corridor Plan.** Provide funding for the preparation of a "Broad Street Corridor Plan" along South Broad Street from South Street to Orcutt Road. The plan should explore the use of "Form-Based" development standards for the area.
2. **Form-Based Development Code.** Provide funding to amend the City's Zoning Regulations and other applicable development codes to use "form-based" principles. This highly illustrated code would establish development patterns that focus on building form before land use function.
3. **Design Guidelines – Housing Examples.** Produce an addendum to the Community Design Guidelines to illustrate positive examples of housing choices by type with the focus on multi-family and mixed use workforce housing.
4. **Multi-Story Housing Case Study.** Analyze the feasibility of developing a multi-story multi-family housing project in the City's downtown core. The purpose of the study is to identify physical and regulatory constraints to accomplishing intensified housing in the downtown.
5. **Downtown Urban Design Element.** Provide funding to prepare a new Urban Design Element to the City General Plan for the City's Downtown which focuses on the appearance of the street environment and relationship of buildings to public spaces.

**BICYCLE COMMITTEE**

<b>Recommended Goal</b>	<b>Why Goal is Important</b>	<b>Candidate Funding</b>
1. Continue progress toward implementation of the <b>Railroad Safety Trail</b> .	Provide a huge safety enhancement for a large volume of bicyclists, a safe bike route to the University and schools, and promote the achievement of the General Plan goals to increase bicycle use.	<ul style="list-style-type: none"> <li>• STIP Funding (for land and design)</li> <li>• City Debt Financing for construction</li> <li>• Solicited Cal Poly contributions</li> <li>• BTA Grants</li> </ul>
2. Continue progress toward implementation of the <b>Bob Jones City to the Sea Trail</b> .	Promotes alternative forms of transportation and provide new recreational opportunities consistent with the goals set forth in the Bicycle Transportation Plan and General Plan.	<ul style="list-style-type: none"> <li>• STIP Funding for land and design</li> <li>• City Debt Financing for construction</li> <li>• BTA Grants</li> </ul>
3. <b>Improve the maintenance and safety of bicycle and pedestrian facilities</b> (improve pavement, curb markings, striping, grates, and debris removal) by proceeding with miscellaneous minor bicycle facility improvements identified in the Bicycle Transportation Plan.	Increase the usability and safety of bicycle and pedestrian facilities to encourage people to cycle and walk	<ul style="list-style-type: none"> <li>• Streets Maintenance Budget</li> <li>• Pavement Management Program Funds.</li> <li>• General Fund: Traffic Safety</li> </ul>

**CULTURAL HERITAGE COMMITTEE***In Priority Order*

1. **Historic Resource Inventory.** Provide adequate funding for updating and maintaining the Historic Resource Inventory of Master List and Contributing properties, including potential annexation areas and threatened structures.
2. **Historic Preservation Guidelines.** Update the Historic Preservation Program Guidelines.
3. **Southern Pacific Freight Warehouse.** Complete the rehabilitation of the historic Southern Pacific Freight Warehouse within the two-year budget cycle.
4. **Historic Plaque Program.** Improve and expand the existing Historic Plaque Program

## **DOWNTOWN ASSOCIATION**

The Downtown Association, at its October 12 meeting, recommended that the City Council consider including the following suggestions when determining goals for its two year budget for the period 2005-07.

The Downtown Association believes that serious attention should be given to those goals which will help ensure the viability of Downtown in the face of coming challenges including 77 buildings being retrofitted, major construction projects still underway and the possibility of directly competing retail/commercial on the town's periphery. The balance of Downtown's viability is fragile and not guaranteed; services and programs are necessary to continue to maintain Downtown as a major sales tax district in the City.

(In order of importance)

- New Strategic Plan (\$25,000 – 35,000)
- Parking: expedite analysis of future sites and begin building new structure
- Dedicated daytime police presence in Downtown
- Electrical infrastructure (boxes, electrical to trees, tree lights)
- Cleaning of Mission Plaza (benefits more than just DA)
- Sidewalk cleaning increased
- Old fashioned street lights
- Restroom trailer for Concerts

### **New Strategic Plan**

Due to changes in the economy, possible retail impacts of great effect, on-going construction and retrofit projects as well as changes in the nature of retailing and the passage of time; the Board believes that a simple update of the existing Strategic Plan would not be sufficient to address all the issues facing the Association. It is necessary to regroup and form new strategies, and while some previous data and research may be helpful, a complete renovation of the plan is required.

### **Parking**

Always near the top of Downtown needs, parking issues must continue to be addressed in both analysis of potential sites and embarking on providing spaces to address to correct the ongoing deficit.

### **Dedicated daytime police presence in Downtown**

The Downtown Association is aware of the need for police to patrol an area larger than Downtown and that many police resources are already dedicated to Downtown. However, Downtown has the greatest need in terms of activity and in particular those activities that can only be addressed by police presence such as aggressive panhandling and transient issues. While those issues may not necessarily be criminal in nature, they negatively affect the safety and viability of Downtown nonetheless.

## **DOWNTOWN ASSOCIATION**

### **Electrical Infrastructure**

The Downtown Association holds a weekly Farmers Market that attracts thousands of visitors (both local and tourists) and for years, depended on the generosity of businesses to provide electricity—mainly for lighting. However, as the event has become more professional in nature since its early beginnings where “jerry rigging” was okay, the need and demand for a utility source is high. The Downtown Association would like the City to provide electrical outlets at tree wells, such as many other communities provide, to enable not only our event but other events to have access to electricity. This would also assist the tree-lighting program that is of great benefit to the City both in terms of safety (albeit mostly perceived) and ambiance. Should the tree well outlets continue to remain not do-able, installing utility boxes on each corner of market area streets is requested. The Downtown Association is willing to contribute to the electrical costs through charging users a fee.

### **Cleaning of Mission Plaza (scrubbing walkways)**

Since the prohibition of hosing sidewalks with tap water (chlorination pollutes creek), the Plaza has not been scrubbed often enough to remove grime and filth tracked through it. Mission Plaza is the jewel of our Downtown and except for an occasional power scrub (that reclaims the water), is neglected. This is a travesty and should be addressed with regularly scheduled cleaning that shows pride and care.

### **Increased Sidewalk Scrubbing**

Related to the above but a different program, sidewalk scrubbing now occurs quarterly in Downtown however is insufficient to remove tree droppings (berries), gum, grime, food, etc. that are typical of high-use urban areas. After lack of parking, “dirty sidewalks” is the most frequent complaint received by the Association. Many business owners provide their own service however for the majority, this is not possible and the overall effect is, again, neglect. This creates a negative impression on visitors who may shorten their stays or not return, affecting the City’s coffers.

### **Old Fashioned Street Lamp Program**

The Downtown Association worked with the City to advance this program through the levels of choosing lamps and some locations. The Association also offered to assist the program in funding through sponsorships similar to its green bench program. However, in order for the program to be launched, infrastructure improvements must be provided and a final location program determined.

### **Restroom Trailer for Concerts**

One of the City’s most popular summertime “draws” of about two thousand people per week is Concerts in the Plaza. The existing single male/female restroom facility is inadequate to provide service to so many people. The Downtown Association attempted to address this problem however the service that provide portables is unable to remove the portables at the end of the

**DOWNTOWN ASSOCIATION**

event and public works has indicated it will not allow the portables to remain overnight to be removed the next day. Therefore, the Downtown Association respectfully requests that the City provide the portable trailer restrooms currently offered for Thursday Night Farmers Market to provide adequate restrooms (11 Fridays per summer 5:30 – 7:30 PM) for guests.

We appreciate these suggestions being passed along to the City Council during its goal setting meetings and appreciate serious consideration of the recommendations for continued viability of Downtown.

**HOUSING AUTHORITY**

1. Take the preliminary steps for the ultimate replacement of the homeless shelter. While the shelter has been patched and held together for the past several years, it basically consists of modular units built for limited use. It has been subjected to very hard use for a very long time.
2. The city adopted an inclusionary housing policy some five years ago. Since that time, more than \$1 million dollars has been placed into a Housing Trust Fund but a majority of the funding has not been used although it is acknowledged that as a community we are in a housing crisis. The City must publicize the availability of this funding and encourage its use by both public and private sectors. The Commission acknowledges that recent State Legislation tying use of City funding to prevailing wages has made the use of the funds more difficult. The City should join other municipalities in both attempting to repeal this legislation but must also explore ways of circumventing the legislation.
3. Public agencies and non-profit corporations are not by themselves capable of adequately addressing the housing crisis, particularly for those persons/families that are between 60% and 120% of the median income. The private sector must be engaged if we are going to have any hope of addressing the problem. The establishment of a position within the City establishment to address housing issues in particular is a first-step, but that position must be given direct authority and adequate resources to act and act quickly if the City is going to be successful in its quest for affordable housing.
4. For those persons/families that exist on incomes less than 60% of median income, the City must continue to waive processing and impact fees, as well as other charges for the Housing Authority, its affiliates and other non-profit housing providers.
5. The recently adopted housing element should be revisited. The Housing Task Force spent more than a year in drafting a strengthened housing element. For the most part the Planning Commission in its deliberations strengthened the document. Unfortunately, the City Council substantially weakened the final product and in effect took much of the strength from the inclusionary housing ordinance.

**HUMAN RELATIONS COMMISSION**

1. Reaffirm the Human Resources Commission (HRC) Work Plan and established City Priorities.
2. In reaffirming the HRC community priorities, through the Grants-in-Aid and process and Community Development Block Grant process, the spectrum of facilitating affordable housing and assisting those without housing should be a focus of City efforts. It is recommended that the City:
  - a. Maintain its support of the Homeless Shelter at or above existing levels, incorporating appropriate cost of living (COLA) increases.
  - b. Maintaining its support of the Prado Day Shelter at or above existing levels, incorporating appropriate COLA increases.
  - c. Initiate a strategic plan to replace the Maxine Lewis Memorial Shelter.
  - d. Maintaining its support of the Grants-in-Aid program at or above existing levels, incorporating appropriate COLA increases.
3. Recommend that the City maintain a focus on development of accessible City services. In addition, the HRC will continue to incorporate the work of the "Accessibility Advisory Committee" into the HRC's efforts.

**JACK RESIDENCE ADVISORY COMMITTEE**

Accelerate the preservation of the Jack House to enhance its historical and cultural value to the community by completing the following projects.

1. Fence and gate replacement in front of the house.
2. Foundation stabilization and drainage.
3. Central heating system in the house.
4. Fire sprinkler protection for the gift shop and service area.
5. Removal and restoration of the elevator shaft and bay window.

**JOINT RECREATIONAL USE COMMITTEE**

1. Maintain funding at the current level for field improvement (grants-in-aid) projects and facility use grant program.
2. Ensure that the Damon-Garcia Sports Complex is adequately equipped and staffed by City personnel so that full use can be made of the facility.
3. Plan for additional tennis courts within the City of San Luis Obispo, using park in-lieu fees to fund new facilities.
  - a. Short term: Increase the number of tennis courts by adding one or two additional courts near existing courts in City parks.
  - b. Long term: Evaluate the feasibility of adding a large group of tennis courts within a park as a part of annexations and new residential development within the City.
4. Establish an online reservation system for City facilities.
5. Begin planning with San Luis Coastal Unified School District to establish a long-term joint use agreement providing for the replacement of San Luis Obispo High School's Holt Field and track.
  - a. Facility should include an all-weather athletic field and all-weather 8-lane track.
  - b. In return for partial funding of these upgrades, the agreement should allow for community use for this facility as well as use of other district gyms and sports fields.
  - c. Benefits to entering into this venture include:
    - Venue to accommodate 1000+ people outdoors.
    - Provide an alternative to Damon-Garcia during inclement weather and heavy use times.
    - Improved access to district fields for enhanced recreational opportunities to the community.
    - Enhanced safety to young athletes in turf sports and track and field.

***Note: Not listed presented in any priority order.***

**MASS TRANSPORTATION COMMITTEE**

<p align="center"><b><u>GOAL</u></b> <i>What is being proposed for the community?</i></p>	<p align="center"><b><u>IMPORTANCE</u></b> <i>Why is it important?</i></p>	<p align="center"><b><u>FUNDING SOURCE</u></b> <i>How can it be achieved from a resource perspective?</i></p>
<p>1. Provide easy to update schedule information at bus stops and on buses that are ADA compliant.</p>	<ul style="list-style-type: none"> <li>• Current signs lack rider information</li> <li>• New signs would enhance safety, security, and ridership</li> </ul>	<ul style="list-style-type: none"> <li>• STIP</li> <li>• 5307</li> <li>• SLOCOG</li> <li>• TDA</li> </ul>
<p>2. Establish transit friendly landuse policies and strategies in updates of the circulation element and other documents that will require developments to more effectively promote transit.</p>	<ul style="list-style-type: none"> <li>• Increase ridership and farebox revenue</li> <li>• Increase transit access</li> <li>• Increase performance</li> <li>• Improve air quality</li> </ul>	
<p>3. Increase system-wide ridership by evaluating ridership trends and reallocating resources to promote the highest possible performance.</p>	<ul style="list-style-type: none"> <li>• Customer convenience</li> <li>• Increased ridership</li> <li>• Increase farebox revenue</li> </ul>	<ul style="list-style-type: none"> <li>• Reallocation of resources</li> <li>• Increased farebox revenue</li> <li>• TDA</li> <li>• FTA 5307</li> </ul>
<p>4. Establish parking requirements for the downtown and non-campus student housing areas to promote transit.</p>	<ul style="list-style-type: none"> <li>• Increase ridership and farebox revenue</li> <li>• Increase performance</li> <li>• Improve air quality</li> </ul>	
<p>5. Provide the appropriate level of evening service by the appropriate service design (e.g. fixed route, route deviation, demand area responsive transit, general public demand response), in accordance to the performance standards in adopted short range transit plan.</p>	<ul style="list-style-type: none"> <li>• Provide ADA compliance and traffic and rider safety</li> </ul>	<ul style="list-style-type: none"> <li>• TDA</li> <li>• FTA 5307</li> <li>• Reallocation of resources</li> <li>• Increased farebox revenue</li> </ul>

**PARKS AND RECREATION COMMISSION**

1. Implement the Laguna Lake Master Plan.
2. Maintain and improve existing city parks and sports fields.
3. Increase programming for youth, teens and seniors.
4. Appropriately equip and staff the Damon-Garcia Sports Fields
5. Add new tennis as resources permit, being sure to cluster the courts.
6. Support the Holt Field joint use project.

**PLANNING COMMISSION***In Priority Order*

1. **Major City Goals for 2003-05:** Continue to work on unfinished Major City Goals for 2003-05 including but not limited to funding for the South Broad Street Corridor Plan.
2. **Pedestrian Transportation Plan:** As directed by the City's Circulation Element of the General Plan (Program 4.7), adopt a Pedestrian Transportation Plan to encourage walking and to expand facilities that provide pedestrian linkages throughout the community.
3. **Non-Residential Growth:** Establish Non-Residential Growth Rates for the City and implement them in a manner similar to the Residential Growth Management program.
4. **Other Major City Goal Suggestions:** Other optional goals for Council consideration in no priority order:
  - a. Designate neighborhoods and develop Neighborhood Plans.
  - b. Revise the Zoning Regulations to require all major new commercial projects in the downtown to include housing.
  - c. Work with the County to provide parking demand management for the new Government Center.
  - d. Look at "upzoning" residential areas along streets leading to the freeway for higher density housing.
  - e. Develop parking demand management strategies for the entire downtown.

**PROMOTIONAL COORDINATING COMMITTEE**

1. Increase Transient Occupancy Taxes to City.
  - a. Enhance City promotion by maintaining and increasing funding to City contractors. The Promotional Coordinating Committee (PCC) will closely evaluate contractors proposed expenditures to justify the expenses.
  - b. Improve directional signage for visitors; i.e. information, scenic, points of interest.
  - c. Support, and when possible, fund organizations that create and improve upon visitor amenities including the arts, the railroad museum, and recreational trails.
  - d. Develop landscaped medians at City gateways that enhance the visitor experience.
  - e. Reinstate the enhanced promotional fund to encourage new events that attract visitors.
2. Keep Grants-in-Aid funding at the same level with a cost of living increase.
3. Encourage a vital Downtown.
  - a. Install pedestrian lighting in Downtown and encourage the City to finance the cost of under-grounding the utilities, and businesses or individuals to sponsor the lights.
  - b. Support streetscape improvement standards including wider sidewalks with bulb-outs where appropriate, increased variety of street trees for greater light transmission color, and plazas and gathering places.
  - c. Encourage and support the Downtown Association's efforts to revitalize the West End.
  - d. Support Downtown Public Art.

## TREE COMMITTEE

### 1. Bring San Luis Obispo's tree maintenance program into parity with comparable cities.

*Why?* The number of trees under the City's jurisdiction has steadily increased over the past 20 years without sufficient increase in staffing and budget.

*How?* Increase the tree maintenance budget to provide necessary trimming and tree care resources as provided in other comparable cities:

**URBAN FOREST BENCHMARKING 2004**

City	Trees Under Jurisdiction	Positions		Arborist Supervisor	Contract Dollars	Total Budget
		Full	Part			
Chico	31,500	9	2	1	\$85,000	\$990,000
Monterey	23,000	8	1	1	65,000	\$838,200
Lompoc	18,500	10	2	1	180,000	1,150,600
SLO	25,000+?	2 1/2	2	0.5	30,000	275,400

### 2. Develop educational materials for trees within the City.

*Why?* To better educate property owners, contractors and developers about acceptable tree types, selection, pruning, maintenance and pest/disease control in order to continually enhance the quality of the urban forest in San Luis Obispo.

*How?* Staff time working with the Tree Committee to find or create printed materials to be distributed via utility bills; Staff time to add information to the City web site or links to other sites; Staff time to conduct workshops for property owners and tree trimming contractors.

### 3. Fund focused tree projects, specifically in the downtown core, along gateways, and in parkways & medians.

*Why?* To improve the urban forest and maintain a sense of San Luis Obispo as a tree friendly community.

*How?* Create new capital improvement projects for gateway planting projects, form partnerships with tree organizations to utilize volunteers and donated labor /materials, and increase staff resources to research and write grant applications for project funding.

## ADVISORY BODY ROLE IN THE BUDGET PROCESS

### PURPOSE OF THE CITY'S BUDGET

The City has adopted a number of long term goals and plans – General Plan, Fire Services Master Plan, Urban Water Management Plan, Wastewater Management Plan, Source Reduction, Recycling & Hazardous Materials Plans, Pavement Management Plan, Short Range Transit Plan, Downtown Access and Parking Plan, Waterways Management Plan, Neighborhood Traffic Management Program, Bicycle Plan, Public Art Policy, Conceptual Physical Plan for the City's Center and Facilities Master Plan.

*The Financial Plan is the key tool for programming implementation of these goals, plans and policies by allocating the resources necessary to do so.*

This requires a budget process that:

- Clearly sets major City goals and other important objectives.
- Establishes reasonable timeframes and organizational responsibility for achieving them.
- Allocates resources for programs and projects.

### FINANCIAL PLAN FEATURES

- Goal-Driven
- Policy-Based
- Multi-Year
- Highly-Automated, Rigorous, Technically Sound

### COUNCIL GOAL-SETTING

*First Step in the Budget Process.* Linking goals with resources requires a budget process that identifies key objectives at the very beginning of the process. Setting goals and priorities should drive the budget process, not follow it.

### FIVE-STEP PROCESS

① **Setting the Table: November 18, 2004.** Review the status of the General Plan programs, current Major City Goals, long-term Capital Improvement Plan, any emerging service level concerns and the City's general fiscal condition and outlook.

② **Budget Foundation: December 14, 2004.** Finalize plans for the goal-setting process, review fiscal policies, present audited financial results for 2003-04 and discuss results of the five-year forecast.

③ **Community Forum: January 12, 2005.** Consider candidate goals from Council advisory bodies, community groups and interested individuals.

④ **Council Goal-Setting Workshop: January 29, 2005.** Discuss candidate goals presented at January 12 workshop; consider results of five-year fiscal forecast; discuss Council member goals; and prioritize and set major City goals for 2005-07.

⑤ **Major City Goal Work Programs: April 12, 2005.** Conceptually approve detailed work programs for major City goals and set strategic budget direction for 2005-07.

### ADVISORY BODY ROLE

By providing the Council with their goal recommendations, advisory bodies play a very important part in this process. For example, virtually all of the advisory body recommendations received as part of this process two years ago were included in some way in the 2003-05 Financial Plan.

Council goals, by their nature, tend to be broader in scope than those developed by advisory bodies. In your recommendations to the Council, please consider what you believe would be appropriate City goals, both from the perspective of your advisory body's purpose, as well as any perceived community-wide concerns and needs.

Council advisory bodies will receive a consolidated listing of all recommended advisory body goals by November 15, 2004. This provides advisory bodies with an early opportunity to review what other advisory bodies see as high community priorities; and while not required, it is also an opportunity to revise goals in light of these if they want to do so. The Council will receive the final report with all advisory body recommendations before they begin the goal-setting process in January 2005.



# advisory body application

city of san luis obispo

NAME

HOME PHONE

RESIDENCE STREET ADDRESS

CITY

ZIP

WORK PHONE

Registered to vote? \_\_\_\_ Live in the City Limits? \_\_\_\_ How long? \_\_\_\_ Ever attended an advisory body meeting? \_\_\_\_

PLEASE LIST THE ADVISORY BODIES YOU ARE APPLYING FOR:

(1) \_\_\_\_\_ (2) \_\_\_\_\_  
(Supplemental Questionnaires and interviews are required for each).

EMPLOYMENT (Present or last employer [or school, if applicable]):

EDUCATION:

RELEVANT TRAINING, EXPERIENCE, CERTIFICATES OF TRAINING, LICENSE OR PROFESSIONAL REGISTRATION:

INVOLVEMENT IN COMMUNITY, VOLUNTEER, PROFESSIONAL AND/OR ACADEMIC ORGANIZATIONS:

CURRENT OR PREVIOUS SERVICE ON CITY OF SAN LUIS OBISPO ADVISORY BODIES (Please list names/dates):

How did you hear about this vacancy? Newspaper Ad \_\_\_\_ Community Group \_\_\_\_ Word of Mouth \_\_\_\_ City Hall \_\_\_\_ Website \_\_\_\_

Other: please specify \_\_\_\_\_

SPECIAL NOTES: (1) This application and supplement are "public documents" and are available for review upon request. Applicants are advised that they may be requested to file a Statement of Economic Interest disclosing all reportable interests by you at the time of appointment. If applicable, a copy of this form will be provided by the City Clerk. (3) Unless otherwise indicated, please fill out the attached Supplemental Questionnaire. Thank you.

Applications are accepted year-round; however, if you are applying for a current vacancy, your application must be returned to the

City Clerk by \_\_\_\_\_ to be considered for the current round of interview



supplemental questionnaire – BAC  
page 2

4. What qualities, experience and expertise make you a good candidate for the BAC?

5. In your view, what are some key bicycling issues in SLO?

6. Is there any additional information about yourself you'd like to share? (Please feel free to attach a resume, if you have one).

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

