



Council Agenda Report

From: David Athey, City Engineer

Subject: Status Report Update: Montebello Oaks Drive / Skyview Drive Class 2 Bike Lane Striping

Date: October 3, 2017

Facts

1. In May 2017, the City received a number of inquiries and complaints regarding the installation of Class 2 bike lane striping on Montebello Oaks Dr. and Skyview Dr.
2. The Striping was installed as a routine matter after roadway resurfacing and to be consistent with the Union Road / 46 Specific Plan, Bicycle Master Plan, the 2013 City Council Policy, and the City Engineering Standard for Local Streets.
3. A number of citizen concerns were received by the City prior to and after striping completion. The concerns included the apparent reduced road width based on the roadway speed, narrow parking lane width and lack of bicyclists on each of the subject roads. Staff also received compliments about the striping from some residents who liked the striping.
4. Speeding through the residential neighborhood (25 mph speed limit) is a concern on Montebello Oaks Dr. and Skyview Dr. A 2014 traffic study showed the 85th percentile speed as about 35 mph. Speeding on Montebello is related to the road's width, design, and a driver's comfort with the physical roadway conditions.
5. Staff presented Council with information regarding the street striping and citizen concerns on May 16, 2017, and again on June 20, 2017.
6. The City Council directed staff to go back and study how the bike lane striping affects the traffic flow and safety of the affected neighborhoods, and work with the Police Department to evaluate the alternatives.
7. Staff hired a traffic count firm to determine traffic speeds. This study was conducted based on citizen concerns that the new striping was too narrow and unsafe. The traffic counts were conducted over four weeks in June and July. The traffic counts indicate that the traffic volumes on both roads are less than 1,200 cars per day. The traffic volume is indicative of the surrounding residential subdivision.
8. Half way through the 30-day traffic counts, center line tabs were installed to delineate the centerline stripe. The tabs were installed temporarily because of anecdotal comments from residents that expressed discomfort at not having a center line (residents said they felt like cars going the opposite direction were going to side-swipe them). The speed survey results indicate that the bidirectional 85th percentile speed was 35 mph for the first half of the time, and 35 mph after the center line tabs were installed.
9. Data indicates that traffic speeds did not significantly change because of the striping or new paving. The bike lane striping is not creating hazardous driving conditions, increasing speeds, or causing driver confusion.

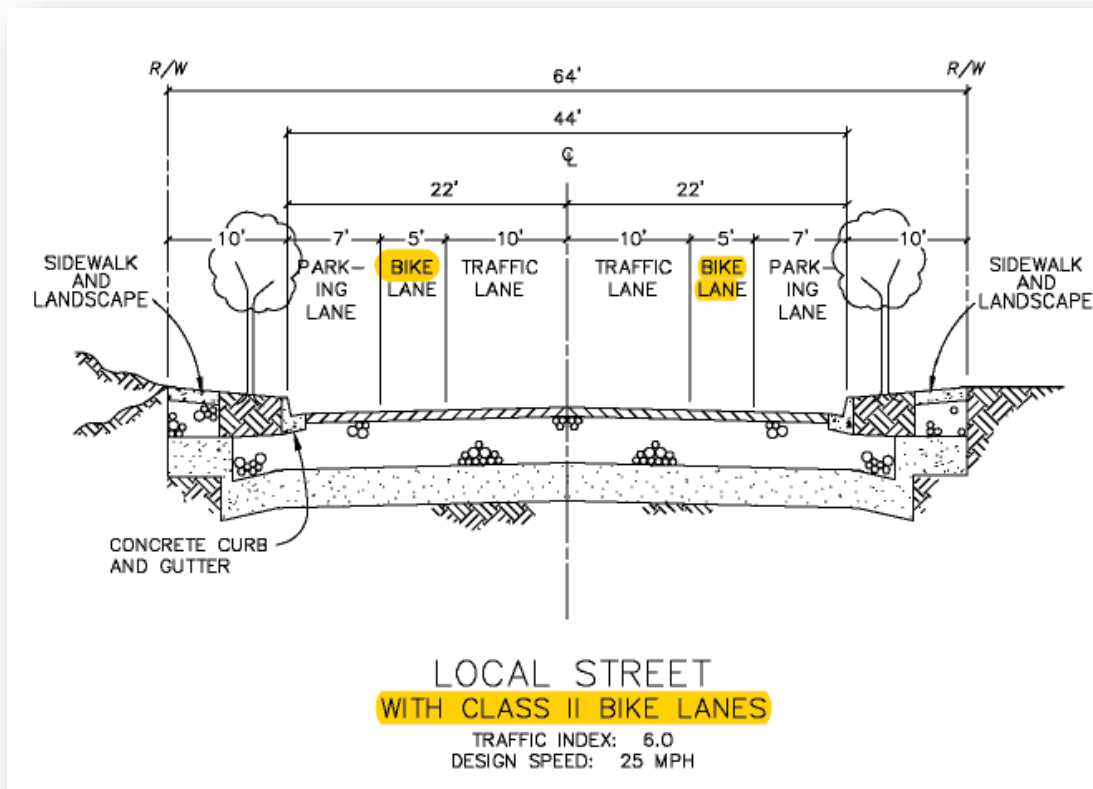
10. Data indicates that drivers regularly exceed the 25 mph speed limit and speeding is still an issue in this neighborhood. The speed survey results indicate that a little under half of drivers are driving at 25 mph or faster on Montebello Oaks Drive.

Options

1. Do nothing.
2. Leave the Class 2 striping in place.
3. Direct staff to remove the outer bike lane striping if Montebello Oaks / Skyview Drive are eliminated as bike routes in the update of the *Bike and Pedestrian Master Plan* that is scheduled to be completed in the next few months.
4. Paint out the outer bicycle lane striping immediately.
5. Refer back to staff for additional analysis and options.

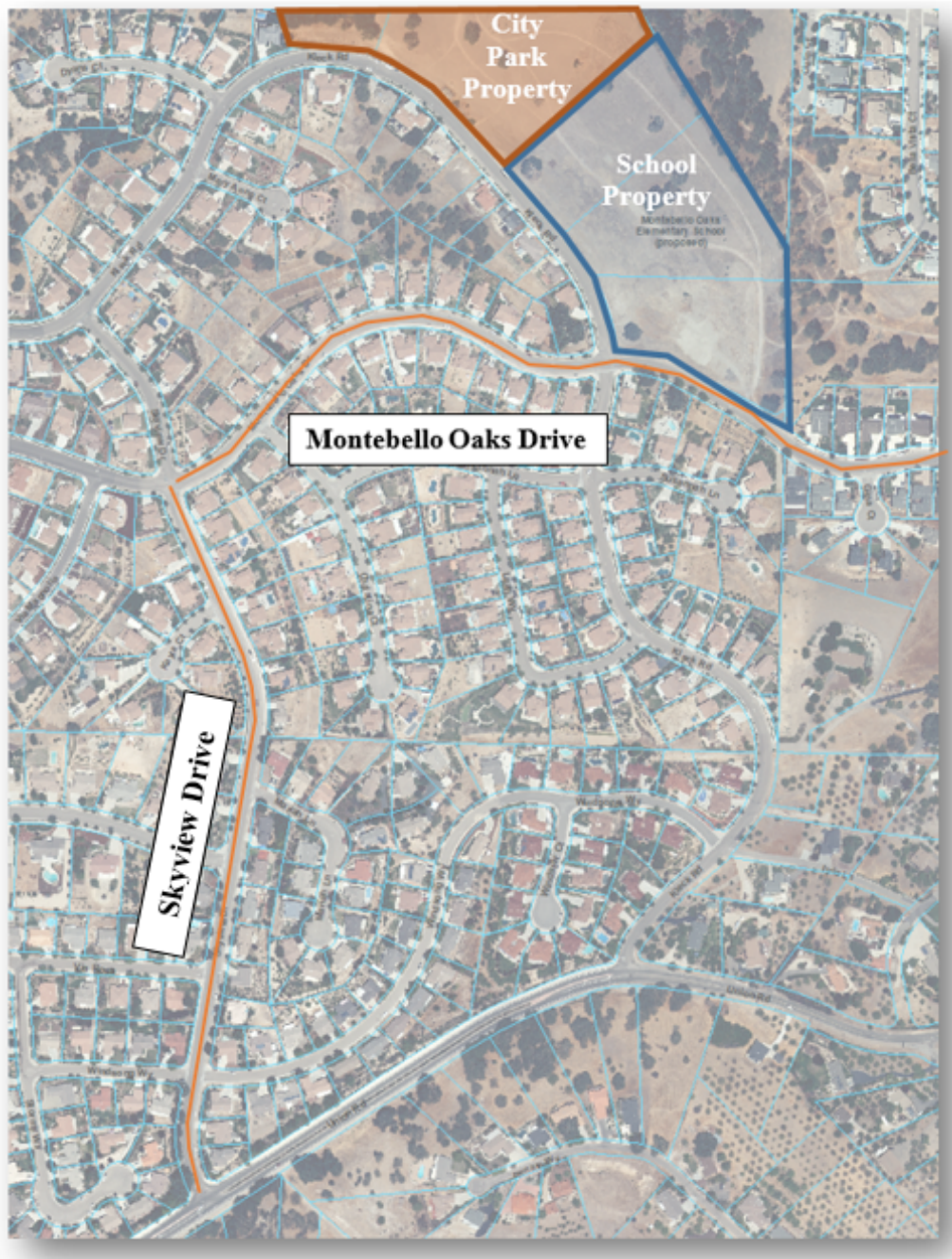
Analysis and Conclusions

Class II bicycle striping is intended to enhance safety for cyclists by providing them with a separate lane consistent with the 2009 *Bicycle and Pedestrian Master Plan*. This enables traffic to flow, since slower moving bicycles will not conflict or impede through vehicle traffic as can happen with share the road markings (“sharrows”). Class II bike lane striping is included on the City’s Engineering Standard for Local Streets as shown below. The road layout shown below is used when specified by the City’s Bicycle Plan or an adopted Specific Plan. The striping was included in the slurry seal project based on staff’s due diligence to implement the bike lane requirements contained in the *Union Road / 46 Specific Plan* and the *Bike and Pedestrian Master Plan*. Staff has learned from this experience and will be notifying neighborhoods of significant striping changes in future road maintenance projects.



A question raised in previous meetings has been “why do Skyview Drive and Montebello Oaks Drive have bike lanes in the first place?” As mentioned above, the *Union Road / 46 Specific Plan* included bike lanes on both Skyview and Montebello Oaks. However, this does not explain why each street were identified for bike lanes in the specific plan. Additional research in that area reveals that the Paso Robles School

District owns an elementary school site off of Montebello Oaks Drive. In addition, the City owns several large parcels, next to the school site, that were purchased for parkland use. The two parcels and the two subject roads are shown below. It appears that the bike lanes were planned for each Drive as a future route to school and the parkland. Inclusion of Class II bike lanes on these two roads makes sense, since Class II bike lanes are similar to collector roads in that bikes would funnel from the neighborhood roads to the major streets. Examples of other areas of town that have bike lanes near schools include Vine Street and Creston Road.



Picture 2 – School and Park Site off Montebello Oaks Drive

A major theme of the received complaints was that the narrow lanes would be more dangerous and that drivers would be confused by the narrow lane width. The speed and volume data collected during the 30-day period indicates that drivers became accustomed to the striping and the 10-foot lanes. This

observation is based on the lack a significant change in driver speeds both with and without the centerline delineation. The 85th percentile speed, the speed which is used to set speed limits, remained at 35 mph both before and after the test.

Another concern about the bike lanes was related to bike and parking lane width. When the lanes were first painted the outside stripe was installed first. This caused some concern in the neighborhood as it looked as if the bike lanes were 12-feet wide. However, a second bike lane stripe was installed and the bike lane was established at the standard five-foot bike lane with a seven-foot parking lane. A seven-foot parking lane is one of two standard parking widths used in the City. The City has established a seven-foot parking lane on local streets (see section above). This allows the City more options when striping for bike lanes and travel lanes as road widths can vary depending on when the road was built. A few residents have voiced a concern that RVs and some oversized vehicles are encroaching into the bike lane. This is anticipated in the standard as it is used primarily on streets with lower volumes and speeds. The City has not received any complaints regarding vehicle encroachment into the bike lanes on either road other than the voiced concerns. In addition, any encroachment by an RV or other oversized vehicle in a bike lane would be temporary as long-term RV/oversized vehicle parking on City streets is not allowed.

Option 2. Based on the data collected, the 10-foot lanes, both with and without the delineation, are not causing driver confusion or a dangerous condition. In addition, the width of the parking and bike lanes are also not causing driver confusion or a dangerous situation for drivers or bicyclists. Lastly, because of the proximity of the School District and City Properties and their eventual development as a school and park, class II bike lanes on both Drives are warranted, even if installed prior to school and park development. Therefore, staff is not recommending changes to the striping on Montebello Oaks or Skyview Drives.

Option 3. Another option is to wait for the outcome of the Bicycle and Pedestrian Master Plan that is currently under revision. The current plan contains the requirement for Class II bike lanes on both Drives. Should the new plan not contain a requirement for bike lanes on both Drives then Public Works could paint the lane side bike lane line and the symbols black. The parking side line is recommended to remain. This would ensure the striping is consistent with the Bicycle and Pedestrian Master Plan.

Option 4. The fourth option is to direct staff to immediately paint the lane side bike lane line and the symbols black. This may result in an inconsistency with the Bicycle and Pedestrian Master Plan.

Fiscal Impact

There is no fiscal impact if the striping is left in place. If the lane lines and symbols are painted black, it will cost between \$5,000 to \$10,000, depending on the bids received by the City. In addition, the black would have to be refreshed periodically, as it would wear.

Recommendation

Direct staff to remove the outer bike lane striping if Montebello Oaks / Skyview Drive are eliminated as bike routes in the update of the *Bike and Pedestrian Master Plan*, which is scheduled to be completed in the next few months. If and when the School District builds a school or the City builds a park, the lanes would be re-installed.

Attachments

None.



CITY OF EL PASO DE ROBLES

"The Pass of the Oaks"

September 13, 2017

Dear Property Owner:

We are notifying you as the owner of property that is close to or on Montebello Oaks or Skyview Drive, that the City Council will holding a public meeting to discuss the Montebello Oaks and Skyview drive road striping. The City resurfaced and striped the street in May 2017, and was made aware of citizen concerns regarding the narrowness of the road and lack of centerline striping. The City completed a study of speeds and traffic volumes to determine if striping changes are warranted. The City Council will receive staff's recommendation at the October 3rd meeting on the striping's final dispensation.

HEARING: The City Council will hold a Public Hearing on October 3, 2017, at 6:30 p.m. at the Library Conference Center, 1000 Spring Street, Paso Robles, California.

STAFF REPORT: The Staff report will be available on the City web site on September 28, 2017, at: <http://www.prcity.com/government/citycouncil/index.asp>

Questions about the staff report may be directed to the Community Development Department at (805) 237-3970 or via email at planning@prcity.com. Comments on the proposed application may be mailed to the Community Development Department, or emailed to planning@prcity.com provided that such comments are received prior to the time of the hearings.

Copies of the staff report pertaining to this project will be available for review at the Community Development Department on the Thursday preceding each hearing (copies are available for purchase for the cost of reproduction, or they can be downloaded at the web address above). If you have any questions, please contact the Community Development Department at (805) 237-3860.

Sincerely,

David M. Athey
City Engineer