

Ventura County Grand Jury 2014 - 2015



Final Report

Countywide Bicycle Safety

June 1, 2015

This page intentionally blank

Countywide Bicycle Safety

Note: See “**Glossary**” for definitions.

Summary

“Ghost Bikes” (riderless bicycles painted entirely white) are becoming a more common sight on roadsides and at intersections throughout Ventura County (County). They are chained to a post as a memorial to remind people that at this place a bicyclist was killed. As a result of an issue raised at an Oxnard City Council meeting regarding the enforcement of bicycle laws, the 2014-2015 Ventura County Grand Jury (Grand Jury) chose to investigate the effectiveness and enforcement of bicycle laws in reducing injuries and deaths, as well as the need to create a safer cycling environment throughout the County.



Example of a Ghost Bike in Simi Valley

The Grand Jury gathered information from the internet, newspapers, magazines, and interviews with various County and city officials.

The Grand Jury found that most bicycle deaths are the result of motor vehicle driver errors. It also found that there is a need to educate the public as to the laws. It is incumbent upon cyclists and drivers to know and obey the laws.

The Grand Jury found that adult deaths may be reduced if adults wear helmets.

The Grand Jury further found that bicycle advisory commissions/committees, working in conjunction with city councils and/or transportation agencies, have been able to educate the public, and create better cycling conditions and infrastructures.

In addition, they help city councils obtain State and federal and other grant monies to be used to build bicycling infrastructure and educate the public about pertinent laws and safe riding practices.

The Grand Jury recommends that the BOS and city councils of all cities within the County use local media (e.g., public service announcements, public events, and government websites) to educate the motor vehicle driving public and bicyclists of their responsibility to know and obey bicycle-related laws.

The Grand Jury recommends that the BOS and the city councils of all cities within the County continually promote bicycle laws and safety to people of all ages, concentrating on school-age children through events such as bike rodeos, bicycle rallies, and other educational activities.

The Grand Jury recommends that the BOS and the city councils of all cities within the County that do not already have a Bicycle Advisory Commission/Committee establish one to perform such tasks as advising on bicycle safety, developing and maintaining bicycle lanes, paths, trails, and signage, and encouraging the use of bicycles.

Background

Following four bicycle deaths in the City of Oxnard and a total of ten throughout the County over an 18-month period commencing January 2013, the Grand Jury followed up on issues discussed at an Oxnard City Council meeting regarding enforcement of bicycle laws. Although the issue originated in Oxnard, the Grand Jury initiated an investigation of ways to create a safer cycling environment throughout the County and thereby potentially reduce bicyclist injuries and deaths. [Ref-01] (Att-01)

Methodology

The Grand Jury conducted this investigation by:

- Surveying bicycle-related issues in the County and the cities within the County and analyzing the results (Att-01)
- Attending and evaluating bicycling events within the County
- Reviewing statistics from various national agencies, the State of California (State), and the County
- Reviewing bicycle laws and their enforcement within the State, County, and cities
- Assessing public awareness of bicycle laws and available bicycle safety education
- Evaluating compliance with helmet laws for those under 18 years of age
- Evaluating compliance with motor vehicle laws that apply to cyclists, such as riding on the right-hand side of the road, obeying traffic signs and lights, using hand signals, and using available bicycle lanes

- Identifying city and County government policies and projects that provide convenience and safety for the cycling public

The Grand Jury also gathered information from the Internet, newspapers, magazines, and interviews with various County and city officials.

Facts

- FA-01.** The County and all but three cities within the County—Thousand Oaks, Oxnard, and Camarillo—require bicycle “licensing.” [Ref-02, Ref-03, Ref-04, Ref-05, Ref-06, Ref-07, Ref-08, Ref-09, Ref-10]
- FA-02.** The County Sheriff and city police departments do not enforce their required licensing ordinances.
- FA-03.** The County Sheriff and city police departments may “register” a bicycle at the owner’s request, at no charge. Police stated that without registration or licensing, owners cannot be identified, resulting in a large number of unclaimed bicycles.
- FA-04.** The City of Ventura permits its residents to register bicycles online. [Ref-11]
- FA-05.** California law requires only minors under the age of 18 to wear bicycle helmets. [Ref-12, Ref-13]
- FA-06.** Not all County law enforcement agencies encourage officers to issue citations for lack of helmet compliance. Instead, officers often use this contact opportunity to warn and counsel violators and occasionally provide helmets to children of low-income families.
- FA-07.** Officers report seeing children riding their bicycles with their helmets strapped to their bicycles instead of on their heads. When officers ask the children “Why?” the response often is “It’s not COOL.”
- FA-08.** Some bicycle helmet manufacturers decorate their helmets with comic book superheroes and action figures to make them more “cool” for elementary school-age children, thus encouraging them to obey the helmet laws.
- FA-09.** The *Ventura County Star* reported that more than two-thirds of bicyclists killed nationwide in 2012 were not wearing helmets. [Ref-14]
- FA-10.** The results of a nationwide 12-year study revealed that helmet use reduces risk of brain injury by 88% in a serious bicycle accident. [Ref-15]
- FA-11.** In a recent 18-month period, the average age of cyclists killed in the County was 48. An increase in adult fatalities has been attributed to the rising popularity of cycling, especially among the older population. [Ref-14] (Att-01)
- FA-12.** Motor vehicle driver error accounts for more bicyclists’ deaths than bicyclist errors. [Ref-16] (Att-02)

- FA-13.** Most bicycle accidents causing serious injuries and death are rear-end collisions from motor vehicles. Of these collisions, 25% are related to alcohol or drug use by the driver and/or the cyclist. [Ref-16] (Att-02)
- FA-14.** From January 1, 2013, to July 25, 2014, the City of Oxnard reported 126 bicycle accidents, which resulted in 4 deaths and 113 injuries. [Ref-17]
- FA-15.** Traffic enforcement officers report that, when stopped for bicycle-related law violations, people frequently claim to be unaware of laws concerning bicycles, yet these laws are accessible to the public. [Ref-18, Ref-19]
- FA-16.** The Oxnard Police Department, Simi Valley Police Department, City of Thousand Oaks Public Works Department, Ventura County Sheriff's Office, and California Highway Patrol occasionally promote bicycle safety to school-age children. [Ref-17, Ref-20]
- FA-17.** California law requires a bicyclist to ride with the flow of traffic. However, many cyclists who learned to ride in other states and countries were taught to ride facing traffic—a practice called "salmoning." Because salmoning places cyclists in an unexpected position, it greatly increases the risk to riders as well as increasing the force of impact in a collision. [Ref-19, Ref-21]
- FA-18.** The "Three Feet for Safety Act," effective September 16, 2014, requires drivers in California to give bicyclists at least three feet of space when passing. [Ref-12, Ref-13, Ref-18]
- FA-19.** Bicycle laws and safety instruction are not included in the curriculum of most County public elementary schools.
- FA-20.** The California Department of Transportation (Caltrans) has 92 bicycle-related improvement projects planned for the Oxnard area. [Ref-17]
- FA-21.** Some California bicycle-friendly jurisdictions, such as the cities of Davis and Palo Alto and the City and County of San Luis Obispo, have established bicycle advisory commissions/committees to assist local governments in serving the needs and safety of the bicycling public. Typically they:
- Identify roads in need of bicycle lanes
 - Research federal, State, and other funding sources for projects related to bicycle infrastructure and use
 - Issue motor vehicle and bicycle public safety announcements
 - Promote use of bicycles as a viable form of transportation and for health and ecological reasons
 - Offer safety education and bike rodeos for children
 - Provide liaison among city councils, transportation agencies, and the community on bicycle-related issues and concerns
 - Assist in the development and dissemination of educational materials related to bicycle laws and safety

- Review and comment on private development plans that include bicycle facilities or have an impact on bicycle safety and access
- Review and promote the enforcement of city and State laws related to bicycle safety

These commissions/committees are sometimes appointed but usually are voluntary. They consist of bicycling enthusiasts, bicycle shop owners, racers, bicycle club members, law enforcement personnel, and other interested persons. They meet with city councils and/or transportation agencies on a monthly, quarterly, or as-needed basis. [Ref-22, Ref-23, Ref-24, Ref-25, Ref-26] (Att-03)

Findings

- FI-01.** Throughout the County, law enforcement personnel rarely enforce helmet laws. They do not enforce bicycle licensing ordinances. (FA-02, FA-06)
- FI-02.** Licensing or registering bicycles with the police assists in the return of lost or stolen bicycles to owners, thereby reducing the number of unclaimed bicycles. (FA-03)
- FI-03.** Bicycle helmet laws for children are not routinely complied with nor enforced. (FA-05, FA-06, FA-07, FA-08)
- FI-04.** Adult bicycle deaths may be reduced if adults wear helmets. (FA-09, FA-10, FA-11)
- FI-05.** Of all the factors contributing to bicyclists' deaths and injuries, motor vehicle driver error is the most prevalent. Rear-ending of cyclists is the most common error. (FA-12, FA-13)
- FI-06.** Instruction related to bicycle laws and bicycle safety is insufficient throughout the County. (FA-15, FA-16, FA-17, FA-18, FA-19)
- FI-07.** Statistics on bicycle accidents imply a lack of compliance with the laws and rules of the road. There is a need for the public to be aware of the laws. It is incumbent upon cyclists and drivers to know and obey the laws. (FA-15, FA-16, FA-17, FA-18, FA-19)
- FI-08.** Salmoning places cyclists at greater risk as motor vehicle drivers are not expecting riders to be coming directly toward them. Many people are unaware that salmoning is illegal in the State. (FA-17)
- FI-09.** Cities and counties utilizing bicycle advisory commissions/committees have been able to create better bicycling conditions and infrastructure, such as bike lanes, tunnels, and paths that provide for safer bicycle usage. (FA-20, FA-21)
- FI-10.** City and county bicycle advisory commissions/committees have been able to better educate people to be aware of bicyclists. They help bicyclists become more knowledgeable of the rules of the road and thus become safer cyclists. (FA-21)

FI-11. Bicycle advisory commissions/committees, working in conjunction with city councils and/or transportation agencies, have been able to assist local governments in obtaining State, federal, and other grant monies to be used to build bicycling infrastructure and educate the public about pertinent laws and safe riding practices. (FA-21)

Recommendations

R-01. The Grand Jury recommends that the County Board of Supervisors and the city councils of all cities within the County encourage their respective law enforcement personnel to increase enforcement of bicycle and related motor vehicle laws. (FI-01, FI-02, FI-03, FI-05, FI-08)

R-02. The Grand Jury recommends that the County Board of Supervisors and the city councils of all cities within the County that do not already have a Bicycle Advisory Commission/Committee establish one to perform such tasks as:

- Identify roads in need of bicycle lanes
- Research federal, State, and other funding sources for projects related to bicycle infrastructure and use
- Issue motor vehicle and bicycle public safety announcements
- Promote use of bicycles as a viable form of transportation and for health and ecological reasons
- Offer safety education and bike rodeos for children
- Provide liaison between city councils, transportation agencies, and the community on bicycle-related issues and concerns
- Assist in the development and dissemination of educational materials related to bicycle laws and safety
- Review and comment on private development plans that include bicycle facilities or have an impact on bicycle safety and access
- Review and promote the enforcement of city and State laws related to bicycle safety
- Encourage the public to register bicycles and keep a record of the serial numbers to facilitate the return of stolen or lost bicycles.

(FI-02, FI-06, FI-07, FI-09, FI-10, FI-11)

R-03. The Grand Jury recommends the County Board of Supervisors and the City Councils of all cities within the County, continually promote bicycle laws and safety to people of all ages, concentrating on school-age children through events such as bike rodeos, bicycle rallies, and other educational activities. (FI-06, FI-07, FI-10)

R-04. The Grand Jury recommends the County Board of Supervisors and the City Councils of all cities within the County use local media (e.g., public service announcements, public events, and government websites) to educate the

motor vehicle driving public and bicyclists of their responsibility to know and obey bicycle-related laws. (FI-05, FI-06, FI-07, FI-08, FI-10)

Responses required from:

Ventura County Board of Supervisors (FI-01, FI-02, FI-03, FI-04, FI-05, FI-06, FI-07, FI-08, FI-09, FI-10, FI-11) (R-01, R-02, R-03, R-04)

Ventura County Sheriff's Office (FI-01, FI-02, FI-03, FI-05, FI-06, FI-07, FI-08) (R-01, R-02, R-03)

City of Camarillo City Council (FI-01, FI-02, FI-03, FI-04, FI-05, FI-06, FI-07, FI-08, FI-09, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Fillmore City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Moorpark City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Ojai City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Oxnard City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Port Hueneme City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Santa Paula City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Simi Valley City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Thousand Oaks City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

City of Ventura City Council (FI-01, FI-02, FI-05, FI-08, FI-10, FI-11) (R-01, R-02, R-03, R-04)

Responses requested from:

City of Camarillo Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

City of Fillmore Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

City of Moorpark Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

City of Ojai Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

City of Oxnard Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

City of Port Hueneme Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

City of Santa Paula Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

City of Simi Valley Police Department (FI-01, FI-02, FI-03, FI-05, FI-06, FI-07, FI-08) (R-01)

City of Thousand Oaks Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

City of Ventura Police Department (FI-01, FI-02, FI-03, FI-05, FI-08) (R-01)

Commendations

The Grand Jury commends the City of Oxnard Police Department for establishing bike rodeos and other educational programs, and for pursuing grant funding and applying it to enforcing bicycle laws.

The Grand Jury commends the City of Thousand Oaks for its excellent Earth Day children’s bicycle education program, promotion of safe cycling to the general public, and for achieving National Designated Bicycle Friendly City, Bronze Level from the League of American Bicyclists.

References

- Ref-01.** Aten, Danna, Anthony Navarro. Public comment speaker at City of Oxnard Council Meeting, July 22, 2014, Time 01:18:50, <http://www.oxnardbicycles.org/2014/07/> (accessed April 3, 2015).
- Ref-02.** County of Ventura Ordinance Code Division 6, Article 6 6275-1-6278, https://www.municode.com/library/ca/ventura_county/codes/code_of_ordinances?nodeId=DIV6PORE_CH2PUPR_ART6BIRELI (accessed April 6, 2015).
- Ref-03.** City of Ventura Municipal Code Sections 16.315.010, https://www.municode.com/library/ca/san_buenaventura/codes/code_of_ordinances?nodeId=DIV16VETRRE_CH16.315RELI (accessed April 6, 2015).
- Ref-04.** City of Ojai Ordinance Code Chapter 2, Article 15, Section 3-2.1501 page 50-52, <https://law.resource.org/pub/us/code/city/ca/Ojai,%20CA%20scan%20turu%20supp%2017> (accessed April 6, 2015).
- Ref-05.** City of Port Hueneme Municipal Code Article III, Division 17 Part B, https://www.municode.com/library/ca/port_hueneme/codes/code_of_ordinances?nodeId=ARTIIIPUHESA_CH3TRRE_PTBBIRE_3330LIRE/ (accessed April 3, 2015).
- Ref-06.** City of Fillmore Municipal Code Chapter 14.60.020, https://www.municode.com/library/ca/fillmore/codes/code_of_ordinances?nodeId=TIT14VETR_CH14.60BI (accessed April 6, 2015).
- Ref-07.** City of Santa Paula Municipal Code, Title VII Traffic Code, Section 73.15, [http://www.amlegal.com/nxt/gateway.dll/California/santapa/cityofsantapaulacaliforniamunicipalcode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:santapaula_ca](http://www.amlegal.com/nxt/gateway.dll/California/santapa/cityofsantapaulacaliforniamunicipalcode?f=templates$fn=default.htm$3.0$vid=amlegal:santapaula_ca) (accessed April 6, 2015).

- Ref-08.** City of Simi Valley Municipal Code Section 4-3.01-.14, https://www.municode.com/library/ca/simi_valley/codes/code_of_ordinances?nodeId=TIT4PUSA_CH3BI (accessed April 6, 2015).
- Ref-09.** City of Moorpark Municipal Code Title 10 Chapter 10- 10.16, http://qcode.us/codes/moorpark/view.php?version=beta&view=mobile&topic=10-10_16-1 (accessed April 6, 2015).
- Ref-10.** City of Camarillo website, <http://www.ci.camarillo.ca.us/i3.aspx?p=888> (accessed March 12, 2015).
- Ref-11.** City of Ventura, "How to register your bicycle," <http://www.cityofventura.net/page/register-your-bicycle-submit-change-ownership> (accessed February 3, 2015).
- Ref-12.** Bicycle Law in California from Wikipedia, http://en.wikipedia.org/wiki/Bicycle_law_in_California (accessed February 2, 2015).
- Ref-13.** Los Angeles County Bicycle Coalition, "California Bicycle Laws," <http://la-bike.org/resources/california-bicycle-laws> (accessed February 17, 2015).
- Ref-14.** Von Quednow, Cindy. "Bicycle fatalities across state, nation continue to increase," *Ventura County Star*, December 5, 2014, http://www.vcstar.com/news/local-news/county-news/bicycle-fatalities-across-state-nation-continue-to-increase_50765797-news/county-news/bicycle-fatalities-across-state-nation-continue-to-increase_50765797 (accessed April 7, 2015).
- Ref-15.** Smithsonian, May 2013 "Bicycle helmets really do work, but you have to wear them," <http://www.smithsonianmag.com/smart-news/bicycle-helmets-really-do-work-but-you-have-to-wear-them-79528466/?no-istl> (accessed April 8, 2015).
- Ref-16.** Fleming, Catherine. "Why do Bicycle-car accidents result in death?" published May 23, 2014, <http://nw-injurylawyers.com/why-do-bike-car-accidents-result-in-deaths/-injurylawyers.com/why-do-bike-car-accidents-result-in-deaths/> (accessed April 6, 2015).
- Ref-17.** Williams, Jeri. Chief of Police, City of Oxnard presentation to City Council Meeting November 18, 2014, video, "Bicycle Safety," time: 2:43:37 to 3:25:16, http://Oxnard.granicus.com/MediaPlayer.php?view_id=68&clip_id=2930 (accessed January 30, 2015).
- Ref-18.** California Department of Motor Vehicles, "V C Section 21760 Three Feet for Safety Act," <https://www.dmv.ca.gov/portal/dmv/detail/pubs/vctop/vc/d11/c3/a3/21760> (accessed March 4, 2015).
- Ref-19.** California Department of Motor Vehicles, The 2015 edition of the California Driver Handbook, pages 30-32, 34, 41-44, 54, 56, 58, 62-65, 73, 81, 89,

- 90, <https://www.dmv.ca.gov/portal/dmv/detail/pubs/hdbk/> (accessed April 16, 2015).
- Ref-20.** Doyle, Alicia. “‘You only get one head:’ Kids learn importance of bike helmets,” *Ventura County Star*, February 24, 2015, http://www.vcstar.com/news/local-news/simi-valley/you-only-get-one-head-kids-learn-importance-of-bike-helmets_23625034 (accessed February 24, 2015).
- Ref-21.** Day, Brian. “Pasadena man critically injured in crash between two bicyclists,” *San Gabriel Valley Tribune*, July 14, 2013, <http://www.sgvtribune.com/general-news/20130714/pasadena-man-critically-injured-in-crash-between-two-bicyclists> (accessed April 21, 2015).
- Ref-22.** Palo Alto, Bicycle Advisory Committee, webpage, <http://copa-web-v1109.civicasoft.com/news/displaynews.asp?NewsID=497> (accessed (February 19, 2015)).
- Ref-23.** Bicycle Advisory Committee of San Luis Obispo, Meeting Minutes July 17, 2014, <http://www.slocity.org/government/advisory-bodies/agendas-and-minutes/bicycle-advisory-committee> (accessed February 19, 2015).
- Ref-24.** Hickey, Julia. “San Luis Obispo Passion for the Pedal,” *The Tribune*, November 8, 2010, http://www.sanluisobispo.com/welcome_page/?shf=/2010/11/08/1361060_passion-for-the-pedal.html (accessed February 19, 2015).
- Ref-25.** DAVISWiki website, “Bicycle Advisory Commission,” https://localwiki.org/davis/Bicycle_Advisory_Commission (accessed (February 19, 2015)).
- Ref-26.** City of Davis, City Council Meeting Minutes for November 4, 2013, <http://city-council.cityofdavis.org/commissions/bicycle-advisory-commission/minutes---november-4-2013> (accessed March 23, 2015).

Attachments

- Att-01.** Ventura County Medical Examiner, Bicyclist Deaths 1/1/2013- 8/11/2014
- Att-02.** Cyclist Fatalities, by type of collision, and Secondary factors in fatalities (extracted from The League of American Bicyclists)
- Att-03.** San Luis Obispo Public Works Department FY 2009-2011 Bicycling Highlights

Glossary

TERM

DEFINITION

Bike Rodeo

“Usually a bicycle safety clinic featuring bike safety inspections (and optionally quick tune-ups), and a safety lecture about the rules of the road (10 to 15 minutes). This is followed by a ride on a miniature ‘chalk street’ course set up in a parking lot where young cyclists are shown where and how to apply the rules.”—
John Andersen, *Bicycling Life*

BOS
County

Board of Supervisors of Ventura County
County of Ventura

Ghost Bike

A riderless bike painted entirely white, chained to a post by a roadside to indicate the place where a cyclist was killed. It is meant to be a memorial to the bicycle rider and a caution to other cyclists and motor vehicle drivers.

Grand Jury

2014-2015 Ventura County Grand Jury

Licensing

A procedure that consists of public safety agencies recording owner’s name, contact information, bicycle make and model, serial number, colors, and accessory equipment into a database to better identify it if lost, stolen, or recovered; is authorized by the municipal code, includes a fee and receiving a sticker, and must be renewed periodically

Registration

A procedure that consists of public safety agencies recording owner’s name, contact information, bicycle make and model, serial number, colors, and accessory equipment into a database to better identify it if lost, stolen, or recovered; no fee is charged

Salmoning

The act of riding against the flow of traffic

State

State of California

“Three Feet for Safety Act”

Effective September 16, 2014, California Vehicle Code Section 21760 a, b, c, d, e, and f; requires motor vehicle drivers to allow a minimum of three feet of clearance when passing a bicycle rider

This page intentionally blank

Attachment 01

**Ventura County Medical Examiner,
Bicyclist Deaths 1/1/2013- 8/11/2014**

Attachment 02

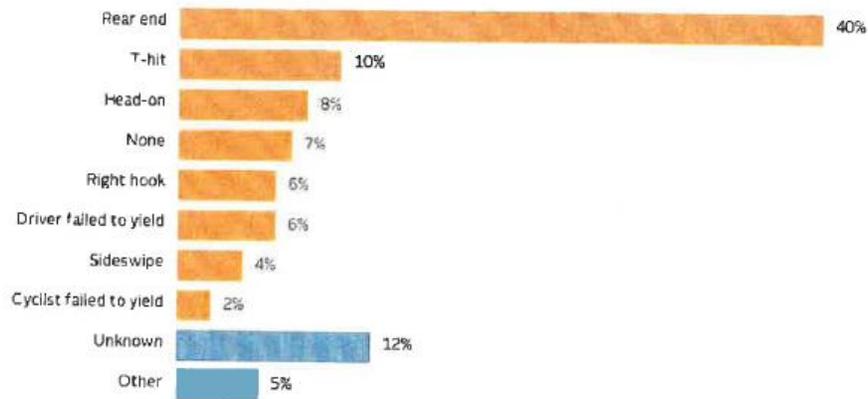
Cyclist Fatalities, by type of collision

and

Secondary factors in fatalities

(extracted from The League of American Bicyclists)

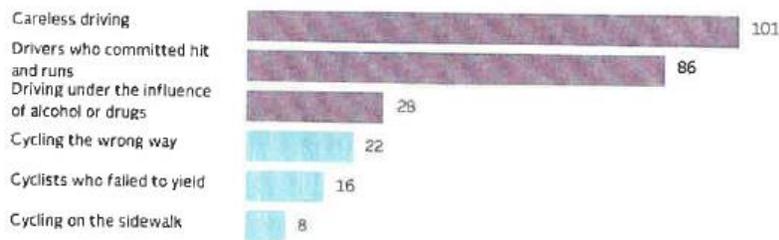
Cyclist fatalities, by type of collision



Source: League of American Bicyclists

Driver error account for many more deaths than cyclist error.

Secondary factors in fatalities



Source: League of American Bicyclists

Attachment 03

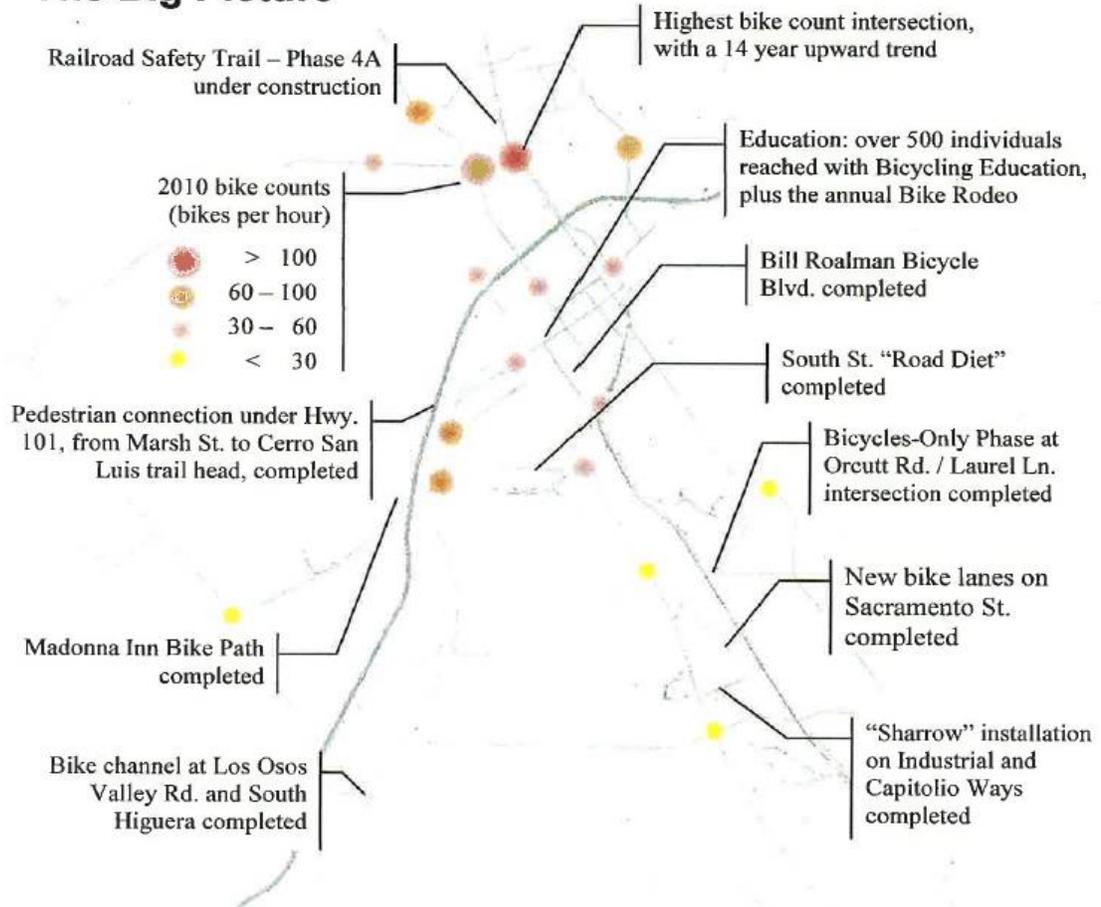
**San Luis Obispo Public Works Department
FY 2009-2011 Bicycling Highlights**



2009-2011 BICYCLING AND TRAFFIC SAFETY

Bicycle facility improvements and programs are identified components of the Major City Goal of Traffic Congestion Relief in the 2009-2011 Financial Plan. Objectives of the goal are to continue to work towards the completion of the Railroad Safety Trail (RRST) and Bob Jones City to the Sea Trail, improve maintenance of existing facilities, and continue to promote alternative transportation through marketing and educational outreach programs. The Major City Goal is an integral part of the City’s strategy to reduce and manage traffic congestion and improve the condition of City streets; a top priority for the use of Measure Y funds (your half cent sales tax). From small to large, from commonplace to innovative, the City’s bicycling infrastructure and programs are improving thanks to construction of new multi-use facilities, implementation of recommendations in the Traffic Safety Report and Traffic Operations Report, construction of miscellaneous bikeway improvements, successful application for grants and their implementation, cost saving collaborations, and the promotion/marketing of alternative transportation.

The Big Picture



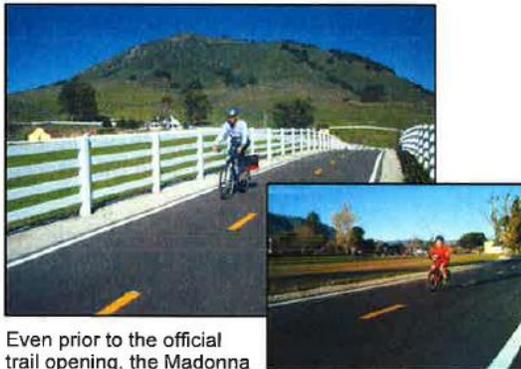
FY 2009-2011 Bicycling Highlights

New Multi-Use Paths

Railroad Safety Trail, "Missing Link": With funding provided by the Rotary Club of San Luis Obispo, construction began on the trail section from Campus Way to Foothill Blvd, which will provide a connection to the Cal Poly State University campus bikeway system. Construction will be completed once signal improvements are made to the California and Foothill Blvds. intersection.



Groundbreaking ceremony for "Missing Link", May 2010



Even prior to the official trail opening, the Madonna Inn Bike Path was attracting both commuter and recreational bicyclists.

Madonna Inn Bike Path: Madonna Enterprises designed and constructed a multi-use path between Madonna and Fernandez Rds. as mitigation for air quality impacts from the development of the Irish Hills Plaza retail center.



Marsh Street/Hwy 101 underpass: CalTrans installed pedestrian improvements under Hwy. 101 at Marsh St., and coordinated with the City to ensure a connection to City sidewalks. The result: non-motorized access from Higuera St. to the Madonna Inn Bike Path and the Cerro San Luis trail head.

FY 2009-2011 Bicycling Highlights

Traffic Safety/Operations Report Implementation



The Bill Roalman Bicycle Boulevard:
The City’s first bicycle boulevard was completed with the installation of traffic diverters in October 2009! The project has reduced the 85th percentile vehicle speed by 15%, cut through traffic has been reduced, and more bicyclists are choosing the route. As a bonus, the Bill Roalman Bicycle Boulevard was also cited in the ALTA Planning and Design book titled, *Fundamentals of Bicycle Boulevard Planning and Design*.

Los Osos Valley Rd. (LOVR) and South Higuera St. Bike Channel:
According to the City’s Bicycle Transportation Plan, bicycle channelization should be provided at signalized intersections along streets that have bike lanes, and where dedicated right or left turn lanes are provided. Bike channels facilitate the safe and orderly movement of motorists and bicyclists, reducing the potential for right turn traps. They are especially important at high volume intersections such as LOVR and South Higuera St.



Laurel Ln. and Orcutt Rd. Bike Signal:
As part of the Laurel Ln. / Orcutt Rd. intersection signalization, a “bicycle only” signal phase was included for connectivity to the Railroad Safety Trail.

FY 2009-2011 Bicycling Highlights

Bikeway Improvements

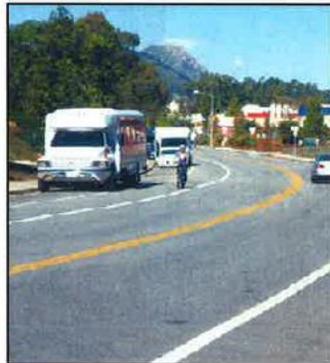
Traffic Signal Actuation by Bicycle:

Pursuant to the City’s Bicycle Transportation Plan, anytime in-pavement signal actuation detection is used, stencil markings shall be applied to the road surface that identify the optimum location for bicyclists to queue to activate the traffic signal to give them a green phase. The ability for bicyclists to activate a traffic signal phase greatly reduces red light violations



South Street “Road Diet”:

As part of the CalTrans Hwy. 227 pavement rehabilitation project, South St. was put on a “Road Diet”. The project reduced the number of motor vehicle traffic lanes, added a center median island, increased the width of the on-street bike lanes to comply with City Standards, and restricted turning movements to improve safety for all users.



Sacramento Dr. Class II Bike Lanes

Sacramento Drive Class II Bike Lanes:

As called for in the City’s Bicycle Transportation Plan, bicycle lanes have been added on Sacramento Dr., between Orcutt Rd. and Industrial Way, as part of City Pavement Area 3 improvements. The new bike lanes create a low traffic volume and speed option for bicyclists traveling along the Broad St. corridor.

Sharrows: Shared Roadway Pavement Marking Legends, or “Sharrows”, have been installed on Industrial and Capitolio Ways as a method to let all road users know where to expect bicyclists, while retaining on-street parking.

CalTrans “Bike Box”: A “Bike Box” was installed on Madonna Rd. at the Higuera St. intersection. This is a unique intersection where most traffic turns left, but some may travel straight. The “Bike Box” places bicyclists in front of motorists at the intersection, and therefore in view of all traffic. The purpose of the box is to avoid potential conflicts between left turning bicyclists and straight through motorists.



FY 2009-2011 Bicycling Highlights

Grant Application and Implementation



Safe Routes to School Grant: The Safe Routes to School grant program funds projects that will encourage more children to walk or bicycle to school by creating a safer environment. In July 2010, the City applied for a grant to fund speed feedback signs and flashing beacons on LOVR in the Laguna Middle School vicinity, along with Americans with Disabilities Act (ADA) improvements to the crossings at Laguna Ln. and LOVR.



Bicycle Transportation Account (BTA) Grant: In the most recent funding cycle, the City applied for a grant to fund three connection improvements to the Railroad Safety Trail that do not require Union Pacific Railroad support. These include a connection at the south end of the trail to the Laurel Ln. and Orcutt Rd. intersection, a connection from the trail to Sinsheimer Park (part of the Park’s Master Plan), and a ramp extension from the Jennifer Street Bridge, towards the Bill Roalman Morro Street Bicycle Boulevard.

Railroad Safety Trail, (BTA) Grant Rescope and Time Extension: In 2007 and 2008 respectively, the City received an \$890,000 BTA grant to design and construct the Railroad Safety Trail from the Amtrak Station to Marsh St., and a \$495,000 BTA grant to construct the Railroad Safety Trail bridge over Highway 101. When design plans and easements were not approved by Union Pacific Railroad, the City applied for time extensions on the grants, and developed an alternate bike path alignment that has been supported by the grant representatives. A time extension has been approved for the \$495,000 grant until April 1, 2015. The time extension request for the \$890,000 grant is pending. The extensions are necessary to provide the City needed time to obtain approvals of the alternate alignment from Union Pacific Railroad, the California Public Utilities Commission and the California Highway Patrol, along with time to design and construct the project.

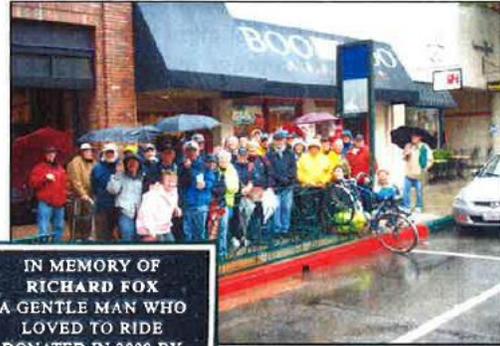


Caltrans Community-Based Transportation Planning (CBTP) Grant: This program funds coordinated transportation and land-use planning projects that encourage community involvement and partnership. In March 2011, the City applied for a grant to fund the planning effort of the Bob Jones City-to-Sea trail section from the County’s Octagon Barn to Los Osos Valley Road.

FY 2009-2011 Bicycling Highlights

Cost Saving Collaborations

Racks with Plaques: The City’s bicycle rack donation program allows donations to be coordinated with parking demand throughout the City. Overall, since the beginning of 2009, the program has increased bicycle parking capacity downtown by 30 spaces. Following the success of the City’s two on-street bike racks, two more on-street racks have been added: one on Garden St., and one on Monterey St.



Volunteers and Interns:

- With the assistance of a volunteer intern, all bike lanes and bike paths in the City were inspected and evaluated for current conditions and needed repairs. Identified safety issues are being addressed, and the searchable database that was created will be used to identify other repairs to be conducted as part of the City’s Pavement Management Program.
- As called for in the City’s Circulation Element, every two years the City conducts bicycle traffic counts throughout the City. The data is collected using volunteers, and is used for grant funding justification and facility planning.



- The Police and Parks and Recreation Departments organize a children’s Bike Rodeo each year. In 2010, the Public Works Department supplied partial funding and volunteers that provided helmet fit adjustments for every participant (including some parents), along with bicycling safety education information.



FY 2009-2011 Bicycling Highlights

Cost Saving Collaborations

Bicycling Education: The City continues to contract with the San Luis Obispo County Bicycle Coalition (SLOCBC) for bicycling education services. More than **500** students have been reached since January, 2009. Education has been in the form of:

- On-bike training classes
- Bicycle safety education classes
- Student assemblies for both elementary and college students
- Brown bag lunch sessions
- Transit driver training for both SLO Transit and Regional Transit Authority (RTA) drivers



Photo by Joe Johnston, courtesy of The Tribune

In-kind Service: The SLOCBC rents office space from the City. As part of their lease agreement, they provide monthly in-kind services. These have included elementary school bicycle and pedestrian counts, downtown bicycle rack usage counts and abandoned bicycle identification, and even deed research for planned bicycle facilities.

Website Enhancements: The Bicycle Program Assistant has enhanced the Transportation Planning web page to include information on:

- The Railroad Safety Trail
- The Bob Jones City to Sea Trail
- The City's bike rack donation program
- City bicycle count data
- League of American Bicyclists certified bicycle education class information
- The City's Bicycle Transportation Plan with associated maps
- Bicycling specific informational brochures
- Bicycle Advisory Committee agendas and minutes.



Bike Valet: This free SLOCBC service provides short-term secure parking for Farmers Market, Concerts in the Plaza, and other special community events. As evidenced by the numbers, the Bike Valet service has become a mainstay in the City. The service helps take the pressure off motor vehicle parking demand during these events, along with providing a convenient and secure parking option for bicyclists.

- The average number of customers served at Concerts in the Plaza has risen to 54 per week.
- The average number of customers at Farmer's Market has remained consistent at 90 per week.
- The highest Farmer's Market night for 2009-11 was in September 2010 with 138 customers.

FY 2009-2011 Bicycling Highlights

Promotion and Recognition

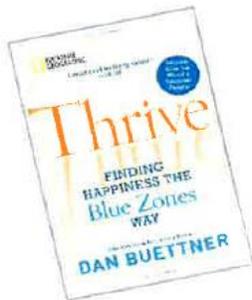
Multi-Modal Promotion: 2010 was the second year that the Public Works Department targeted Cal Poly’s Week of Welcome (WOW) promotion of bicycle-on-transit use. Specific training was given in the operation of the on-bus bike racks to over 300 in-coming Cal Poly students. Knowing how to take a bike on a bus extends the range a user can go, thereby improving their ability to travel by bus/bike instead of a car.



National Promotion: During May, the City participates in National Bike Month. **Transportation Choices:** During October’s “Ride Share Month” the City supports SLO Regional Rideshare’s promotion of bicycling as a transportation choice.

Approximately 50 events were held in the City for these two promotions in 2010!

Recognition: Because of the City’s proactive work on bicycling infrastructure, programs, and guidance, the City has received recognition on the local, state, and national levels.



San Luis Obispo’s bicycling seems to be in the news every few months both locally and around the country.

- An *LA Times* Travel piece from May of 2009 was reprinted in at least two other publications during the year.
- The National Geographic book, *Thrive, Finding Happiness the Blue Zones Way*, not only singles out San Luis Obispo as the United State’s happiest city, but it specifically points out how the bicycling infrastructure aids in that happiness. This book, and specifically bicycling in San Luis Obispo, were also featured on the Oprah television show, and in *Parade Magazine*.

The League of American Bicyclists (LAB) recognizes communities for their efforts to promote bicycling by assigning a “Bicycle Friendly Community” status. In October 2007, the City’s efforts to create bicycling opportunities and promote bicycling as a legitimate travel mode were recognized with a Silver Level ranking for two years. In 2009, because of the City’s continuing efforts, the LAB extended our status through 2011.

