

TO: James L. App, City Manager
FROM: Doug Monn, Director of Public Works
SUBJECT: Riverside Avenue Bike Lanes, 13th to 17th Streets
DATE: August 5, 2014

NEEDS: For the City Council to consider placing bike lanes on Riverside Avenue from 13th to 17th Streets.

- FACTS:**
1. Riverside Avenue paving will be rehabilitated between 10th and 17th Streets in conjunction with the new Highway 101 ramp improvement project currently under construction.
 2. With new paving, new striping will be implemented. A continuous center turn lane will be established on Riverside Avenue between 13th and 17th Streets. The center turn lane is essential for the operation of increased traffic associated with the construction of the new southbound Highway 101 ramp.
 3. The City Council received a letter dated June 5, 2014, from Steve Fleury, Chairman of the Paso Robles Bicycle Stakeholder Committee requesting the implementation of Class II bike lanes on Riverside Avenue between 13th and 17th Streets.
 4. A key action item in the Circulation Element of the General Plan states *"View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system."*
 5. Policies established in the Circulation Element advocate the development of *"well connected routes for bicycles"* and removal of *"barriers to community resources"*.
 6. Bikes lanes on Riverside Avenue are essential components of the Bike Master Plan and the Uptown/Town Centre Specific Plan.
 7. Placement of bike lanes may displace existing on-street parking along the west side of Riverside Avenue.
 8. All of the properties owned by the Culver and Viborg families along Riverside Avenue between 14th and 16th Streets have on-site parking available to them (see exhibit). The exhibit indicates the number of parking spaces available on-site at each property.
 9. To mitigate the impact of lost parking, the stub of 14th Street against the railroad can be improved to perpendicular parking on both sides. An additional eight to ten parking spaces over and above those currently available on 14th Street can be created in this manner. We have applied for a grant to make this improvement.

10. On the evening of July 3, a workshop was held and many comments were gathered from property owners along Riverside Avenue as well as bike advocates.

**ANALYSIS &
CONCLUSION:**

With the rehabilitation of the pavement on Riverside Avenue scheduled for later this year, we are preparing plans for re-striping from 10th to 17th Streets. A continuous center turn lane is necessary to accommodate the increased traffic attracted by the new southbound on-ramp to the freeway at 17th Street. Class II bike lanes are called for in the Bike Master Plan adopted by the City Council. The bike lanes are also a fundamental component of the infrastructure chapter of the Town Centre Plan.

The layout of the center turn lane and the bike lanes conflicts with the existing parking along the west side of Riverside Avenue between 13th and 17th Streets. There are approximately 20 on-street parking spaces available along the west side of Riverside Avenue today.

To gather comments among the interests of the property and business owners as well as recreation and bicycle advocates, we arranged a workshop. The meeting was held on the evening of July 3. Members of the Culver and Viborg families attended as well as members of the Paso Robles Bicycle Stakeholder Committee. Bill Culver advised all of those present at the meeting the importance of the existing street parking to the businesses currently operating there. Steve Fleury and Bill Haas expressed the importance of building bike lane connections.

All of the properties owned by the Culver and Viborg families along Riverside Avenue between 14th and 16th Streets have on-site parking available to them (see exhibit). The exhibit indicates the number of parking spaces available on-site at each property.

The general public has the overriding interest in use of the Riverside Avenue public right-of-way as reflected in many Council policies, fundamentally, the Circulation Element of the General Plan which states as an action item; *"View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system."* Bike lanes on Riverside Avenue are called for in the Bike Master Plan and the Town Centre Plan.

The bike lanes on Riverside Avenue will provide a vital connection to the bike lanes on 13th Street, which provide connection to the River trails. They will need to be extended to the north when opportunities for additional re-striping on Riverside Avenue becomes available. Lack of bike lanes presents a barrier to those who are not comfortable riding in traffic without the benefit of a dedicated lane.

To mitigate the impact of lost street parking, the stub of 14th Street against the railroad can be improved to perpendicular parking on both sides. An additional eight to ten parking spaces over those currently available on 14th Street can be created in this manner. We have applied for a grant to make this improvement.

As an option, we can reconstruct the curb, gutter and sidewalk between 14th and 16th Street to accommodate both the bike and street parking. This would involve relocating some

recently installed street lights. The added cost of this improvement would be approximately \$250,000.

POLICY

REFERENCE: Circulation Element, Bike Master Plan, Town Centre Plan

FISCAL

IMPACT: None, the striping of Riverside Avenue is funded through the project contract

OPTIONS:

- a. Install typical Class II bike lanes on Riverside Avenue from 13th Street to 17th Street.
- b. Maintain the existing parking on the west side of Riverside Avenue from 13th Street to 17th Street. Direct staff to prepare amendments to both the Bike Master Plan and the Uptown/Town Centre Specific Plan showing removal of the Riverside Avenue Bike Thoroughfare. Do not install bike lanes.
- c. Direct staff to determine the cost of reconstructing improvements along the west side of Riverside Avenue from 14th Street to 16th Street to accommodate both bike lanes and parking.
- d. Amend, modify or reject the above options.

Attachments (5):

- 1) Letter from Steve Fleury
- 2) Photo Exhibit of Riverside Avenue Showing On-site Parking
- 3) Option (a) Striping with typical Class II bike lanes
- 4) Comments Gathered From July 3 Workshop
- 5) Letter from Dan Rivoire

June 5, 2014

Paso Robles City Council
1000 Spring St.
Paso Robles, CA 93446

From: Bicycle Stakeholders Committee

To: Jim App, City Manager/Paso Robles City Council Members

The Bicycle Stakeholders Committee would like to request a staff review of the Class II Bicycle lane issue as it relates to Riverside Ave. The Paso Robles Bicycle Master Plan, along with the Uptown/Town Center Specific Plan, both adopted by the City Council has Riverside Ave. designated as a Bicycle Boulevard with Class II Bicycle lanes from 24th St to 4th St.

It has come to the Committee's attention that with the finishing of the new freeway on/off ramp, that Riverside will be re-striped, however, not with Class II Bicycle lanes as indicated in the Bicycle Master Plan, but with 'sharrow's. This is because the road is not wide enough in places to accommodate the Class II lanes with out taking out some parking places.

The Committee has some concerns about safety and viability of putting sharrrows on this stretch of road. Riverside Ave. is supposed to be a main connector route for cyclists and as sharrrows are useful in certain areas, we think asking cyclists and motorists to share the lanes (cyclists are allowed by law to 'take the lane' when sharrrows are present) is not a good idea on this stretch of road.

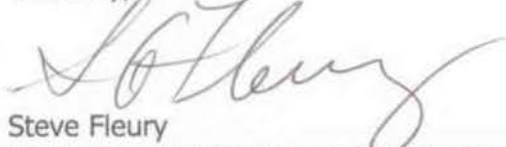
We would like to see the original plan of Class II Bicycle lanes implemented.

I made a presentation at the May meeting of the Parks and Recreation Advisory Committee. With council members Steve Martin and John Hamon present, they voted unanimously to endorse the use of Class II Bicycle Lanes on Riverside Ave.

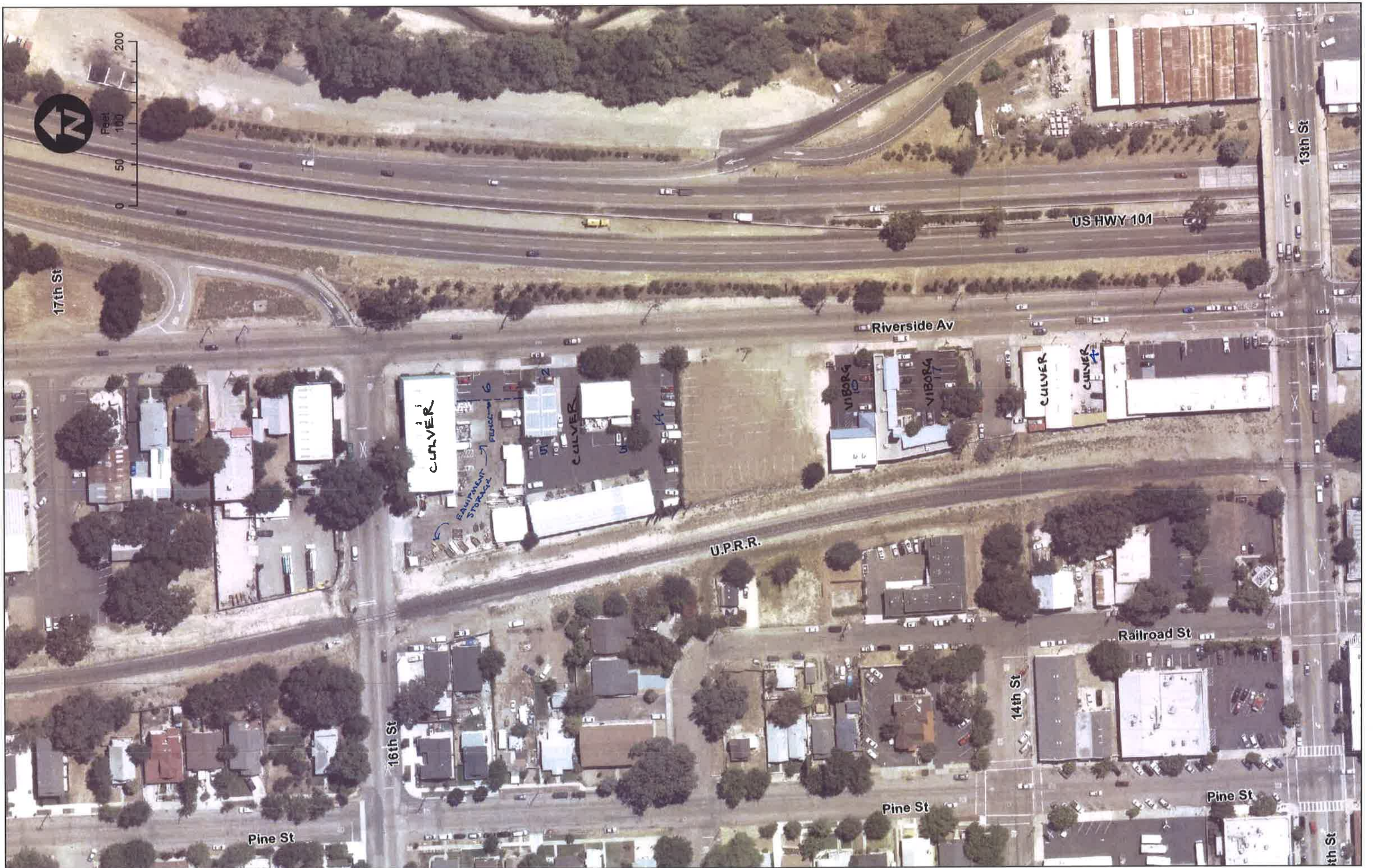
While cognizant of the issue of losing parking spaces, we have done an informal study of the street and it seems that all the businesses on the street have their own parking lots and these street parking spaces are sparsely used, at best.

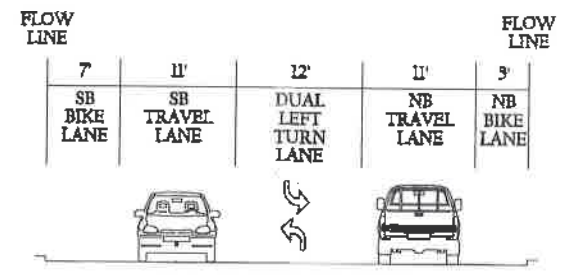
The committee respectfully requests that the council direct staff to prepare a report on fulfilling city policy by implementing Class II Bicycle lanes on Riverside Ave. between 10th and 17th, which is the stretch of road being considered for striping as the new freeway on/off ramp comes online.

Sincerely,



Steve Fleury
Chair, Paso Robles Bicycle Stakeholder Committee





RIVERSIDE AVENUE
TYPICAL SECTION
14TH STREET TO 16TH STREET

13TH STREET

14TH STREET

16TH STREET

RIVERSIDE AVENUE

SOUTHBOUND US 101

NORTHBOUND US 101

**RIVERSIDE AVENUE
10TH STREET TO 17TH STREET
CONCEPTUAL STRIPING DESIGN**

Caryn Jackson

From: John Falkenstien
Sent: Friday, July 11, 2014 10:15 AM
To: Council
Cc: Jim App; Ed Gallagher; Ditas Esperanza; Susan DeCarli; Doug Monn
Subject: Workshop Thursday Night 7-10

Last night we hosted a workshop regarding the implementation of bike lanes on Riverside Avenue between 13th Street and 17th Street. The workshop was well attended. We received commentary as follows:

George White: *Riverside Avenue is too busy to accommodate bikes.*

Bill Haas: *Bikes have every right to use the street. Bike lanes will make the street safer.*

Robin Hawkes-Culver: *Was there any consideration for moving the southbound bikers to Pine Street?*

Steve Fleury: *Bike lanes on only one side of the street may not be consistent with the Manual of Uniform Traffic Control Devices. Studies show bike lanes calm traffic. Riverside bike lanes are a key element of the City's bike network.*

Bill Haas: *People won't ride if its not safe*

Bill Culver: *Why not put the bikes on Spring Street?*

Milt Culver: *With the new ramps, traffic on Riverside Avenue will increase. It will not be safe for bikes.*

Bill Culver: *We're going to lose parking that we need.*

Paul Viborg: *These businesses have suffered through a long construction period. Why not put off the bike lanes until we widen Riverside Avenue appropriately to allow both parking and bike lanes.*

Dan Rivoire: *Town Centre Plan and Bike Master Plan have highlighted Riverside Avenue as a bike corridor. Bike lanes provide safety. Without them, bikers will take a lane and compete with through traffic. Is there any opportunity to remove the center turn lane?*

Paul Viborg: *The City doesn't maintain the bike lanes they build.*

Larry Werner: *The bike lanes should be added.*

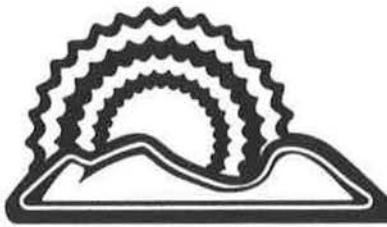
Mitch Culver was not able to attend the meeting but left comments with me prior to the meeting as follows:

The bike lanes are premature until we see how much traffic we have as a result of the new ramps.

It is not reasonable to place the bike lanes on a build-it-and-they-will-come basis. We have no assurance the bike lanes will be used.

We are particularly concerned about the southbound direction. What is the destination? If downtown, Pine Street via 16th Street is a better option. If Vine Street and southerly points then 16th Street to Vine is a better option.

The intersection of 13th and Riverside will be overwhelmed with traffic if you add more to the intersection. The bike lane will turn off because the right turn lane is in that space so what is gained?



San Luis Obispo County Bicycle Coalition

June 17, 2014

Paso Robles City Council
1000 Spring Street
Paso Robles, CA 93446

Dear Paso Robles City Council

The San Luis Obispo County Bicycle Coalition would like to request additional review of lane striping on Riverside Ave. We believe additional review is necessary as Riverside is not scheduled to be striped with bike lanes when completed in coming months despite being designated to receive them in the City Council approved in both the Uptown/Town Center Specific Plan and Paso Robles Bicycle Master Plan.

The Bicycle Coalition exists to improve the quality of life throughout the Central Coast through bicycle advocacy, education, and inspiration. With over 800 members throughout the region, our efforts are motivated directly by the wants and needs of people that believe community wellbeing is dependent on safe and easy access to active transportation. We have a long history of working with community members in Paso Robles. Bike education activities teaching safe and legal riding practices are consistently hosted at schools, community centers, and through local events.

Thanks to correspondence with parents and local community members, we have been notified that Riverside is scheduled to be striped with shared lane markings on the blocks adjacent to the onramp. Shared lane markings can be a valuable tool for traffic engineers to utilize when there is absolutely no space available for on street bike lanes. Nevertheless, shared lane markings, in accordance with the California Vehicle Code, communicate to people riding bikes that controlling the traffic lane in circumstances when on street parking is present is legal and improves personal safety. By failing to stripe bike lanes continuously from 24th to 4th street as designated in the Bike Plan, the City of Paso Robles will increase the likelihood of conflict between people driving bikes and cars therefore creating an unsafe situation on the road.

We respectfully request Council direction to allow for additional public review of striping plans for Riverside or approve bike lanes to be striped on Riverside directly. Thank you for your consideration.

Sincerely,

Dan Rivoire
Executive Director, San Luis Obispo County Bicycle Coalition