# Table of Contents

Executive Summary .............................................................................................................................4  
Chapter One: Introduction ................................................................................................................6  
  1.1 Purpose
  1.2 Background
  1.3 Definitions
Chapter Two: Setting ........................................................................................................................14  
  2.1 Location
  2.2 Character
  2.3 Urban Form and Development Patterns
Chapter Three: Bicycle Facility Inventory ..................................................................................22  
  3.1 Santa Maria Existing Facilities
Chapter Four: Bicycle Support Facilities ....................................................................................32  
  4.1 Bicycle Parking and Support Facilities
Chapter Five: Connections .............................................................................................................40  
  5.1 Regional Bicycle Network
  5.2 Multi-Modal Connections
  5.3 Neighboring Communities
  5.4 Village Squares
Chapter Six: Bicycle Safety And Education ..................................................................................54  
  6.1 Police Force
  6.2 For The Children And Teens
  6.3 For The Adult Cyclists
  6.4 For Motorists
  6.5 Education Programs
Chapter Seven: Goals, Objectives And Policies ...............................................................................62  
  7.1 Goals
  7.2 Objectives
  7.3 Policies
Chapter Eight: Bicycle Funding Sources .......................................................................................70  
  8.1 Federal
  8.2 State Of California
  8.3 Local
  8.4 Non-Traditional Funding
Chapter Nine: Recommendations .....................................................................................................84  
  9.1 Recommended Bikeway Network
  9.2 Recommended Support Facilities and Programs
  9.3 Recommended Network Projects
Chapter Ten: Implementation .........................................................................................................84  
  10.1 Implementation Process
  10.2 Implementation of Top Priority Projects
  10.3 Cost Breakdown
Executive Summary

VISION

The guiding vision for this plan is to support the gradual transformation of the City of Santa Maria into a "progressive bicycle-friendly community where residents can easily integrate bicycling into their daily lives."

PLAN COMPONENTS

This plan includes a network of existing and planned bicycle routes that will help support the vision. It also includes developing and improving other aspects of Santa Maria’s bicycling infrastructure, including: bicycle parking and end of trip facilities, the integration of bicycling and transit as a way to increase convenience for cyclists and lowering demand for automobile transportation, conducting education programs that increase safety and invite new users to Biggs’ bicycle transportation system.

GUIDING PRINCIPLES

The following goals and principles guide the vision of the Santa Maria Bikeway Master Plan:

IMPROVING SAFETY

Providing safety and educational programs, assigning dedicated road space to cyclists and alerting motorists of their presence will help improve safety and convenience for all users of Santa Maria’s streets and sidewalks. Bicycling can also serve as a mobility need for all ranges of citizens. By providing safe and comfortable routes to schools and parks, the City will be able to promote life long habits of active living and independence for children, seniors and other adults.

CONNECTING LOCAL AND REGIONAL DESTINATIONS

Providing safe and convenient connections to destinations in Santa Maria and neighboring communities will increase bicycle use and lower demand for automobiles. Also, by connecting to regional trails, this will expand the number of potential destinations available to Santa Maria residents and potentially increase the number of individuals coming to Santa Maria, which in return will improve economic conditions for local businesses.

CYCLING TO PROMOTE COMMUNITY HEALTH

A safe and appealing bicycle transportation network will help improve community health by increasing opportunities for active living for all of Santa Maria’s citizens.

CYCLING AS AN ALTERNATIVE TRANSPORTATION OPTION

A high quality bicycle network will make it easy and convenient for citizens of Santa Maria to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand the use of cycling and reduce the impact and usage of automobile.

BENCHMARK

Success for this Plan will be measured by increases in the number of completed proposed bicycle facilities and by the number of people who cycle in Santa Maria as a means of fulfilling at least some of their daily transportation and mobility needs.
Chapter One

Introduction
Introduction

Bicycling is increasingly recognized as an important component of a city’s transportation system. Not only can it reduce automobile traffic, air pollution and energy consumption, but it can also improve the health and quality of life of the residents and visitors. The Santa Maria Bikeway Master Plan provides a blueprint for bicycle transportation and recreation in the City of Santa Maria. This Bikeway Master Plan seeks to build upon this foundation – to enhance and expand the existing bikeway network, connect gaps, address constrained areas and improve intersections, provide for greater local and regional connectivity, and encourage even more residents to use bicycles as their primary mode of transportation.

The Plan covers the “4 E’s” of planning for bicyclists – Engineering, Education, Encouragement, and Enforcement – recognizing that an approach that draws from all 4 E’s will be the most successful in improving safety and increasing the number of Santa Maria residents bicycling to work, shopping, school, and recreation.

This plan includes a network of existing and planned bicycle routes that will help support the vision. It also includes developing and improving other aspects of Santa Maria’s bicycling infrastructure, such as bicycle parking and other end of trip facilities. It also supports the integration of bicycling and transit as a way to increase convenience for cyclists and lowering demand for automobile transportation. It also recommends a variety of programs to allow for safe, efficient and convenient bicycle travel within Santa Maria, as well as regional destinations.

1.1 PURPOSE

The Santa Maria Bikeway Master Plan provides the long-term framework to improve and encourage bicycle transportation throughout the city. This document is an update to the 2009...
Bicycling has become an increasingly popular method of travel. Now more than ever, many are attracted to the known cost and energy savings, environmental benefits, and health advantages. Others are simply unable to drive due to youth, finances, or otherwise, and they use bicycles as their primary means of transportation.

Santa Maria is perfectly suited for bicyclists due to the flat terrain and favorable climate. The City’s flat terrain provides a strong basis for the establishment of a bikeway system. Depending on the location, overall development of bikeways may be a responsibility of city, county, state, or federal government. The City of Santa Maria plans bikeways within its sphere of influence. The City is responsible for the development of bikeways within its incorporated limits, while the county is responsible for the unincorporated area. Caltrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government would be responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

Planning and implementation of bikeways is not a mandated process, but one undertaken by communities at their discretion. Funding programs have become increasingly flexible about how the transportation monies may be spent, expanding project eligibility to include bicycle and pedestrian paths. However, many discretionary funding sources require that bikeway projects must be part of a bicycle transportation plan in order to be eligible for funding. It is up to the individual jurisdictions to either propose bikeway projects for these funding sources, or decide to use transportation allocations on bikeways.

1.3 DEFINITIONS

The City of Santa Maria uses Caltrans’ design standards, as described in Chapter 1000 of the Caltrans Highway Design Manual, dated July 1993 (Appendix A illustrates each bikeway classification). It also follows standards based off of American Association of State Highway and Transportation Officials (AASHTO). Because this Bicycle Master Plan is being prepared to meet Caltrans Bicycle Transportation Account requirements, all bikeways recommended under this plan will meet the minimum design standards of basic Caltrans bikeway types:

**Class I Bike Path:** Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Caltrans Standards call for Class I bikeways to have 8 feet (2.4 meters) of pavement with 2 foot (0.6 meters) graded shoulders on either side, for a total right-of-way of 12 feet (3.6 meters). These bikeways must also be at least 5 feet (1.5 meters) from the edge of a paved roadway.

**Class II Bike Path:** Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles within through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Caltrans standards generally require a 4-foot (1.2 meters) bike lane with a 6-inch (150mm) white stripe separating the roadway from the bike lane.

**Class III Bike Path:** Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are no special markings required for a Class III bike route.
The City of Santa Maria has adopted Caltrans bikeway standards in their new development. However, in the past, Santa Maria had used their own unique Multi-Purpose Trail classification. The definitions are provided below because some approved Specific Plans still reference the definition of these Multi-Purpose Trail classifications.

**Multi-Purpose Trail I:** Equivalent to a Caltrans Class I facility, this is a completely separated joint use facility designed for shared pedestrian and bicycle use. These facilities may be located along rivers, abandoned and existing railroads, utility rights of way and between regional parks. For purposes of this plan, “Class I” and “Multi-Purpose Trail I” refer to the same type of paved, off-street bicycle facility. The City of Santa Maria requires Multi-Purpose Trail I facilities to be a minimum of 8 feet in width, the same as Caltrans standards.

**Multi-Purpose Trail II:** This refers to a corridor that has both an off-street bike path (Class I) and a striped on-street bike lane (Class II). This type of facility is intended to meet the needs of varying levels of bicycle users. More experienced cyclists may prefer to ride in the street, while less experienced cyclists may prefer to ride on the parallel trail. The off-street portion of a Multi-Purpose Trail II facility is required to be 8 feet wide (and can be monolithic or serpentine), while the on-street portion is required to be a minimum of 5 feet wide.

Future bikeway facilities developed in Santa Maria will follow the Caltrans standard Class I, II and III classifications discussed above, and will no longer use the Multi-Purpose Trail I and II nomenclature. In some instances, however, it is appropriate to develop multipurpose trails for hikers, joggers, equestrians, and bicycles. Some of these trails will not be paved and will not meet the standards for Class I bikeways. As such, these facilities should not be signed as bikeways. Rather, they should be designated as multi-purpose trails along with regulatory signing to restrict motor vehicles, as appropriate. In the instance where the trail is paved, it can replace the traditional sidewalk and serve as both the sidewalk and recreational trail.
Chapter Two
Setting
Chapter Two
Setting

IN THIS SECTION:
2.1 LOCATION
2.2 CHARACTER
2.3 URBAN FORM AND DEVELOPMENT PATTERNS

This chapter provides an overview of Santa Maria, regarding the demographics and context of the City.

Setting

This chapter provides a description of existing conditions within the City of Santa Maria relevant to this Bikeway Master Plan. Information is based on field visits, existing planning documents, maps, and conversations with City and other agency staff.

2.1 LOCATION

Santa Maria is located at the northern end of the Santa Maria Valley in Santa Barbara County. Encompassing 23.2 square miles, the city is bordered on the north by the Santa Maria River, by unincorporated agricultural lands on the east and west, and by the unincorporated community of Orcutt on the south. The Santa Maria River serves as the county line between Santa Barbara County on the south and San Luis Obispo County to the north.

2.2 CHARACTER

The topography of Santa Maria is generally flat as it sits in the floodplain along the Santa Maria River. Much of the area is characterized by large areas of cultivated agricultural fields, growing crops that include: strawberries, lettuce, spinach, and wine grapes.

2.3 URBAN FORM AND DEVELOPMENT PATTERNS

2.3.1. Land Use Patterns

Santa Maria is a suburban community with a small-town feel and a wide mix of land uses. Although surrounded by vast agricultural fields, there is very little agricultural land within the incorporated city limits.
Residential Areas

Residential land uses are distributed throughout the city. Single-family homes dominate the neighborhoods, with notable progressive growth throughout the City’s boundaries.

Schools

Safe routes between schools and the adjacent residential areas are important not only for the students’ safety, but can provide an easy means of reducing vehicular trips by reducing the need for parents to drop off and pick up the kids at school.

Table 2.1: Schools In Santa Maria

<table>
<thead>
<tr>
<th>School Name</th>
<th>Grades</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adam Elementary</td>
<td>K-6</td>
<td>500 W. Windsor</td>
</tr>
<tr>
<td>Agape School of Christian Education</td>
<td>K-12</td>
<td>109 W. Fesler St.</td>
</tr>
<tr>
<td>Alvin Elementary</td>
<td>K-6</td>
<td>301 E. Alvin Ave.</td>
</tr>
<tr>
<td>Arellanes Elementary</td>
<td>K-6</td>
<td>1890 Sandalwood Dr.</td>
</tr>
<tr>
<td>Arellanes Junior High</td>
<td>7, 8</td>
<td>1890 Sandalwood Dr.</td>
</tr>
<tr>
<td>Benjamin Foxen Elementary</td>
<td>K-8</td>
<td>4949 Foxen Canyon Rd.</td>
</tr>
<tr>
<td>Bonita Elementary</td>
<td>K-6</td>
<td>2715 W. Main St.</td>
</tr>
<tr>
<td>Bruce Robert Elementary</td>
<td>K-6</td>
<td>601 W. Alvin Ave.</td>
</tr>
<tr>
<td>Calvin C. Oakley Elementary</td>
<td>K-6</td>
<td>1120 W. Harding St.</td>
</tr>
<tr>
<td>Central Coast Preparatory</td>
<td>K-12</td>
<td>785 Glen Eagles Dr.</td>
</tr>
<tr>
<td>Christ the King</td>
<td>K-12</td>
<td>1431 Mount Whitney Way</td>
</tr>
<tr>
<td>Crossroads Christian Junior High</td>
<td>7, 8</td>
<td>1550 S. College Dr.</td>
</tr>
<tr>
<td>David J. Sanchez Sr. Elementary</td>
<td>K-6</td>
<td>804 W. Liberty St.</td>
</tr>
<tr>
<td>Delta High</td>
<td>9-12</td>
<td>251 E. Clark Ave.</td>
</tr>
<tr>
<td>El Camino Jr. High</td>
<td>7, 8</td>
<td>219 W. El Camino</td>
</tr>
<tr>
<td>Ernest Righetti High</td>
<td>9-12</td>
<td>251 E. Clark Ave.</td>
</tr>
<tr>
<td>Fairlawn Elementary</td>
<td>K-6</td>
<td>120 N. Mary Dr.</td>
</tr>
<tr>
<td>Fesler Junior High</td>
<td>7, 8</td>
<td>1100 E. Fesler St.</td>
</tr>
<tr>
<td>George Washington Battles Elementary</td>
<td>K-6</td>
<td>605 E. Battles Rd.</td>
</tr>
<tr>
<td>Liberty Elementary</td>
<td>K-6</td>
<td>1300 W. Sonya Ln.</td>
</tr>
<tr>
<td>Miller Issac Elementary</td>
<td>K-6</td>
<td>410 E. Camino Colegio</td>
</tr>
<tr>
<td>Ols Academy</td>
<td>K-8</td>
<td>4056 Sandy Ct.</td>
</tr>
<tr>
<td>Ontiveros Elementary</td>
<td>K-6</td>
<td>930 W. Rancho Verde</td>
</tr>
<tr>
<td>Pacific Christian</td>
<td>K-8</td>
<td>3435 Santa Maria Way</td>
</tr>
<tr>
<td>Pioneer Valley High</td>
<td>9-12</td>
<td>675 Panther Dr.</td>
</tr>
<tr>
<td>Rice Willian Elementary</td>
<td>K-6</td>
<td>700 E. Vickie Ave.</td>
</tr>
<tr>
<td>Santa Maria High</td>
<td>9-12</td>
<td>901 S. Broadway</td>
</tr>
</tbody>
</table>

Commercial Areas

Commercial land uses are distributed throughout the City, but are primarily focused along Broadway, in the Town Center, and at the Betteravia Road Shopping Complexes. The Santa Maria Public Airport Business Park occupies a sizeable area between McCoy Road and Foster Road to the west of the Orcutt Expressway.

Major Employment Centers

The City of Santa Maria’s pattern of development provides for dispersed employment centers, with significant concentrations of employees. Many of these centers are located along the freeway and arterial roadway corridors, as well as in the vicinity of the Santa Maria Public Airport Business Park.

Primary industries include the valley wide agricultural industry with well over 30,000 acres in cultivation, and thousands of persons employed both directly by agriculture and in the packing and shipping industries. Other significant light industrial uses are located around the City’s airport, and the oil industry continues to play an important although diminishing role in the local economy.

The locations of Santa Maria’s ten largest employers are shown in Table 2.2 below.
Recreational Areas

The Recreation and Parks department operates 234 acres of developed parkland in 26 neighborhood and community parks, including 40 acre Preisker Park, 30 acre Adam Park and 21 acre Hagerman Sports complex. Waller Park, managed by the Santa Barbara County Department of Parks, is a 153-acre regional park that also serves Santa Maria residents. Undeveloped open space and parkland includes the 250-acre Santa Maria River Basin, various retention basins, and the 1,500-acre open space at Los Flores Ranch at Dominion Road. The City’s General Plan calls for 4.7 acres of park and open space land per 1,000 residents.

Parks and recreation facilities are an important source of bicycle support facilities for Santa Maria cyclists. Santa Maria’s existing multi-purpose trail network connects to many of the city’s parks. Parks and other recreation facilities provide bicycle racks, restrooms and changing facilities. Table 2.3 lists major park and recreation facilities in Santa Maria.

Table 2.2: Ten Largest Employers in Santa Maria

<table>
<thead>
<tr>
<th>Major Employers</th>
<th>Number of Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Maria-Bonita School District</td>
<td>1,615</td>
</tr>
<tr>
<td>Marian Medical Center</td>
<td>1,300</td>
</tr>
<tr>
<td>Allan Hancock College</td>
<td>1,200</td>
</tr>
<tr>
<td>Orcutt Union School District</td>
<td>670</td>
</tr>
<tr>
<td>Santa Maria Joint Union School District</td>
<td>629</td>
</tr>
<tr>
<td>City of Santa Maria</td>
<td>587</td>
</tr>
<tr>
<td>Den-Mat Corporation</td>
<td>585</td>
</tr>
<tr>
<td>C &amp; D Aerospace</td>
<td>405</td>
</tr>
<tr>
<td>Vocational Training Center</td>
<td>300</td>
</tr>
<tr>
<td>Costco</td>
<td>270</td>
</tr>
<tr>
<td>United Parcel Tele-Service</td>
<td>256</td>
</tr>
<tr>
<td>Rabobank</td>
<td>192</td>
</tr>
</tbody>
</table>

Table 2.3: Parks and Other Recreational Facilities in Santa Maria

<table>
<thead>
<tr>
<th>Park/Facility Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Preisker Ranch Park</td>
<td>801 W. Boxcar</td>
</tr>
<tr>
<td>Preisker Park</td>
<td>330 Hidden Pines Way</td>
</tr>
<tr>
<td>Grogan Park</td>
<td>1155 W. Rancho Verde</td>
</tr>
<tr>
<td>Jim May Park</td>
<td>809 Stanford Dr.</td>
</tr>
<tr>
<td>Oakley Park</td>
<td>1300 N. Western</td>
</tr>
<tr>
<td>Atkinson Center and Park</td>
<td>1000 N. Railroad</td>
</tr>
<tr>
<td>Rice Park</td>
<td>700 E. Sunset</td>
</tr>
<tr>
<td>Tunnell Park</td>
<td>1100 N. Paliade Dr.</td>
</tr>
<tr>
<td>Edwards Community Center and Sierra Vista Park</td>
<td>809 Panther Dr.</td>
</tr>
<tr>
<td>Veterans’ Memorial Community Center and Park</td>
<td>313 W. Tunnell St.</td>
</tr>
<tr>
<td>Rosalind Perlman Park</td>
<td>100 N. Broadway</td>
</tr>
<tr>
<td>Armstrong Park</td>
<td>1000 E. Chapel St.</td>
</tr>
<tr>
<td>Russell Park</td>
<td>1000 W. Church St.</td>
</tr>
<tr>
<td>Paul Nelson Aquatic Center and Simas Park</td>
<td>600 S. McClelland St</td>
</tr>
<tr>
<td>Abel Maldonado Community Youth Center</td>
<td>600 S. McClelland St</td>
</tr>
<tr>
<td>Recreation and Parks Administrative Offices</td>
<td>615 S. McClelland St</td>
</tr>
<tr>
<td>Elwin Mussell Senior Center and Alice Trefs Park</td>
<td>510 E. Park Ave.</td>
</tr>
<tr>
<td>Community Garden</td>
<td>900 S. Oakwood Dr.</td>
</tr>
<tr>
<td>Joe White Park</td>
<td>500 S. Paliade Dr.</td>
</tr>
<tr>
<td>Buena Vista Park</td>
<td>800 S. Pine St.</td>
</tr>
<tr>
<td>Westgate Ranch Center</td>
<td>1300 Marsala Ave.</td>
</tr>
<tr>
<td>Westgate Ranch Park</td>
<td>1800 Westgate Rd.</td>
</tr>
<tr>
<td>Minami Community Center and Adam Park</td>
<td>600 W. Enos Dr.</td>
</tr>
<tr>
<td>Newlove Community Building</td>
<td>1619 S.Thornburg St.</td>
</tr>
<tr>
<td>Fletcher Park</td>
<td>2200 S. College Dr.</td>
</tr>
<tr>
<td>Rodenberger Park</td>
<td>2700 Santa Barbara Dr.</td>
</tr>
<tr>
<td>Rotary Centennial Park</td>
<td>2625 S. College Dr.</td>
</tr>
<tr>
<td>Maramonte Park and Center</td>
<td>620 E. Sunrise Dr.</td>
</tr>
<tr>
<td>Marilyn Stanley Park</td>
<td>2600 La Costa Dr.</td>
</tr>
<tr>
<td>Hagerman Sports Complex</td>
<td>3300 Skyway Dr.</td>
</tr>
<tr>
<td>Pioneer Park</td>
<td>1000 W. Foster Rd.</td>
</tr>
<tr>
<td>Kunst Jr. High Gym</td>
<td>930 Hidden Pines Way</td>
</tr>
<tr>
<td>El Camino Jr. High Gym</td>
<td>219 W. El Camino St.</td>
</tr>
<tr>
<td>Fieser Jr. High Gym</td>
<td>1100 E. Fesler St.</td>
</tr>
</tbody>
</table>
Chapter Three

Bicycle Facility Inventory
Chapter Three
Bicycle Facility Inventory

IN THIS SECTION:
3.1 Santa Maria Existing Facilities

This chapter discusses all of the existing bicycle facilities within the City of Santa Maria.

3.1 SANTA MARIA EXISTING FACILITIES

The Santa Maria Bikeway Master Plan sets forth a blueprint for completing a bikeway system and support facilities within the city. It builds upon the existing systems, focuses on connections between neighborhoods, safe routes to school and work, and easy access to major destinations, such as employment centers, retail centers and open space areas. Santa Maria’s existing network of designated bikeways is shown in Figure 3.1. Specific facility segments are discussed in more detail below.

It is important to note that bicycles are permitted on all roads in the State of California and in Santa Maria. As such, Santa Maria’s entire street network is effectively the city’s bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as Class II or III bicycle facilities is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be ridden on other streets. Rather, the designation of a network of Class II and III on-street bikeways recognizes that certain roadways are optimal bicycle routes, for reasons such as directness or access to significant destinations and allows the City of Santa Maria to then focus resources on building out this primary network.

3.1.1. Existing Off-Street Multi-Purpose Trails (Class I Bike Paths)

Table 3.1 shows the limits and lengths of existing Class I bike paths in the city. There are a number of multi-purpose trail segments that offer both recreational and commuting opportunities in the city. The City of Santa Maria in conjunction with the Santa Barbara County Flood Control District is in the process of continuing development of a Multi-Purpose trail as part of the Santa Maria River Levee/Guadalupe Dunes Bikeway.
Sections extend on top of the Santa Maria River Levee for approximately three miles from Suey Crossing Road to Blosser Road. The trail is open during daylight hours only.

The Bradley Channel Trail includes construction of the River Oaks Park and an extension from Carlotti Drive connection with Taylor School, with a bicycle/footbridge over the Bradley Channel. Completed sections of the Bradley Channel trail run from River Oaks Park ending at Magellan Drive, where it is natural to envision that future development may facilitate the continuation of this trail southward alongside the channel towards Betteravia Road.

Another recently completed section of Multi-Purpose Trail is the segment of the Hagerman Complex to McCoy Lane which runs along the western boundary of Waller County Park and the Santa Maria Country Club providing an extension of fully segregated service to the already popular Orcutt Expressway trail and Skyway Drive path.

The Battles Road Multi-Purpose Trail from Adams Park at Depot St. through to Bradley St. facilitates a functional and direct east to west link, which is fully separated from the roadway, linking users with shopping at the Battles and S. Broadway complexes.

### TABLE 3.1: EXISTING SANTA MARIA MULTI-PURPOSE TRAILS

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Begin</th>
<th>End</th>
<th>Class</th>
<th>Length (Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Seaward Dr.</td>
<td>N. Mariah Dr.</td>
<td>N. Canyon Dr.</td>
<td>I</td>
<td>1.03</td>
</tr>
<tr>
<td>East of Railroad Ave.</td>
<td>W. Vista Montana</td>
<td>W. Canal St.</td>
<td>I</td>
<td>0.24</td>
</tr>
<tr>
<td>E.-W Battles Rd.</td>
<td>S. Depot Rd.</td>
<td>S. Bradley Rd.</td>
<td>I</td>
<td>1.49</td>
</tr>
<tr>
<td>Fletcher Park Path</td>
<td>S. College Dr.</td>
<td>S. Centerpointe</td>
<td>I</td>
<td>1.71</td>
</tr>
<tr>
<td>Hwy 135 Path</td>
<td>Foxenwood Ln.</td>
<td>Skyway Dr./</td>
<td>I</td>
<td>0.70</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lakeview Dr.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maramonte Park</td>
<td>S. Santa Barbara Dr.</td>
<td>Santa Maria Way and S. Miller Rd.</td>
<td>I</td>
<td>0.28</td>
</tr>
<tr>
<td>N. Blosser Rd.</td>
<td>W. Atlantic Pl.</td>
<td>W. Caboose Ave.</td>
<td>I</td>
<td>0.37</td>
</tr>
<tr>
<td>N. Miller St.</td>
<td>E. Taylor St.</td>
<td>E. Roemer Way</td>
<td>I</td>
<td>0.09</td>
</tr>
<tr>
<td>N. Railroad Ave.</td>
<td>W. Taylor St.</td>
<td>W. Atlantic Pl.</td>
<td>I</td>
<td>0.94</td>
</tr>
<tr>
<td>Preisker Ln.</td>
<td>Cedar Rd.</td>
<td>Preisker Park</td>
<td>I</td>
<td>0.09</td>
</tr>
<tr>
<td>Railroad - Skyway Dr. - Hwy 135</td>
<td>W. McCoy Ln.</td>
<td>Skyway Dr.</td>
<td>I</td>
<td>1.24</td>
</tr>
<tr>
<td>River Oaks Park</td>
<td>N. Magellan Dr.</td>
<td>River Oaks Park</td>
<td>I</td>
<td>1.02</td>
</tr>
<tr>
<td>S. Blosser Rd. - W. Battles Rd. - A St.</td>
<td>W. Betteravia Rd. and A. St.</td>
<td>W. Betteravia Rd. and S. Blosser Rd.</td>
<td>I</td>
<td>2.04</td>
</tr>
<tr>
<td>S. Bradley Rd.</td>
<td>S. College Dr.</td>
<td>E. Betteravia Rd.</td>
<td>I</td>
<td>0.97</td>
</tr>
<tr>
<td>S. College Dr.</td>
<td>E. Betteravia Rd.</td>
<td>E. Sloan Terrace</td>
<td>I</td>
<td>0.95</td>
</tr>
</tbody>
</table>

3.1.2. Existing On-Street Bike Lanes and Routes

As shown in Figure 3.1, Santa Maria's existing bikeway network is comprised of several Class II and III on-street facilities throughout the City providing service for north to south and east to west bicycle journeys. Tables 3.2 and Table 3.3 show the limits and lengths of existing Class II and III bikeway segments in the city, respectively.

The City of Santa Maria has focused on implementing a network of Class II and III bike lanes that provide regional bikeway connectivity. Key existing Class II and III Bike Lane segments are present on Blosser Road, Skyway Avenue, Thornburg Street, Miller Street, College Drive and Suey Road running north to south; and Taylor Street, Donovan Road, Alvin Avenue, Jones Street, Battles Road (Class I), Betteravia Road, Lakeview Road and Foster Road.

Table 3.2: Existing Santa Maria Class II Bicycle Lanes

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Begin</th>
<th>End</th>
<th>Class</th>
<th>Length (Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A St.</td>
<td>W. Betteravia Rd.</td>
<td>End of A St.</td>
<td>II</td>
<td>1.01</td>
</tr>
<tr>
<td>Donovan Rd.</td>
<td>N. Broadway</td>
<td>Suey Crossing Rd.</td>
<td>II</td>
<td>1.72</td>
</tr>
<tr>
<td>E. Betteravia Rd.</td>
<td>S. Broadway</td>
<td>City Linic</td>
<td>II</td>
<td>1.01</td>
</tr>
<tr>
<td>E. Capistrano Ln.</td>
<td>La Purisima Ave.</td>
<td>S. Santa Barbara Dr.</td>
<td>II</td>
<td>0.07</td>
</tr>
<tr>
<td>E. Clark Ave.</td>
<td>Hwy 135</td>
<td>East of Telephone Rd.</td>
<td>II</td>
<td>4.63</td>
</tr>
<tr>
<td>E. Main St.</td>
<td>N. Suey Rd.</td>
<td>N. Panther Dr.</td>
<td>II</td>
<td>0.49</td>
</tr>
<tr>
<td>E. Rice Ranch Rd.</td>
<td>S. Bradley Rd.</td>
<td>East of Orcutt Rd.</td>
<td>II</td>
<td>0.86</td>
</tr>
<tr>
<td>Street Name</td>
<td>Begin</td>
<td>End</td>
<td>Class</td>
<td>Length (Miles)</td>
</tr>
<tr>
<td>-----------------------</td>
<td>----------------------</td>
<td>----------------------</td>
<td>-------</td>
<td>----------------</td>
</tr>
<tr>
<td>College Dr.</td>
<td>E. Park Ave.</td>
<td>E. Alvin Ave.</td>
<td>III</td>
<td>1.10</td>
</tr>
<tr>
<td>Donovan Rd.</td>
<td>N. Broadway</td>
<td>N. Blosser Rd.</td>
<td>III</td>
<td>1.00</td>
</tr>
<tr>
<td>E. Alvin St.</td>
<td>N. Broadway</td>
<td>N. Suey Rd.</td>
<td>III</td>
<td>1.52</td>
</tr>
<tr>
<td>E. Boone St. - E. Jones St. - N. Suey Rd.</td>
<td>S. College Dr.</td>
<td>S. Suey Rd.</td>
<td>III</td>
<td>0.92</td>
</tr>
<tr>
<td>E. Main St.</td>
<td>N. Suey Rd.</td>
<td>S. Palisade Dr.</td>
<td>III</td>
<td>0.17</td>
</tr>
<tr>
<td>E. Park Ave.</td>
<td>S. Miller St.</td>
<td>S. College Dr.</td>
<td>III</td>
<td>0.37</td>
</tr>
<tr>
<td>N. Miller St.</td>
<td>E. Enose Dr.</td>
<td>E. Donovan Rd.</td>
<td>III</td>
<td>2.32</td>
</tr>
<tr>
<td>Orcutt Rd.</td>
<td>Lakeview Dr./Skyway Dr.</td>
<td>E. Clark Ave.</td>
<td>III</td>
<td>1.27</td>
</tr>
<tr>
<td>S. B loosen rd.</td>
<td>W. La Brea Ave.</td>
<td>W. Main St.</td>
<td>III</td>
<td>1.27</td>
</tr>
<tr>
<td>S. Bradley Rd.</td>
<td>E. Stowell Rd.</td>
<td>E. Jones Rd.</td>
<td>III</td>
<td>0.54</td>
</tr>
<tr>
<td>Sunrise Dr.</td>
<td>Santa Maria Way</td>
<td>Halfway to S. Santa Barbara Dr.</td>
<td>III</td>
<td>0.17</td>
</tr>
<tr>
<td>W. Alvin St.</td>
<td>N. Railroad Ave.</td>
<td>N. Blosser Rd.</td>
<td>III</td>
<td>0.51</td>
</tr>
<tr>
<td>W. McCoy Ln.</td>
<td>Railroad/Skyway/ Hwy 135 Bike Path</td>
<td>S. Rolling Green Dr.</td>
<td>III</td>
<td>0.38</td>
</tr>
<tr>
<td>W. Morrison Ave.</td>
<td>S. B loosen rd.</td>
<td>S. Miller St.</td>
<td>III</td>
<td>1.27</td>
</tr>
<tr>
<td>W. Taylor St. - N. Broadway</td>
<td>N. Railroad Ave.</td>
<td>N. Preisker Ln.</td>
<td>III</td>
<td>0.78</td>
</tr>
<tr>
<td>W. Main St.</td>
<td>S. B loosen rd.</td>
<td>City Limit</td>
<td>III</td>
<td>0.37</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td>13.94</td>
</tr>
</tbody>
</table>
Figure 3.1: Existing Bikeways in Santa Maria
Chapter Four

Bicycle Support Facilities
Chapter Four
Bicycle Support Facilities

This chapter examines all of the present end of trip facilities available to bicyclists in the City of Santa Maria.

IN THIS SECTION:
4.1 BICYCLE PARKING AND SUPPORT FACILITIES

Bicycles are one of the top stolen items in many communities, with components often being stolen even when the bicycle frame is securely locked to a rack. A good bicycle can be expensive. By not having a secure place to store their bicycles near their destination, bicyclists may choose to leave their bicycles at homes and use alternative transportation instead. Therefore, bicycle parking is a key component of an effective bikeway program.

There are a number of different types of bicycling parking. Most common are bicycle racks. These racks may be freestanding or bolted to the ground or a structure. Bicycles are secured to the racks with the rider’s bicycle lock. Bicycle racks come in a large variety of configurations, with different designs and numbers of parking spaces. Another common, but more expensive, form of bicycle parking are bicycle lockers. These are enclosures that contain the entire bicycle behind a locked door. Bicycle lockers are used for longer-term storage and security of bicycles, such as at parks.

4.1.1. Bicycle Parking Classifications

In California, bicycle parking facilities are classified as either Class I or Class II facilities. Many cyclists may use (and even prefer) less formal bicycle parking methods, such as simply storing their bicycle within their home and office. Cyclists with higher-end bicycles may be reluctant to risk their bicycle with insecure parking, and for them the ability to bring a bicycle inside a building may be a deciding factor when they are considering whether or not to bike to work or to a store.

Bicycle parking requirements vary by jurisdiction. The City of Santa Maria currently does not have bicycle parking requirements for existing or new development.
A recommendation for the City to develop a bicycle parking ordinance is provided in Chapter Nine: Recommendations.

Bike Lockers – Long Term (Class I Parking)

Long-term (Class I) bicycle parking facilities accommodate bicycles of employees, students, residents, and others expected to park more than two hours. This parking is provided in a secure, weather-protected manner and location, such as a bicycle locker or a secure area like a ‘bike corral’, that may be accessed only by bicyclists. The “day locker” (bike lid, eLocker, etc.) is a new bicycle locker concept that has gained recent popularity because it requires minimal program administration. These lockers allow for multiple users in the same day, which allows these lockers to function similar to racks.

Bike Racks – Short-Term (Class II Parking)

Short-term (Class II) bicycle parking facilities are best used to accommodate bicycles of visitors, customers, messengers, and others who are expected to depart within two hours. This parking is provided by bicycle racks, which provide support for bicycles but do not have locking mechanisms. Racks are relatively low-cost devices that typically hold between two to eight bicycles, which allow for bicyclists to securely lock their frames and wheels and secure them the ground. They are also located in highly visible areas. Bike racks should be located at schools, commercial areas, and activity centers, such as open space areas, community centers, retail locations, public buildings, and churches, as well as many other personal and professional business areas.

4.1.2. Showers, Lockers and Other Bicycle Support Facilities

Showers, lockers, and changing rooms are a critical need for commuting bicyclists. For those bicyclists needing to dress more formally, commute long distances, or bike during wet or hot weather, the ability to shower and change clothing can be as important as bicycle storage. Such facilities are most often provided by building owners or tenants for use by those who work in the building. Cyclists are encouraged to ride to work if employers offer bicycle support facilities, which offer a safe place to store bicycles, changing facilities and showers.

4.1.3. Existing Bicycle Parking and Support Facilities

There are limited bicycle parking facilities throughout Santa Maria, with some exceptions at the public library, civic buildings, schools, parks and some commercial centers (Table 4.1 and Table 4.2). Many of these racks, especially at shopping centers, are the undesirable “wheel bender” style that can potentially damage a bicycle.

### Table 4.1: Bicycle Racks And Support Facilities At City Of Santa Maria Locations

<table>
<thead>
<tr>
<th>City Location</th>
<th>Bicycle Racks</th>
<th>Lockers</th>
<th>Showers</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Hall</td>
<td>1</td>
<td>0</td>
<td>Yes*</td>
</tr>
<tr>
<td>City Attorney’s Office</td>
<td>0</td>
<td>0</td>
<td>Yes*</td>
</tr>
<tr>
<td>Fire Department Headquarters</td>
<td>0</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Fire Station No. 1</td>
<td>0</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Fire Station No. 2</td>
<td>0</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Fire Station No. 3</td>
<td>0</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Fire Station No. 4</td>
<td>0</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Police Department</td>
<td>2</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Santa Maria Public Works (Corp. Yard)</td>
<td>0</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Santa Maria Landfill/ Utilities Department</td>
<td>0</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Edwards Community Center</td>
<td>1</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Santa Maria Public Library</td>
<td>1</td>
<td>6</td>
<td>Yes*</td>
</tr>
<tr>
<td>Community Development/ Public Works Engineering</td>
<td>1</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Paul Nelson Aquatic Center and Abel Maldonado Youth Center</td>
<td>2</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Veteran’s Memorial Center</td>
<td>0</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Minami Community Center</td>
<td>0</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Hogerman Complex</td>
<td>0</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Recreation and Parks Department</td>
<td>0</td>
<td>0</td>
<td>Yes*</td>
</tr>
<tr>
<td>Parks Yard</td>
<td>0</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Elvin Mussell Senior Center</td>
<td>1</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>SMAT Transit Center</td>
<td>2</td>
<td>0</td>
<td>No</td>
</tr>
</tbody>
</table>
Additional key potential bike parking locations in the city include the Santa Maria Public Airport, Marian Medical Center, and bus transit stops for Amtrak, Clean Air Express, SLO Route 10, and Greyhound. These locations are currently under further investigation to identify future bike parking opportunities.

Health clubs are another potential location for showers and changing facilities, although they are only available to their members. While less desirable than a full shower/locker facility, any publicly accessible restroom can serve as a changing area for cyclists. Public parks and civic buildings can also serve as rest stops offering water, a place to sit or rest, and restroom facilities.

Bicycle shops are important for bicyclists making trips within urban areas in the event they suffer an equipment failure and need repair parts or service. As of the date of this plan, there were two bicycle shops located within the City of Santa Maria.

- Main Street Cycles, 311 E Main Street
- Pedal Power Bicycles, 1740 S. Broadway
Chapter Five

Connections
Chapter Five
Connections

This chapter examines various connections throughout the community. It discusses connections within the City for the proposed Village Squares, as well as regional bicycle network connections to neighboring community. It also also discuss the use of multi-modal connections.

IN THIS SECTION:
5.1 REGIONAL BICYCLE NETWORK
5.2 MULTI-MODAL CONNECTIONS
5.3 NEIGHBORING COMMUNITIES
5.4 VILLAGE SQUARES

5 Connections

Connections

5.1 REGIONAL BICYCLE NETWORK

An important consideration in planning bikeways in the City of Santa Maria is the linkage to regional facilities. These linkages are critical to the development of a comprehensive bicycle transportation system for Santa Maria and Santa Barbara County.

5.1.1. Santa Barbara County Association of Governments Regional Bicycle Plan

As part of their long-range transportation planning effort, the Santa Barbara County Association of Governments (SBCAG) designated a network of Regional Bikeways System in the 2008 Draft Regional Bikeways Plan. The Regional System includes bikeways, which either already exist or have the potential for completion in the near future. The planned facilities serve to augment the system, correct specific deficiencies, and extend the regional network through newly developed areas. The purpose of a regional bikeway system is to link major population centers and major trip origins and destinations that bridge two or more jurisdictions.

This bicycle plan entitled “Regional Bicycle Plan: Completing the Network” (April 2008) works to create seamless cyclist travel within the Santa Barbara County region. The plan reviews the current California design guidelines for bicycle accommodations and the existing bicycle facility conditions in Santa Barbara County. The plan identified almost 300 miles of bikeways in the region, most of which are Class II and III bikeways. According to the document the Santa Maria area (including City, County and State jurisdictions) has about 78 miles of bikeways.
5.1.2. Santa Maria Area 2008 Regional Bikeway Network Map

Produced by SBCAG and most recently updated in 2008, the Regional Bikeway Network Map includes the Santa Maria area. The Region Bike Map is intended to provide information on bicycle facilities to bicyclists and shows existing Class I, II and III facilities across Santa Barbara County, as well as “Proposed Routes.”

In the City of Santa Maria, the proposed bikeways shown on the Santa Barbara Region Bike Map include new segments along: North Railroad Ave, W. Main St, E. Main St., Jones St, Rosemary Rd, Telephone Rd.

Figure 5.1: 2008 Regional Bikeway Network Santa Maria Area

5.1.3. Vision 2030 Regional Transportation Plan

The Santa Barbara County Regional Transportation Plan (RTP), Vision 2030, is a plan that serves as a blueprint to address the mobility challenges created by the region’s growing population and employment. It contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the Santa Barbara region. A main focus of the RTP is to reduce motor vehicle trips in the region by providing additional mobility choices through modes such as transit and bicycling. Included in the Plan is a discussion of Regional Bikeway corridors that could convert intercommunity trips from motor vehicles to bicycles.

5.1.4. Santa Barbara Air Quality Consistency

The 2030 RTP was determined to be consistent with the region’s State Implementation Plan (SIP), which is the plan for reaching attainment with federal air quality standards. This consistency determination means that future transportation projects identified in the RTP will not jeopardize air quality standards. It also means that federal funding and approval will go to transportation projects that help to meet air quality goals.

A major goal of this Bikeway Master Plan is to reduce the number of motor vehicle trips within Santa Maria and the region, by converting these trips to bicycle trips. This plan is therefore consistent with the air quality goals of Santa Barbara County.
5.1.5. Regional Transportation Improvement Program (RTIP)

The counties of California are required to submit a biannual (RTIP) in preparation of the next five years of transportation projects. The projects are initially identified by SBCAG. Typically, priority projects are those that facilitate inter-region movement of goods and people. Local projects are given the least priority and are often differed from State Transportation Improvement Projects to Regional Transportation Improvement Project funding. Projects in the City of Santa Maria include:

- Santa Maria Valley Railroad Multipurpose Trail Phase II: A 3.7-mile segment of Class I bike and pedestrian trail along the Santa Maria Railroad from Hagerman Sports Complex to Main Street.
- Union Valley Parkway (from Foxenwood Lane and California Street): Install landscaping to encourage pedestrian travel.
- Trail adjacent to River Oaks Park: Construct a Class I bicycle and pedestrian trail to expand safe non-vehicular travel opportunities.

5.1.6. Traffic Solutions (TS) Annual Report

The Traffic Solutions Annual Report is issued each year by the Traffic Solutions division of the Santa Barbara County Association of Governments. The purpose of the Traffic Solutions is to reduce traffic congestion and improve air quality by reducing the number of individual motorist trips.

As part of their 2006-07 annual report, a random phone survey of 3,000 respondents was conducted to determine their travel behavior. Respondents who used a bicycle for commute made up 2.3% of the survey sample. One of the responsibilities of Traffic Solutions is to maintain and print the Santa Barbara County Bike Map, which is available for free. In addition, Traffic Solutions can arrange bicycle safety classes and host a team bicycling Commute Challenge during each spring.

5.2 MULTI-MODAL CONNECTIONS

Multi-modal refers to the use of two or more modes of transportation in a single trip (i.e., bicycling and riding the bus or train). Improving the bicycle-transit link is an important part of making bicycling a part of daily life in Santa Maria. Linking bicycles with mass transit, such as the Breeze, Clean Air Express, Guadalupe Flyer and Amtrak, overcomes such barriers as lengthy trips, personal security concerns, and riding at night or in poor weather.

Making the multi-modal connection consists of two key elements: providing bicycle parking facilities at bus stops and bike racks on trains and buses. Two other components include improving bikeways and roadways that link with transit facilities and stops, and encouraging the use of multi-modal programs. Bicycling to transit, in lieu of driving, provides health benefits to the cyclist and benefits the community by reducing air pollution, reducing the demand for parking, reducing energy consumption, and reducing traffic congestion with relatively low investment costs.

The City of Santa Maria is currently in the process of construction for the new transit center at Miller and Boone Streets. The center will enable consolidation of all public transit providers into one central location featuring indoor waiting and restroom facilities, staffed information and ticket sales booths, and concessionaires. The Transit Center will offer a unique opportunity for cycle parking facilities and these should be considered integral to the center’s planning and design process.

Local bus service providers in Santa Maria include:

- Santa Maria Area Transit (SMAT): SMAT provides fixed route and demand response service. The bus routes follow major arterial roadways, serving commercial and employment centers. Many SMAT buses feature bicycle racks that can carry up to four bicycles.
- Breeze: The Breeze is a weekly commuter bus service linking Santa Maria, Vandenberg AFB and Lompoc with 15 trips each weekday.
San Luis Obispo Regional Transit Authority (RTA):
RTA Route 10 serves five locations in Santa Maria, and connects with the Breeze and SMAT at Town Center Mall.

Clean Air Express: The Clean Air Express commuter buses provide service between Santa Barbara, Goleta and Santa Maria. Hours of operation are Monday through Friday, 250 days a year.

Santa Maria Organization of Transportation Helpers (SMOOTH): The Santa Maria Organization of Transportation Helpers (SMOOTH) operates transportation services within the Santa Maria Valley. SMOOTH currently operates: Senior Dial-a-Ride in Santa Maria and Orcutt, the Guadalupe Flyer between Santa Maria and Guadalupe, the Los Alamos Shuttle between Los Alamos, Orcutt and Santa Maria, and a medical van from the Santa Maria area to Santa Barbara.

5.3 NEIGHBORING COMMUNITIES

5.3.1. Orcutt

The unincorporated community of Orcutt is located directly south of Santa Maria. Orcutt is a primarily residential community with a population of approximately 35,000, with many of the community's residents traveling north into Santa Maria to work. Orcutt has approximately 7.5 miles of Class II and III bikeways. Clark Avenue, a Class II and III bikeway, is one of the region's only east/west route connections between SR-1 (the designated Pacific Coast Bike Route) and US-101.

The 1997 Orcutt Community Plan sets out a revitalization & rehabilitation of the Old Town Orcutt as a "commercial center." In 2004, the county changed the zoning codes covering the Old Town area in order to promote mixed-use development. In 2006, the county developed the Old Town Orcutt Streetscape Concept Plan, which was developed by Santa Barbara County to further revitalize the area.

Although Orcutt is outside the jurisdiction of the City of Santa Maria, given the importance of the bike connections between two communities it is important to strive for consistency and connectivity of bikeway facilities. This plan includes the Orcutt area on the recommended bikeway network map to show how the communities link up.

The City of Santa Maria should work with the County of Santa Barbara to provide for bikeways between the two jurisdictions that are linked and consistently signed and marked, such that they operate as a seamless facility from a users' perspective.

5.3.2. Lompoc

The City of Lompoc is located between Vandenberg Air Force Base and Santa Barbara with the Pacific Coast Bike Route on SR-1 running through the center of town. There are approximately 12 miles of bicycle facilities in the City. Harris Grade Road provides a challenging recreational ride between the Orcutt area and Lompoc.

5.3.3. Guadalupe

Located 9 miles west of Santa Maria and leading on to the sea coast, the City of Guadalupe has approximately 2 miles of Class III bikeways running east/west on SR-166. The Pacific Coast Bike Route on SR-1 runs north/south through the center of town.

There is a strong regional vision to link the communities of Santa Maria and Guadalupe via a multi-purpose trail along the Santa Maria River levee. Any future development efforts along this corridor should bear this concept in mind.

5.4 VILLAGE SQUARES

Within Cal Poly’s CRP 410/411 Studio series, students outlined a village square plan in order to accommodate for the project future population of Santa Maria by 2030. When this plan is fully built-out in Santa Maria by 2030, the population would be 131,542 people, which results in a net increase in population in Santa Maria of about 10,583 at full buildout. Village Squares #1, #2, #4, and #5 are fairly similar in design and therefore the number of housing units are almost identical, though the amount of net change in housing units and population are different based on the different locations that these village squares will be placed. The basic model for these four village squares is a square surrounded by mixed use commercial and residential and the village squares will be surrounded by medium-density (14 density units/acre) residential. The downtown square (Village Square #3) has a
different design that includes mixed-use office/commercial within the block surrounded by Broadway (to the west), McClelland (to the east) and Main Street (to the north) that surrounds an open plaza. There is also high-density housing (22 density units/acre) proposed across Broadway from the downtown square.

The village squares proposal calls for six tentatively placed village squares to be spaced throughout the City, each providing community services, mixed-housing types, neighborhood retail, public transit stations, and open gathering space. Each village square would loosely follow the same pattern: an open plaza or open space surrounded by pedestrian-friendly mixed-use housing/commercial space as the actual village squares which medium-density housing will surround. The Downtown Central Town Square is the exception with a larger open gathering space surrounded by mixed-use commercial/professional office and high-density housing across the street, west of Broadway.

Following is a discussion of each of the village squares:

Northwest Square
The village square located in the northwest corner of Santa Maria would encompass the residential area surrounding Preisker Park. It would have a connection to Broadway and be near the Broadway/US-101 on-ramp. Nearby would be the Filipino Community Center as well. In research in Fall 2010, residents expressed the need for another community center in this portion of the city. This square would build character by utilizing the nearby cultural resources of the Filipino Community Center. Extra land in this area is located south of Preisker Park and north of West Taylor Street, along Broadway on its east, surrounded by low-density residential homes.

Northeast Square
The village square located in the northeast part of the City would be used by surrounding schools (Tunnell Elementary and Pioneer Valley High) and by the Merrill Gardens Senior Center. Tunnell Park is also nearby. The identity of this square would draw from its proximity to the Santa Maria River. A type of riverfront walk environment is envisioned here as part of the pedestrian-friendly neighborhood experience. Extra land is available for this square north of Merrill Gardens on the corner of Suey and East Donovan and along the riverside at the Bull Canyon Road and down Fremont Street.

Central Town Square
This square should be the main city square and therefore be the most dense and most used. It is envisioned that this square be the center of activity in the City, just as each other square is the center of activity for its respective neighborhood. It has been planned to encompass the commercial center of the Town Center Mall as well as the civic facilities of City Hall, the library, and other community buildings. The proposal is for the square to be located adjacent to the City Hall to the south and the southwest corner of the Town Center Mall to the north. This square would close Cook Street to any traffic but pedestrians and bicyclists between Broadway and South McClelland. Other attractions nearby include the Abel Maldonado Community Center, the City Transit Station, and the busy Main/Broadway four-corners intersection. The square would work with the existing specific plan to add retail, housing, community services and pedestrian activity to the area.

Southwest Square
The square in the southwest portion of the city should celebrate the culture of the Oaxacan people, which, according to city staff, make up a large part of the Hispanic population in Santa Maria and where a large concentration of Oaxacan residents currently live. There are many close-by amenities that can help serve as a draw to this square. There is a community center, Santa Maria High School, Santa Maria Fairpark, and Miname Park all in that area. Plus, there is a large tract of open space that may be used for the development of the square bordered by West Stowell, West Battles, South Depot and South Blosser. The character of this square would be drawn from the local Oaxacan culture.
Southeast Square

The southeast square would use the nearby Waller Park and Miramonte Park to tie the neighborhood together using green linkages between the two parks. This square would emphasize the natural environment of Santa Maria. Land is available to the south of south Miller on either side of Santa Maria Way, including the expansive K-Mart parking lot. Also close-by is the First Baptist Church and Valley Christian Academy.

Bradley Ranch Square

Bradley Ranch is unique from the other squares and presents the rare opportunity of creating a Village Square with little constraints of surrounding development. Since the Bradley Ranch site has yet to be developed, a square can easily be constructed to truly be the heart of the neighborhood. It would include all the same amenities including community services, mixed-use, housing mixes, and open space. The Bradley Ranch Square would include mixed-use buildings surrounding smaller squares, similar to what is drawn out in the Wallace Group plan. One difference between the village squares plan and the Wallace Group plan is that neighborhoods of medium-density housing would surround the mixed-use area.

5.4.1. Connection to Each Village Square

There are a variety of existing and proposed bikeways throughout Santa Maria. As part of the design for the Village Squares, the CRP 410/411 proposed that each village square be connected through multi-modal transportation (Figure XXX). So in connection with that plan, all existing bikeways and previous proposed bikeways were evaluated. New bikeway project additions to help the connection between each village square include:

- W. Main St. from N. Blosser Rd. to Pine St.
- W. Main St. from S. College Dr. to S. Bradley Rd.
- W. Stowell Rd. from S. Blosser Rd. to S. Bradley Rd.
- Broadway from W. Morrison Ave. to W. Waller Ln.
Chapter Six

Bicycle Safety and Education
Chapter Six
Bicycle Safety and Education

This chapter promotes a variety of safety and education programs that can be implemented to promote a safe community for all users.

IN THIS SECTION:
- 6.1 POLICE FORCE
- 6.2 FOR THE CHILDREN AND TEENS
- 6.3 FOR THE ADULT CYCLISTS
- 6.4 FOR MOTORISTS
- 6.5 EDUCATION PROGRAMS

6 Bicycle Safety and Education

Safety and Education

Even the best planned bicycle networks will fail to live up to their full potential if riders do not feel safe navigate through their routes. Cyclists and motorists need to be able to safely work together in sharing the road space with each other in order to coexist in the transportation and mobility infrastructure of Santa Maria.

The following topics will discuss inviting and safe ways to use the bicycle networks provided and proposed by the City. It also explains how various groups can work towards developing a safe and convenient bicycle network.

6.1 POLICE FORCE

The City of Santa Maria Police Department performs enforcement duties related to bicycling as part of their normal patrol efforts. The Department does not have a full-time bicycle patrol unit. However, the Police Department is currently considering a variety of ways to educate children and adults on bicycle safety. Unfortunately, statewide trends show that the lack of education for bicyclists, especially younger students, continues to be a leading cause of accidents. For example, the most common type of bicycle accident reported in California involves a younger person (between 8 and 16 years of age) riding on the wrong side of the road in the evening hours. Studies of accident locations around California consistently show the greatest concentration of accidents is directly adjacent to elementary, middle, and high schools. Parental responsibility in teaching bicycle safety to their children cannot be overlooked, but the fact is that many parents themselves are not educated in safe on-road cycling skills. The recommendations below promote both child and adult safety education as an integral part of bicycling improvement efforts in Santa Maria.
6.2 FOR CHILDREN AND TEENS

It is important to share information on safe bicycling with children and teens early on. Not only will this help them become safer cyclists, but it will also reinforce the message that cycling is a useful and acceptable means of transportation. It will also promote an active lifestyle for the future. While it is not uncommon for schools in the United States to provide automobile driver education for children 16 or older, it is rare to find similar provision of cycling education, even though most children seven and older are able to ride a bicycle and routinely ride in streets that are also used by automobiles. It is also a given that schools, parks and other gathering areas where children and teens congregate need to provide a physical infrastructure that supports children’s cycling by making sure that adequate bike parking and well-marked lanes are available. To reach the most children, it is important to work closely with schools to ensure that school-age children are receiving an age-appropriate bicycle safety message and are learning skills that will help them function safely on the public right-of-way.

Messages

The following messages should be consistently taught:

• Wear a helmet
• Obey all traffic laws. Bicyclists have the same rights, and consequently the same responsibilities as motorists.
• Look both ways before crossing streets.
• Be predictable and always signal your intentions.
• Very young children (seven or less) should ride with supervision.

6.3 FOR ADULT CYCLISTS

Adult cyclists range in skills and bicycle use. Each type of cyclist has his or her own concerns and philosophy about how bicycles fit into the transportation system. Education efforts must recognize this and tailor messages to each group. It is also important to reach as wide a range of bicyclists as possible. Since adults do not often group together as a captive audience as school children do, it is important to offer a wide range of opportunities to improve their knowledge and skills related to bicycling.

Messages

The following messages should be consistently taught:

• Wear a helmet.
• Be alert. Watch for other users and sudden behavior changes. Pay careful attention to potential road hazards, such as potholes and gravel. Adjust speed to maintain control of the bicycle.
• Obey all traffic laws; bicyclists have the same rights, and consequently the same responsibilities as motorists. Disobeying traffic laws makes it more difficult for motorists to know what to expect from cyclists and is potentially dangerous.
• Avoid riding on sidewalks. It puts pedestrians at risk. It also makes it more difficult for motorists to see cyclists.
• Signal your turns and do not weave in and out of traffic.

6.4 FOR MOTORISTS

The goal in educating motorists is to promote public awareness and respect for bicycling. Bicycle route signs and markings are also helpful for motorists because they remind them of the presence of cyclists and of the need to share space with other users of the road. Information on the rights of cyclists should be included as part of training for all automobile drivers.

Messages

• Be alert. Watch for cyclists and other users and for sudden behavior changes. Pay attention especially at intersections.
• Obey all traffic laws. Driving the speed limit and coming to a full stop at red lights creates a safer environment for all.
• Be predictable. Signal turns well before an intersection.
• Share the road. Cyclists have the right to travel on all roads and streets except limited access freeways.
• Give room. Follow and pass at a safe distance.
• Be patient and courteous with cyclists and other users.
6.5 EDUCATION PROGRAMS

Most education and encouragement programs and activities will likely be cooperative efforts between the City of Santa Maria Police Department, Santa Maria-Bonita School District, Santa Maria Joint Union High School District, SBCAG Traffic Solutions, and local bicycle groups, such as the Santa Barbara Bicycle Coalition. Education program materials should be developed in both Spanish and English.

6.5.1. Continue to Support and Expand Existing Education Programs

School education programs should be offered by the Police Department, which is supported by a secure, regular funding source. Schools should be encouraged to develop their own bicycle education programs.

For adult education, the City should support and encourage local adult bicycle education and safety programs, such as those offered by SBCAG’s Traffic Solutions and the Street Skills courses offered by the Santa Barbara County Bicycle Coalition. Traffic Solutions offers Workplace Bicycle Education seminars which are one-hour bike safety training workshops held at workplaces. The interactive program lasts one hour and is free to companies and agencies who agree to publicize the workshop. The City should encourage and support its local employers to take advantage of these education opportunities, and coordinate with Traffic Solutions to facilitate local workshops.

To encourage additional courses to be taught in Santa Maria, the city could make small grants available to certified bicycle education instructors to offset time and materials costs and to offer the course free to participants. Meeting spaces, such as community centers and libraries, are available for rental through the City of Santa Maria, and may be useful as locations for such programs. Local employers should also be encouraged to invite bicycle education instructors to teach at their workplace.

For bicycle infractions (such as running stop signs) by minors, the Police Department should consider implementing a “bicycle traffic school” in lieu of fines.

6.5.2. Educate Motorists and Bicyclists

Motorist education on the rights of bicyclists and pedestrians, and vice versa, is virtually non-existent. Many motorists mistakenly believe, for example, that bicyclists do not have a right to ride in travel lanes and they should be riding on sidewalks. Many motorists do not understand they must only pass bicyclists when it is safe to do so and with adequate passing distance. Many motorists do not understand a bicyclist may need to ride in a travel lane if there is no shoulder or if the shoulder is full of gravel, glass, or potholes. The term “Share the Road” is a common message intended to educate both motorists and bicyclists about their legal rights and responsibilities on the road, and the need to increase courtesy and cooperation to improve safety. Motorists and bicyclists should be educated about the rights and responsibilities of bicyclists through a variety of means including:

- Enforce existing traffic laws for both motorists and bicycles (Police Department responsibility).
- Implement “Share the Road Checkpoints” where a police officer and local cycling advocate set up a checkpoint along a common cycling route to remind motorists to observe safe speeds and passing distances around bicyclists and remind cyclists to obey stop signs and other traffic laws.
- Implement “Bike Light Checkpoints” during winter months, where a police officer and a local cycling advocate set up a checkpoint in the dark evening commute hours to stop cyclists riding without a light. Instead of issuing a ticket, the officer helps to install a proper flashing light on the cyclists bike.
- Create public service announcements on radio and TV to promote the health and livability benefits of bicycling, and provide accurate information about motorist and bicyclists rights and responsibilities on the road.
- Make bicycle safety a part of traffic school curriculum (California Department of Motor Vehicles’ responsibility).
- The City may wish to distribute a brochure on bicycle safety and laws to the public (such brochures are available from organizations such as AAA and the California Highway Patrol). An excellent children’s bicycle safety handbook is the “From A to Z By Bike” handbook (published by AMC Media Corporation) that could be made available to each school.
- The City should sponsor or support a bicycle helmet subsidy program to provide low-cost approved helmets for all school-aged bicyclists.
Chapter Seven

Goals, Objectives and Policies
Chapter Seven
Goals, Objectives, and Policies

IN THIS SECTION:
7.1 GOALS
7.2 OBJECTIVES
7.3 POLICIES

This chapter includes goals, objectives, and policies for addressing the various systems that can help improve conditions for bicycling in Santa Maria and bring the vision guiding this work closer to reality.

Goals, Objectives and Policies

Goals, objectives, and policies are an integral part of any bikeway plan, as they provide a clear direction for decision makers in developing a comprehensive bikeway system.

7.1 GOALS

GOAL 1: Provide a system of bikeways throughout the City of Santa Maria that will increase bicycle access to facilities, shopping, schools, work centers, and points of interest, and will increase the utility of bicycles not only for recreation, but also as a viable mode of transportation.

GOAL 2: Improve safety conditions, efficiency, and comfort for bicyclists and pedestrians through traffic engineering and law enforcement efforts.

GOAL 3: Provide adequate bicycle support facilities.

7.2 OBJECTIVES

Objective 1.1: Use bikeways to link schools, shopping areas, and public facilities.

Objective 1.2: Establish bicycling as a viable alternative transportation method for short trips around the Santa Maria area.

Objective 2.1: Minimize potential conflicts between autos, bikes, and pedestrians.

Objective 2.2: Minimize or eliminate safety hazards.

Objective 3.1: Improve availability of bicycle parking facilities at a variety of land uses.

Objective 3.2: Provide adequate support facilities to encourage bicycle ridership.
7.3 POLICIES

Policy 1.1: Update the Santa Maria Bikeway Master Plan as needed.

Policy 1.2: Pursue funding from the State’s Bicycle Lane Accountant and other funding resources.

Policy 1.3: Reduce conflicts between bicycles and other vehicles by:

- Designating on-street bike lanes;
- Providing signage and markings for bike routes;
- Monitoring the success of the routes and devising a system to improve their utility as necessary; and
- Adhering to proper design and construction criteria and standards.

Policy 1.4: Reduce the construction and/or improvement of the bicycle system with development projects adjacent to the routes, park and recreational facilities, schools, and residential subdivisions, and require developments located on designated bikeways to provide for bicycle use within and adjacent to project boundaries.

Policy 2.1: Require that new bikeways be designed to meet exceed Current Caltrans bikeway design guidelines (Caltrans Highway Design Manual, Fourth Edition, Chapter 1000)

Policy 2.2: Increase bicycle safety by:

- Providing bicycle paths and lanes that promote bicycle use;
- Ensuring that bikeways are delineated and signed in accordance with Caltrans standards and lighting is provided, where needed;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel.

Policy 2.3: Identify and prioritize projects, which mitigate and/or eliminate safety hazards for bicyclists.

Policy 2.4: Support strong enforcement of the vehicle code as it pertains to bicyclists.

Policy 2.5: Initiate a bicycle use public awareness program.

Policy 2.6: Monitor bicycle accidents to identify hazardous locations and causal factors to develop recommendations for traffic engineering improvements and/or targeted enforcement.

Policy 2.7: Encourage the provision of bicycle safety education programs for both children and adults, emphasizing traffic law and helmet use.

Policy 3.1: Develop and adopt bicycle parking standards for new commercial developments.

Policy 3.2: Provide incentives for businesses to include bicycle parking as part of facility expansions. Incentives may include reduced fees of reduced parking requirements.

Policy 3.3: Encourage the school district to provide safe, secure, convenient, covered bicycle parking for students and staff.

Policy 3.4: Provide convenient, safe, well-lighted bicycle parking racks or other parking facilities in public places, and encourage residential, commercial, and industrial developers to do the same.

Policy 3.5: Continue to provide restroom and water fountain facilities at public buildings and recreational areas.

7.4 GENERAL PLAN POLICIES

The following policies are from the Santa Maria General Plan. They will be incorporated into the city’s Bikeway Master Plan.

Policy: A fundamental purpose of the Bikeway Diagram is to connect neighborhoods in Santa Maria and in surrounding communities to key destinations (downtown, large employment centers, shopping, civic center, educational centers and recreation areas).

Policy: The City will strive to eliminate gaps in the bikeways network as identified in the Bikeways Diagram.

Policy: The City will provide an east-west bikeway connection from Allan Hancock College to the Downtown area utilizing the abandoned railway corridor.

Policy: The City will provide an east-west bikeway connection from Allan Hancock College to the Downtown area utilizing the abandoned railway corridor.
Policy: The City will coordinate with County and regional agencies to ensure a continuous and connected regional bicycle network between the Bikeways Diagram and surrounding communities.

Policy: The City will strive to complete a connection between the City of Guadalupe and the City of Santa Maria via the Santa Maria River levee trail. The planning of this trail will include coordination with Santa Barbara County Planning and Development and the Santa Barbara County Agricultural Commissioner and may require further CEQA review as this trail is outside the City's jurisdiction.

Policy: Consider bicycle facilities in all newly proposed commercial, institutional, recreational and multi-family residential (12 or more units) developments.

Policy: There are three (3) classes of bikeways, which are defined as follows:

- **Class I Bikeway:** Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- **Class II Bikeway:** Provides a striped lane for one-way bike travel on a street or highway.
- **Class III Bikeway:** Provides for shared use with pedestrian or motor vehicle traffic.
Chapter Eight

Bicycle Funding Sources
Chapter Eight
Bicycle Funding Sources

IN THIS SECTION:
8.1 FEDERAL
8.2 STATE OF CALIFORNIA
8.3 LOCAL
8.4 NON-TRADITIONAL FUNDING

This chapter discusses various bicycle funding sources given by the Federal government, the
State of California, the local government and non-traditional sources.

Bicycle Funding Sources

There are a variety of sources used to fund transportation projects and programs, which include: local, state, regional
and federal programs. There are a few funding sources that are specifically for bicycle and pedestrian faculties; however, at
the discretion of the local jurisdiction, most funding available for local streets and roads may also be spent on bikeway improvements.

Most federal, state and regional programs are competitive and involve the completion of extensive applications with
clear documentation of the project needs, costs, and benefits. Regional funding for bicycle projects typically come from
Transportation Development Act (TDA) funding, which is prorated to each county based on the return of gasoline taxes.
Many of the projects and programs would need to be funded either with TDA, general funds, and regional, state and federal sources.

Potential bikeway funding sources include (listed by source):

8.1 FEDERAL

8.1.1. The Safe, Accountable, Flexible, Efficient
Transportation Equity Act (SAFETEA-LU)

The primary federal source of surface transportation funding—including bicycle facilities—is SAFETEA-LU, the Safe,
Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU is the fourth iteration of the
transportation vision established by Congress in 1991 with the
Intermodal Surface Transportation Efficiency Act (ISTEA) and
renewed in 1998 and 2003 through the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable,
Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA).
Also known as the federal transportation bill, the $286.5 billion SAFETEA-LU bill was passed in 2005 and authorizes Federal surface transportation programs for the five-year period between 2005 and 2009. SAFETEA-LU funding is administered through the State (Caltrans and the State Resources Agency) and regional planning agencies. Most, but not all, of these funding programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. SAFETEA-LU programs require a local match of 11.47 percent. SAFETEA-LU funding is intended for capital improvements and safety and education programs and projects must relate to the surface transportation system.

Specific funding programs under SAFETEA-LU include, but are not limited to:

- **Congestion Mitigation and Air Quality (CMAQ)** — Funds projects that are likely to contribute to the attainment of national ambient air quality standards (SBCAG is no longer eligible for CMAQ funding as it is now in attainment for federal ozone standards)
- **Recreational Trails Program** — $370 million nationally through 2009 for non-motorized trail projects
- **Safe Routes to School Program** — $612 million nationally through 2009
- **Transportation, Community and System Preservation Program** — $270 million nationally over five years
- **Federal Lands Highway Funds** — Approximately $4.5 billion dollars are available nationally through 2009

8.1.2. Federal Lands Highway Funds

Federal Lands Highway Funds may be used to build bicycle facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State and MPO (Metropolitan Planning Organization, which is the Santa Barbara County Association of Governments for Santa Maria). Federal Lands Highway Funds may be used for planning and construction.

8.1.3. Transportation, Community and System Preservation Program

The Transportation, Community and System Preservation (TCSP) Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. This program provides communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. TCSP Program funds require a 20 percent match.

8.1.4. Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) is a block grant program which provides funding for bicycle projects, among many other transportation projects. Under the RSTP, Metropolitan Planning Organizations, such as SBCAG, prioritize and approve projects which will receive RSTP funds. SBCAG distributes the RSTP funds to local jurisdictions. Metropolitan planning organizations can transfer funding from other federal transportation sources to the RSTP program in order to gain more flexibility in the way the monies are allocated. In California, 62.5 percent of RSTP funds are allocated according to population. The remaining 37.5 percent is available statewide.

8.1.5. Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a derivative of the STIP program and identifies projects which are needed to improve regional transportation. Such projects may include bicycle facilities, safety projects and grade separation, among many others. RTIP project planning, programming and monitoring may be funded up to 5 percent of total RTIP funds in urbanized regions. SBCAG prepares the RTIP, consisting of projects to be funded through STIP. SBCAG helps prioritize projects for the RTIP. Funded projects must be identified in the Regional Transportation Plan.
8.1.6. Recreational Trails Program

The Recreational Trails Program of SAFETEA-LU provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses. In California, the funds are administered by the California Department of Parks and Recreation. RTP projects must be ADA compliant.

Recreational Trails Program funds may be used for:
- Maintenance and restoration of existing trails;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails; including unpaved trails;
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

8.1.7. Land and Water Conservation Fund

Land and Water Conservation Fund is a federally funded program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The Fund is administered by the National Parks Service and the California Department of Parks and Recreation and has been reauthorized until 2015.

Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and are reimbursed for 50 percent of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use. In 2007, approximately $1.27 million was available for projects in California.

8.1.8. Federal Safe Routes to School (SRTS) Program

The Federal Safe Routes to School Program competitively awards reimbursement grants with the goal of increasing the number of children who walk or bicycle to school. The Federal SRTS program targets children in grades K-8. Eligible applicants include cities, counties, school districts, non-profits, and tribal organizations. Program funds can be used for construction or for education, encouragement, enforcement and evaluation activities. Construction must be within 2 miles of a grade school or middle school. Forty-six million dollars are available for Cycle 2 (FY 08/09 and 09/10). The Federal SRTS funds are administered by Caltrans.

8.1.9. National Center for Safe Routes to School Mini-Grants

The National Center for Safe Routes to School Applications has a program of $1,000 "mini-grants" intended to enable and encourage children to safely walk and bicycle to school. The aim of the mini-grants is to use student creativity and leadership skills to increase safe walking and bicycling to school. Successful applications include one or a combination of the following: student-led activities, concern for the environment, and/or promotion of physical activity. Activities funded by the mini-grants must be part of a new or existing Safe Routes to School program. Eligible applicants include local governments. The first round of mini-grant applications was due in October 2009. Additional grant application cycles may occur in the future.

8.1.10. Rivers, Trails and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service program which provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based upon criteria, which include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments.
8.2 STATE OF CALIFORNIA

The State of California uses both federal sources and its own budget to fund the following bicycle projects and programs.

8.2.1. Bicycle Lane Account (BLA)

In late 1997 a substantial increase in funding towards the BLA account was authorized from $360,000 per year statewide (a figure which it sat at for 25 years) to incremental million dollar annual increases until 2004 when it reaches $5,000,000 and will stay at that amount annually thereafter. Apportioned out of fuel tax revenues, eligible projects under this statewide competitive grant program include bikeway and pedestrian projects included in Bicycle Transportation Plans. Priority is given to commuter bikeway projects.

8.2.2. Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters. Funds are allocated to cities and counties on a matching basis that requires the applicant to furnish a minimum of 10 percent of the total project cost. No applicant shall receive more than 25 percent of the total amount transferred to the BTA in a single fiscal year. BTA funding is administered by Caltrans and cities and counties must have an adopted Bicycle Transportation Plan in order to be eligible. City Bicycle Transportation Plans must be approved by SBCAG prior to Caltrans approval. Out of $5 million available statewide, the maximum amount available for individual projects is $1.2 million.

8.2.3. State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a biannual process through which the California Transportation Commission allocates the State Highway Account to transportation projects. It is made up of essentially two programs – a local discretionary pot called the Regional Improvement Program and a state discretionary pot called the Interregional Improvement Program.

Regional Improvement Program: Regions have the discretion to select and program transportation improvement projects that they deem necessary – including highways, local roads, transit, bike lanes, etc. Locally a portion of these Regional Improvements Program funds is allocated to jurisdictions using a formula based on population, road mileage, maintained, and vehicle mile traveled.

Transportation Enhancement Activities (TEA): A portion of the Regional Improvements Program Funds is required to be programmed for Transportation Enhancement Activities. Funds are to be used for transportation related projects that enhance quality-of-life, in or around transportation facilities, including bicycle pedestrian facilities.

8.2.4. Transportation Development Act (TDA)

Passed in 1971, this legislation provides a regular, guaranteed source of funds for local transit. These are administered by the Regional Transportation Planning Agency (RTPA) and apportioned to jurisdictions on a per-capita basis. While there are two funding programs provided under TDA, only one can be used for bikeways.

Local Transportation Fund (LTF): ¼ % of the 7 ¼ % statewide sales tax is returned to the county in which it was generated for use in local transit. The law provides that if it can be shown, through an annual process, that all unmet transit needs that are reasonable to meet are being provided for, the remaining LTF funds can be used for streets and roads, including bicycle and pedestrian projects.

8.2.5. California Safe Routes to School (SR2S)

The California Safe Routes to School (SR2S) program, administered by Caltrans, competitively awards reimbursement grants with the goal of increasing the number of children who walk or bicycle to school. The California SR2S Program expires January 1, 2013, requires a 10% local match, is eligible to cities and counties and targets children in grades K-12. The fund is primarily for construction, but up to 10% of the program funds can be used for education, encouragement, enforcement and evaluation activities. Fifty-two million dollars were available for Cycle 7 (FY 06/07 and 07/08).
8.2.6. Office of Traffic Safety (OTS) Grants

The California Office of Traffic Safety distributes federal funding apportioned to California under the National Highway Safety Act and SAFETEA-LU. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle and pedestrian safety are included in the list of traffic safety priority areas. Eligible grantees are: governmental agencies, state colleges, and state universities, local city and county government agencies, school districts, fire departments and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include: potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. OTS expects to have $56 million in funding available statewide for FY 2006/07.

8.2.7. Community Based Transportation Planning Demonstration Grant Program

This fund, administered by Caltrans, provides funding for projects that exemplify livable community concepts including bicycle improvement projects. Eligible applicants include local governments, MPO’s and RPTA’s. A 20 percent local match is required and projects must demonstrate a transportation component or objective. There are $3 million dollars available annually statewide.

8.2.8. Wildlife Conservation Board Public Access Program

Funding for the acquisition of lands or improvements that preserve wildlife habitat or provide recreational access for hunting, fishing or other wildlife-oriented activities. Up to $250,000 dollars available per project, applications accepted quarterly. Projects eligible for funding include interpretive trails, river access, and trailhead parking areas. The State of California must have a proprietary interest in the project. Local agencies are generally responsible for the planning and engineering phases of each project.

8.2.9. California Conservation Corps

The California Conservation Corps (CCC) is a public service program which occasionally provides assistance on construction projects. The CCC may be written into grant applications as a project partner. In order to utilize CCC labor, project sites must be public land or be publicly accessible. CCC labor cannot be used to perform regular maintenance, however, they will perform annual maintenance, such as the opening of trails in the spring.

8.2.10. Environmental Justice: Context Sensitive Planning Grants

The Caltrans-administered Environmental Justice: Context Sensitive Planning Grants promotes context sensitive planning in diverse communities and funds planning activities that assist low-income, minority and Native American communities to become active participants in transportation planning and project development. Grants are available to transit districts, cities, counties and tribal governments. This State Highway Account funds $1.5 million annually. The cap for statewide grants is $250,000.

8.3 LOCAL

8.3.1. Measure D / Measure A

Measure D is a ½ cent local sales tax for transportation projects approved by Santa Barbara County voters in 1989. SBCAG, in its role as the Local Transportation Authority, administers all aspects of the Measure D Program. SBCAG’s 13-member board is comprised of the five county supervisors and one representative from each of the eight incorporated cities. Measure D has generated over $300 million for local and regional projects and is anticipated to generate up to $500 million before sunsetting in 2010. In 2008 Measure A was passed which renews the ½ cent sales tax for an additional 30 years. Measure D funds have enabled SBCAG and the local agencies in Santa Barbara County to deliver a variety of projects including bicycle and pedestrian improvements. Under the Measure D expenditure plan 70% of funds go to local projects; local agencies such as the City of Santa Maria choose how to spend their share of local funds. Countywide approximately 6% of Local Measure D funding has gone toward bicycle and pedestrian improvements.
Measure A will continue with a similar allocation of Local funds to be spent at local agency discretion, and a portion of Measure A Local funds is required to be spent on alternative transportation projects such as bikeway improvements.

8.3.2. TDA Article 3

Transportation Development Act (TDA) Article 3 funds are state block grants awarded annually to local jurisdictions for transit, bicycle and pedestrian projects in California. Eligible bicycle projects include: construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs (up to 5 percent of funds); and development of comprehensive bicycle facilities plans.

A city or county is allowed to apply for funding for bicycle plans not more than once every five years. These funds may be used to meet local match requirements for federal funding sources. 2 percent of the total TDA apportionment is available for bicycle and pedestrian funding. Approximately $329,000 in TDA bicycle and pedestrian funds will be available countywide in fiscal year 2009/10.

8.4 NON-TRADITIONAL FUNDING

8.4.1. Requirements for New Developments

With the increasing support for “routine accommodation” and “complete streets,” requirements for new development, road widening and new commercial development provide opportunities to efficiently construct bicycle facilities.

Impact Fees

One potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may attempt to reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bicycle improvements designed to encourage residents, employees and visitors to the new development to bike rather than drive. Establishing a clear nexus or connection between the impact fee and the project’s impacts is critical to provide legal soundness.

Mello-Roos Community Facilities Act

The Mello-Roos Community Facilities Act was passed by the Legislature in 1982 in response to reduced funding opportunities brought about by the passage of Proposition 13. The Mello-Roos Act allows any county, city, special district, school district or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. CFDs must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Multi-use trail facilities are eligible for funding under CFD bonds.

Volunteer and Public-Private Partnerships

Volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp (who offers low cost assistance) will be effective at reducing project costs. Local schools or community groups may use the bikeway projects as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right-of-way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations ‘adopt’ a bikeway and help construct and maintain the facility.
Chapter Nine

Recommendations
Chapter Nine
Recommendations

This chapter discusses the recommendations for various bikeway paths and support facilities throughout the City of Santa Maria.

IN THIS SECTION:

9.1 Recommended Bikeway Network
9.2 Recommended Support Facilities and Programs
9.3 Recommended Network Projects

9 Recommendations

The recommended improvements for the Santa Maria Bikeway Master Plan consist of additional bikeway network facilities, intersection and spot improvements, and bicycle-related support facilities and programs such as bike parking, maintenance programs, and educational programs. Many of the City’s arterials have existing facilities, and those comfortable riding on major streets are well served by the existing network. Recommendations included in this chapter address the need to regularly sweep and maintain the existing on-street network, and provide for bicycle accommodation during roadway construction. Other improvements in this chapter focus on expanding the bike lane network to certain collector streets and adding additional bike routes to provide greater connectivity between the arterials and Multi-purpose Trails.

Santa Maria’s several parks, commercial downtown, as well as temperate weather and active lifestyles help to make bicycling in Santa Maria an effective transportation and recreation option at any time of the year. The recommendations included in this chapter will help to enhance Santa Maria’s status as a great place to bicycle.

9.1 RECOMMENDED BIKEWAY NETWORK

A bikeway network is a system of bikeways that for a variety of reasons – safety, convenience, destinations served, attractiveness – provides a superior level of service for bicyclists. It is important to recognize that, by law, bicyclists are allowed on all streets and roads regardless of whether they are a part of the designated bikeway network. The bikeway network serves as a tool that allows the City to focus and prioritize bicycle facility implementation efforts where they will provide the greatest benefit to bicyclists and the community at large.
The Recommended Bikeway Network for Santa Maria is shown in Figure 9.1. The system of bikeways is classified into the standard Caltrans Class I, II, and III bikeway categories discussed in Chapter 3. General recommendations for infrastructure support facilities and programs are provided in Section 9.2 below. Detailed descriptions for the highest priority bikeway network projects follow in Section 9.3. The full bikeway network project list for the Bikeway Master Plan, including segment lengths and costs, is provided in Chapter 10, Implementation.

9.2. RECOMMENDED SUPPORT FACILITIES AND PROGRAMS

Support facilities and programs are an important component of a bicycle transportation system. Support programs (such as bikeway management and maintenance, signing, and promotional/educational programs) and facilities (such as bicycle racks on buses, bicycle parking racks, and showers and lockers for employees) further improve safety and convenience for bicyclists.

9.2.1. Bicycle Parking and End-of-Trip Facilities

Bicycle parking includes standard bike racks, covered lockers, and corrals. While most parks and recreation facilities are well outfitted with bicycle parking, Santa Maria's commercial areas have limited bicycle parking available. The planned Transit Center will be well-outfitted with bicycle parking. Bicycle parking facilities are frequently located behind buildings and are intended solely for commuter cyclists.

Bicycle racks should be placed in well-lit, accessible and convenient locations where they are visible to the public and convey a sense of safety for cyclists and their bicycles. A lack of safe and secure bicycle parking is often noted as a concern of bicyclists who may wish to ride to work or to shop. Theft and vandalism of bicycles, especially given that bicycles may be worth anywhere from $250 to $2,000, is a major impediment to bicycle riding.

A systematic program to improve the quality and increase the quantity of bicycle end-of-trip facilities should be implemented in Santa Maria. For example, the city could look for appropriate public locations to install new bicycle racks (such as sidewalks within the downtown commercial area, parks, and community centers). For existing private locations such as shopping centers, appropriate bicycle racks (e.g. inverted-U's) could be made available to property owners for free or low-cost to encourage the installation of additional bike racks or the replacement of poorly designed wheel bender racks.

The city should rely on the inventory of bike parking at City-owned as a starting point for evaluating locations that are in need of bike parking facilities. Other locations in need of additional bicycle parking include the Santa Maria Public Airport, Town Center, Marian Medical Center, and bus transit stops for Amtrak bus, Clean Air Express, SLO Route 10, and Greyhound.

RECOMMENDATIONS

Increase Public Bicycle Parking Facilities

Functional bike parking should be provided at public destinations, including shopping centers, community centers, parks, and schools. All bicycle parking should be in a secure, visible area that is convenient to the destination (near building entrances). Bicycle parking on sidewalks in commercial areas and along walkways of shopping centers should be provided according to specific design criteria, reviewed by merchants and the public, and installed as demand warrants.

As a general rule, inverted-U type racks bolted into the sidewalk are preferred in shopping centers, to be located intermittently and/or at specific bicycle destinations (e.g. cafes, grocery stores). Some rack manufacturers may be able to provide custom racks that can serve not only as bike racks, but also public artwork. While these racks can add a creative and fun element to the shopping center, the rack function should not be overlooked: all racks should adhere to the basic functional requirement of supporting the bicycle by the frame (not the wheel) and accepting a U-lock.
Standard inverted-U racks also are preferred for commercial sidewalk areas, such as in the Crossroads at Santa Maria Shopping Center. The inverted-U should be placed parallel to the street, and should be located within the sidewalk furnishing zone (in line with trees, benches, newspaper racks, etc.) so as not to block pedestrian traffic in the sidewalk through-zone. As an alternate to the standard inverted-U in areas such as the downtown area, the City of Santa Maria may wish to install a decorative bike rack style that serves to add an artistic element, includes a commemorative ‘Racks with Plaques’ or ties to a theme of the streetscape.

Installation of multiple capacity “wave” style racks is not recommended due to a common misunderstanding of how to properly lock a bike to these racks (users commonly lock their bike parallel to the rack, effectively limiting their capacity to 1 or 2 bikes).

Adopt a Bicycle Parking Ordinance with Design Requirements

The City of Santa Maria should adopt a bicycle parking ordinance to provide for the installation of new bicycle parking facilities with new development. The City would benefit from a bicycle parking ordinance because having bicycle parking available encourages residents to use them. It can also allow for businesses to reduce the requirement for automobile parking if bicycle parking is provided.

The city should consider including specific design requirements in the bicycle parking ordinance that require an inverted U-style rack, or other rack type that supports the bicycle frame in at least two points and can accept a U-lock. “Wave” style racks should generally not be recommended. The Association of Bicycle and Pedestrian Professionals (APBP) Bicycle Parking Guidelines document is a good source of information on appropriate bike rack styles and placement. Numerous bike rack vendors offer the inverted-U style rack; these racks are relatively inexpensive, simple to install, minimal and unobtrusive on sidewalks, and well-understood by users.

The bullets below provides some sample recommendations for bicycle parking standards for the City of Santa Maria.

- No bicycle parking requirements shall be required for funeral and mortuary services, car washes, kennels, veterinarian uses and other uses as deemed appropriate by the Community Development Department.
- Bicycle parking shall be located in a convenient, highly visible and well-lighted area to minimize theft and vandalism, generally within fifty (50) feet of a building entrance and within view of pedestrian traffic.
- Bicycle parking facilities shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
- All bicycle parking shall be located on a concrete surface or an all-weather surface.
- Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frame or other components.
- Any fractional reminder for bike parking requirements is rounded up to a whole space.

Encourage the Provision of Shower and Locker Facilities

Encouraging employers to provide shower and locker facilities for employees should be a component of all commute and traffic demand management programs. While more extensive accommodations, such as bicycle storage areas and shower and locker facilities are recommended, simpler solutions may be more feasible and are also beneficial. In many cases, providing a secure indoor space to park bicycles is a significant improvement.

Some cities in the United States have requirements for shower and locker facilities in new and reconstructed developments. For example, the model planning ordinance for the City of San Francisco requires that new industrial and commercial developments over 10,000 gross square feet in floor area must provide at least one shower and two clothes lockers. Santa Maria should consider requiring bicycle end-of-trip support facilities in new developments as appropriate. End-of-trip facilities could include: secure bicycle parking, drinking fountains, bathrooms, showers, lockers, changing rooms, and signage to direct people to them.
Requirements would vary based on the size and type of the proposed development. Sample requirements for providing showers in new construction are provided in Table 6-2 below. These requirements could be formally adopted by the City as part of adopting a bicycle parking ordinance.

9.2.3. Maintenance

Both on-street and off-street bikeways need regular maintenance. Bicycles are more susceptible than motor vehicles to roadway irregularities such as potholes, broken glass, and loose gravel.

Construction activities in Santa Maria present additional maintenance requirements. Construction affects bicyclists through increased roadway wear due to heavy vehicle traffic and increased debris such as sand and gravel from construction equipment. Construction activities may also hinder bicyclists if bikeways are closed off or obstructed due to road maintenance, landscaping or other construction activities. Special accommodations may be made to provide for bicyclists during construction periods.

RECOMMENDATIONS

Provide for Regular Maintenance for Bicycle Facilities

The City of Santa Maria should evaluate its current street maintenance and repair policies as they relate to the needs of bicyclists. Specific measures to review include:

- Street sweeping. As motor vehicles travel along the roadway, debris is pushed to the outside lanes and shoulder. Debris also collects at the center of intersections. Roads striped with bike lanes or designated as bicycle routes should be swept more frequently than roads without designated bikeways. Street sweeping on these roads should include removing debris on the shoulder and at intersections.
- Minor repairs and improvements. Potholes and cracks along the shoulder of roadways primarily affect bicyclists and should be completed within a timely manner. All repairs should be flush to the existing pavement surface.
- Drainage grates. When repaving or maintaining roadways, drainage grates should be inspected to confirm that grate patterns are perpendicular to the road. Replacement of bicycle-unfriendly drainage grates should be standard.
- Street resurfacing. When streets are resurfaced, utility covers, grates and other in-street items should be brought up to the new level of pavement. Similarly, the new asphalt should be tapered to meet the gutter edge and provide a smooth transition between the roadway and the gutter pan.
- Proactive identification of and response to maintenance needs. The City should consider expanding its current “pothole” phone hotline (925-0951 ext. 804) to include bicyclists calling about needed road repairs or maintenance. The City should promote this service as a way of identifying maintenance needs for on-street bikeways and trails.
- Regular Maintenance of Multi-Purpose paths. Shared-use paths require regular maintenance, including trimming adjacent vegetation, sweeping, plowing, and removing trash and debris. The City of Santa Maria should develop a schedule for these routine items and should consider assigning staff to monitor the pathways on a weekly basis to proactively identify maintenance needs.
- Actively coordinate with maintenance workers. Maintenance workers should be involved in the development of bicycle related maintenance policies so that City staff and maintenance workers understand each other’s needs and limitations.
- Proactively sweep streets after collisions. The City should work with the police department to develop a system that provides for street sweeping after automobile collisions.

Develop a Funding Source for the Bicycle Facility Maintenance Program

Bicycling is an integral part of Santa Maria’s transportation network, and maintenance of the bikeway network should be part of the ongoing maintenance program for all city transportation facilities. As such, bikeway network maintenance should receive an appropriate allocation of the City’s transportation maintenance funds. Cost estimates for a standard maintenance program are provided in Chapter 10.
To increase the understanding of how to use bicycle loop detectors, the City may want to include information about how to activate a bicycle loop detector in its bicycle educational materials.

**RECOMMENDATION**

The City should provide for bicycle detection zones in all existing detection loops; installing new video signal detection (overhead cameras combined with image processing software) may be considered to improve the zones for bicycle detection and signal switching. All installed detection devices should be checked and calibrated at least annually, or as-needed if problems are reported.

### 9.2.5. Bicycle Enforcement

In order to encourage safe cycling in Santa Maria, facility improvements must be accompanied by enforcement of California Vehicle Code (CVC) regulations pertaining to bicycles and bicycling. The City of Santa Maria should continue to enforce CVC regulations and to provide for safe use of bicycle facilities, such as the installation of signage prohibiting parking in bicycle lanes. However, violations of such signed regulations needs to be enforced by City of Santa Maria law enforcement officers.

**RECOMMENDATION**

The City of Santa Maria Police Department should continue to perform enforcement of vehicle statutes relating to bicycle operation. A particular focus should be on obstructions of bicycle facilities, individuals riding the wrong direction, or riding on the sidewalk, as these behaviors increase the chance that a cyclist will be involved in a collision. Enforcement of vehicle laws related to bicycling can serve as an educational tool, as some individuals may simply not understand that they are breaking the law and putting themselves at risk. A tip-line or website where cyclists and motorists can report violations might aid in law enforcement efforts to curb bicycle-related violations.

### 9.2.6. Signage and Striping

All bikeway signage on public roadways in Santa Maria should conform to the signage identified in the California Manual on Uniform Traffic Control Devices (California MUTCD). This document gives specific information on the type and location of signing for bicycle facilities in the State of California.

**RECOMMENDATION**

**Designated Bikeway Signs**

The installation of standard California MUTCD bikeway signs on all designated on-street bicycle facilities (Class II and III) is important to heighten motorist awareness and help cyclists find their way. Installing signage is something that can be implemented easily compared to major striping revisions or bike path construction and should be implemented as a priority. An example of where this applies is on Existing Class III Bike Routes where installation of several signs will complete the designated route.

**“SHARE THE ROAD” Signage**

For all Class III Bike Routes, the City may wish to consider installing “SHARE THE ROAD” signs (MUTCD W16-1) along with the standard “BIKE ROUTE” signage (MUTCD D11-1).

**Wayfinding Signage**

Wayfinding signage can help provide cyclists with information necessary to use the bicycle network as an effective transportation network through the display of distance, direction and in some cases, estimated travel time information. The City could consider adding wayfinding signs along key routes to direct cyclists to important destinations.

**Countywide Signage**

For regionally significant bike routes, particularly those linking to other nearby communities, the City should coordinate with SBCAG, Santa Barbara County, and Caltrans to confirm that bikeway signage is consistent across the jurisdictional boundaries. Use of wayfinding signage as discussed above
is especially important for regionally significant routes where cyclists may be just passing through the City and not familiar with the local geography.

9.3. RECOMMENDED NETWORK PROJECTS

The recommended Santa Maria bikeway network shown in Figure 6-1 focuses on implementing Class I, II, and III bikeways to expand and enhance the City's bikeway network. Encouragement and enforcement programs and intersection improvements to improve cycling in Santa Maria are also included in the plan.

The next section presents descriptions and cost estimates for the top priority bicycle projects. These projects were selected as top priority based on a combination of factors including public input, completing gaps in the network, connections to key destinations such as downtown, schools, and parks, and the estimated number of cyclists that would benefit from the facility. Projects are listed according to facility type: on-street projects (bike lanes and bike routes), bike path projects, and intersection improvement projects. A summary list of all recommended bikeway facilities, with segment lengths and cost estimates, is provided in Chapter 10, Implementation along with a discussion of the basic steps necessary for project implementation.
ON-STREET BIKEWAY PROJECT

1. ALVIN AVENUE (FROM BLOSSER ROAD TO SUEY ROAD)

Project Description and Location
Alvin Avenue is an important east-west bike route that spans the width of Santa Maria, linking between existing bike lanes on Blosser Road and Suey Road, crossing several other north-south routes, and providing a ramp-free crossing of US 101. Currently Alvin Road is signed as a bike route – this project recommends studying Alvin Avenue for a Class II bike lane from Blosser Road to Suey Road. Accommodating Class II bike lanes along this segment could be accomplished by eliminating traffic lanes along this segment, a so-called “road diet”. Given the residential houses fronting Alvin, removing parking lanes may not be feasible.

Design Issues
Issues:
• Two vehicular travel lanes each direction
• On-street parking along residential frontages

Improvement Options:
• Study for Class II bike lane installation through the narrowing or removal of travel and / or parking lanes.

Project Length:
2.54 miles

Cost Estimate
Total estimated cost: $89,000

ON-STREET BIKEWAY PROJECT

2. BLOSSER ROAD (FROM LA BREA AVENUE TO MAIN STREET)

Project Description and Location
Blosser Road is a major north-south cycling facility along the western edge of Santa Maria. North of Main Street and south of La Brea Avenue, Blosser is already striped with Class II bike lanes. A gap exists between La Brea and Main. It is recommended that this section be signed as a Class III bike route.

Design Issues
Issues:
• Gap in bike lane facility on Blosser between La Brea and Main
• Wide center turn lane
• Utility / telephone poles may restrict roadway widening
• No curb / gutter along some segments
• Raised median along some segments may hinder lane reconfigurations

Improvement Options:
• Sign as Class III bike route
• If future curb and gutter is installed, consider providing a striped shoulder area to give cyclists additional width at the edge of the roadway to cycle in.

Project Length:
1.25 miles

Cost Estimate
Total estimated cost: $6,200
### 3. NORTH BROADWAY (FROM DONOVAN ROAD TO PREISKER LANE)

#### Project Description and Location

Broadway is a main north-south arterial road through the heart of Santa Maria, and contains many of the city’s commercial and retail destinations. Due to limited right-of-way and the need to accommodate traffic and turn lanes, accommodating Class II bike lanes is not feasible for much of South Broadway, and on North Broadway from Main Street to Donovan. A signed Class III bike route is recommended to be installed along this segment. As part of this facility, the city should provide for bikeway improvements at the intersection of Broadway and Preisker Lane. If a proposed new trail segment is constructed along the west channel leading to Preisker Park an improved bicycle trail crossing should be installed at this location, along with directional signage indicating that the bike route continues north toward Preisker Park.

#### Design Issues

**Issues:**
- High volume roadway with no existing bicycle facilities
- Connects to numerous retail destinations in downtown area

**Improvement Options:**
- Sign as Class III bike route between Donovan Road and Preisker Lane
- Provide for signage and intersection improvements at intersection of Broadway/Preisker Lane, with continued bike route heading north toward Preisker Park

#### Project Length:

0.80 miles

#### Cost Estimate

Total estimated cost: $3,900

---

### 4. CANYON DRIVE (FROM SEAWARD DRIVE TO DONOVAN ROAD)

#### Project Description and Location

Canyon Drive is a residential street in the northeast corner of Santa Maria. Currently a Class I bike path segment along the Santa Maria River ends at the intersection of Seaward Drive / Canyon Drive, creating a gap in the system to Donovan Road. Designating this segment of Canyon Drive as a Class III bike route would complete this network gap. Traffic volumes and speeds are sufficiently low on Canyon Drive to allow for shared use by bicyclists and motor vehicles.

#### Design Issues

**Issues:**
- Existing Class I path ends at Canyon / Seaward
- Canyon Drive is residential street with on-street parking
- Low traffic speeds and volumes

**Improvement Options:**
- Designation of Canyon Drive as Class III Bike Route between Seaward and Donovan, install signage.

#### Project Length:

0.18 miles

#### Cost Estimate

Total estimated cost: $900
5. COLLEGE DRIVE FROM BATTLES RD TO EAST JONES STREET

Project Description and Location
College Drive is an important north-south corridor for cyclists between the south Santa Maria commercial areas at Betteravia Road (including the Crossroads Shopping Center), linking with students at Allan Hancock College and connecting to the downtown. The segment of College Drive between Jones Street and Alvin Avenue is currently signed as a Class III bike route. Currently there are no bike facilities on College Drive from Jones Street to Battles Street. South of Battles, College has Class II Bike Lanes.

It is recommended that Class II Bike Lanes be striped on College between Battles and Jones Street. This segment provides access to Allan Hancock College. Installed the bike lane could come through a combination of travel / turn lane narrowing / restriping, on-street parking elimination, and center median reduction.

Design Issues
Issues:
- Roadway widths and lane configurations are variable.
- On-street parking may be necessary in some areas, such as residential frontage or vicinity of Allan Hancock College.

Improvement Options:
- Study Class II bike lane installation options which include narrowing travel / turn lanes, removing areas of on-street parking, and reducing center median widths.

Project Length:
0.91 miles

Cost Estimate
Total estimated cost: $32,000

College Drive approaching Stowell  
College Drive northbound at Stowell

6. MAIN STREET EAST FROM BRADLEY RD TO SUEY RD

Project Description and Location
Main Street is the primary east-west arterial through downtown Santa Maria. Due to right-of-way limitations and the need for travel and turning lanes, installing bike lanes is not feasible along most of Main Street to the west of US 101. East of 101, a segment of Class II bike lanes already exist on Main Street between Suey Road and Panther Drive. It is recommended that the bike lanes on Main Street be installed from Nicholson Avenue (where the proposed Bradley Ditch Trail will intersect) east to Suey Road.

Design Issues
Issues:
- High traffic volumes along Main Street
- Freeway ramps at Nicholson Avenue; future intersection of proposed Bradley Ditch Class I Trail

Improvement Options:
- Narrow travel lanes and center turn lane to accommodate Class II bike lanes. Consider reducing travel lane widths as narrow as 10.5'; center turn lane narrow to 10'.
- If city determines it to be infeasible to narrow lanes enough to accommodate full 5' Class II bike lanes, consider some lane narrowing to gain striped shoulder space. Striped shoulders of 3'-4' wide, while not meeting full Class II standards, could be signed as a Class III bike route and would still give cyclists some additional width at the edge of the roadway to cycle in.

Project Length:
.51 miles

Cost Estimate
Total estimated cost: $18,000

E. Main facing eastbound approaching Nicholson Ave.  
E. Main approaching Palisades Drive
### ON-STREET BIKEWAY PROJECT

#### 7. WEST MCCOY LANE FROM RAILROAD CROSSING TO SKYWAY DRIVE

**Project Description and Location**

The east portion of West McCoy Lane has Class II bicycle lanes, which are dropped to a Class III bike route between the railroad and Skyway Drive. The intersection of McCoy and the railroad is the north terminus of the Hagerman Drive Multi-purpose trail, which will eventually continue northward. It is recommended that McCoy Lane be upgraded to Class II bike lanes between the railroad and Skyway to provide for a continuous Class II facility. Accommodating bike lanes may require travel or turn lane narrowing through this segment.

**Design Issues**

**Issues:**
- Road configuration/geometry variable

**Improvement Options:**
- Narrow travel lanes and center turn lane to accommodate Class II bike lanes. Consider reducing travel lane widths as narrow as 10.5’, center turn lane narrow to 10’.
- If city determines it to be infeasible to narrow lanes enough to accommodate full 5’ Class II bike lanes, consider some lane narrowing to gain striped shoulder space. Striped shoulders of 3’-4’ wide, while not meeting full Class II standards, could be signed as a Class III bike route and would still give cyclists some additional width at the edge of the roadway to cycle in.

**Project Length:**

0.50 miles

**Cost Estimate**

Total estimated cost: $18,000

---

### ON-STREET BIKEWAY PROJECT

#### 8. MILLER STREET

**Project Description and Location**

Miller Street is a north-south route that currently has a mix of Class II and Class III facilities. North of Main Street the roadway width varies considerably: from Chapel to Alvin the roadway is approximately 32’ in width (with one travel lane each direction plus parking), and from Alvin to Donovan the roadway widens to approximately 62’ to allow for two travel lanes in each direction plus parking. North of Donovan, Miller narrows again to one travel lane in each direction.

Because Miller provides an important north-south route that is parallel to Broadway, upgrading this roadway to Class II facilities where feasible is recommended. For the narrower segments of Miller between Chapel and Alvin, and north of Donovan, a Class III bikeway may be the appropriate treatment. For the wider segment between Alvin and Donovan, it is recommended that the city consider implementing a road diet to remove one travel lane in each direction and install Class II bike lanes.

**Design Issues**

**Issues:**
- Variable roadway width

**Improvement Options:**
- Between Chapel and Alvin consider Class III bike route if bike lanes not feasible
- From Alvin to Donovan, consider removing one travel lane each direction and installing Class II bike lanes
- North of Donovan consider Class III bike route if bike lanes not feasible

**Project Length:**

1.79 miles

**Cost Estimate**

Total estimated cost: $63,000
### Project Description and Location

Fesler Street is an east-west route that currently has no bicycle facilities. Between Blosser Road and Depot Street/Railroad Avenue, the roadway is approximately 36' in width (one travel lane each direction plus parking). East of Depot Street the roadway widens to approximately 62' to allow for two travel lanes in each direction plus parking. The intersection of Fesler/Depot/Railroad is offset, requiring travel for a short distance on Depot/Railroad to continue on Fesler.

Because Fesler provides an important east-west between Blosser and the Broadway corridor, providing a bikeway on this roadway is desirable. Given the roadway width, a Class II bike lane is recommended on Fesler between Broadway and Depot. Between Depot and Blosser due to the narrow roadway width, a Class III facility appears to be the only feasible bikeway type.

### Design Issues

**Issues:**
- Roadway width narrows between Depot and Blosser

**Improvement Options:**
- Between Broadway and Depot install Class II bike lanes
- From Depot to Blosser install Class III bike route

### Project Length:

0.98 miles

### Cost Estimate

Total estimated cost: $18,600

---

### Project Description and Location

Sunrise Drive is a residential street in south Santa Maria that connects between existing bike facilities on College Drive and Santa Maria Way. It is recommended that Class II bike lanes be installed along this segment. This stretch of roadway links to Maramonte Park, and would provide access from this residential area to the major north-south bike facilities in the area.

### Design Issues

**Issues:**
- None

**Improvement Options:**
- Class II Bike Lane implementation

### Project Length:

0.40 miles

### Cost Estimate

Total estimated cost: $13,000
11. PREISKER PARK TO N. BROADWAY VIA CANAL STREET DRAIN

**Project Description and Location**
Develop the north-side of the Canal Street storm drain into a Multi-Purpose Trail. The path would extend the existing trail from the southwest corner of Preisker Park to the intersection of Preisker Lane and North Broadway. This route would the northwest residential district to the downtown via proposed bike lane improvements on Broadway southbound from Preisker Lane. Development of this Multi-Purpose Trail would require a bicycle / pedestrian crossing enhancement at the intersection of Broadway / Preisker. Coordination with the Santa Barbara County Flood Control District is required before this project can move forward. Any proposed bikeway improvements within Santa Barbara County Flood Control easements would be subject to secondary use agreements and Flood Control review and approval.

**Design Issues**
- Underutilized land along canal channel
- Links a major park destination to key north-south routes
- Trail would require enhancing crossing at N. Broadway
- Project implementation requires coordination with Santa Barbara County Flood Control District

**Improvement Options:**
- Implement Multi-Purpose Trail along top bank of canal channel

**Project Length:**
0.40 miles

**Cost Estimate**
Total estimated cost: $292,500

S.E. corner of Preisker Park facing S.E. towards Preisker Ln and Broadway

---

12. COLLEGE DRIVE BETWEEN BATTLES RD AND JONES STREET

**Project Description and Location**
Two segments of Class I bike path are proposed for College Drive between Battles Road and Jones Street, providing links from the Allan Hancock College entrances to existing / proposed east-west bike paths along Battles Road and along Jones Street. The north segment would extend between the northern campus entrance and the proposed Class I along Jones Street. The south segment would extend between the south campus at Stowell Road south to Battles Road. These College Road bike path segments would provide direct access to Allan Hancock College, and would supplement proposed Class II Bike Lanes along this segment. Given that the College is the primary destination along this corridor these paths should be located on the east side of the roadway. As future development occurs in the Enos Ranchos area the south segment of Class I bike path would be extended south on College to Betteravia, creating a continuous Class I facility.

**Design Issues**
- Available right-of-way along Allan Hancock College frontage
- Driveway and intersection crossings

**Improvement Options:**
- Study Class I bike path installation options for east side of College Avenue which include reconfiguring travel/turn lanes in order to gain additional width, or potential easement / right-of-way acquisition from Hancock College.

**Project Length:**
0.75 miles

**Cost Estimate**
Total estimated cost: $562,500
ON-STREET BIKEWAY PROJECT

13. RAILROAD / DEPOT BIKE PATH

**Project Description and Location**

The Depot Street / Railroad Avenue corridor is an important north-south corridor that generally parallels the north-south railroad tracks. Development of a Class I bike path within or adjacent to this corridor would provide an extension of the existing bike path north of the Hagerman Sports Complex toward downtown. Starting at McCoy Lane, where the existing bike path terminates, the proposed alignment would extend north along South Depot Street where the path will then extend along the railroad corridor north of West Betteravia Road up to West Stowell Road. The path will then continue along Depot Street north of West Stowell Road. At West Boone Street, the path will then extend north along South Railroad Avenue and end at West Main Street.

The California Public Utilities Commission (PUC) has jurisdiction over the safety of highway-rail crossings in California. Any new bike path adjacent to a railroad right-of-way would be planned and designed with the safety of the rail corridor and future trail users in mind. Bike paths adjacent to a railroad crossings would need to be evaluated according to PUC General Order (GO) 88-B: Rules for Altering Public Highway-Rail Crossings. In addition, a request for authorization would need to be submitted to the Public Utilities Commission through the Rail Crossing Engineering Section (RCES).

**Design Issues**

- Private property / right-of-way acquisition
- Railroad operations
- Depot Street discontinuous between Betteravia and Carmen
- Potential mid-block crossing improvements at arterials along corridor

**Improvement Options:**

- Study Class I bike path alignment options for corridor. Study should address potential on-street options if a continuous Class I bikeway is not feasible.

**Project Length:**

2.60 miles

**Cost Estimate**

Total estimated cost: $1,927,500

---

14. BRADLEY CHANNEL BIKE PATH EXTENSION

**Project Description and Location**

An existing Multi-Purpose Trail exists along the north side of the Bradley channel from Jim May (River Oaks) Park to Paden Street. This path should be extended southward, taking advantage of underutilized space along the top bank of the flood control channel. Serving as both a recreational and commuter travel option, the pathway would provide an important north-south link toward Main Street, connecting to existing and proposed facilities on Donovan, Alvin, Main, and Jones, and eventually continuing to Betteravia. Coordination with the Santa Barbara County Flood Control District is required before this project can move forward. Any proposed bikeway improvements within Santa Barbara County Flood Control easements would be subject to secondary use agreements and Flood Control review and approval.

**Design Issues**

- Proximity to adjacent residential homes
- Poor or no street lighting
- Crossing major roadways along alignment
- Project implementation requires coordination with Santa Barbara County Flood Control District

**Improvement Options:**

- Install a Class I bikeway along the Bradley Ditch Channel

**Project Length:**

3.40 miles

**Cost Estimate**

Total estimated cost: $2,520,000
### 15. SANTA MARIA VALLEY RAIL TRAIL

**Project Description and Location**

The east-west railroad line through Santa Maria is viewed as an excellent long-term opportunity to develop a major rail trail facility within or adjacent to the rail corridor. As a first phase project developing the segment along East Jones Street would provide a Class I Bikeway Facility from Suey Rd to S. McClelland Street. It is more appropriate given limited street widths that the facility becomes a Class II bike lanes between S. Thornburg St. and S. McClelland St.

The California Public Utilities Commission (PUC) has jurisdiction over the safety of highway-rail crossings in California. Any new bike path within or adjacent to a railroad right-of-way would be planned and designed with the safety of the rail corridor and future trail users in mind, and in coordination with Santa Maria Valley Railroad Company and the PUC. Bike paths adjacent to a railroad crossings would need to be evaluated according to PUC General Order (GO) 88-B: Rules for Altering Public Highway-Rail Crossings. In addition, a request for authorization would need to be submitted to the Public Utilities Commission through the Rail Crossing Engineering Section (RCES).

**Design Issues**

- Adjacent land uses
- Crossings of major roadways
- Section between US 101 bridge and Suey Road under jurisdiction of Santa Barbara County and will require coordination with County.

**Improvement Options:**

- Install Class I bike path within or adjacent to railway corridor
- Between South Thornburg Street and South McClelland Street facility becomes Class II bike lanes (approximately 1,500 ft.)

**Project Length:**

9.60 miles

**Cost Estimate**

Total estimated cost: $7,162,500

---

### 16. SKYWAY DRIVE INTERSECTION IMPROVEMENTS

**Project Description and Location**

The Hagerman Multi-Purpose Trail crosses Skyway Drive at the intersection of Airpark Drive. The trail meets the northeast corner of the intersection, and continues along the southwest corner, requiring trail users to cross in two legs. Marked crosswalks are present only on the eastern and southern legs of this intersection. It is recommended that this crossing be enhanced to improve visibility and convenience for bicyclists and pedestrians. Improvements may include: striping high-visibility ladder-style crosswalks; installing curb extensions (bulbouts) to provide additional landing area for trail users waiting at the corners; installing a bicycle-only signal that allows diagonal crossing of the intersection.

**Design Issues**

- Wide roadway crossing that requires users to cross in two stages.
- Signal Phasing and intersection geometry

**Improvement Options:**

- High-visibility ladder style crosswalks on east and south legs

**Project Length:**

0.30 miles

**Cost Estimate**

Total estimated cost: $300,000
## Project Description and Location
As part of the development of the bikeway network, the needs of cyclists at intersection and crossing points needs to be considered. A review of cyclist needs at the following intersections should be carried out such that the intersection or crossing performs efficiently for cyclists under the traffic conditions expected. The intersections are:

1. W. Foster Rd and Orcutt Road,
2. Skyway Drive & Hagerman Trail,
3. West Battles Rd & South Depot,
4. South Bradley Road & East Battles,
5. College Drive & East Jones Road,
6. West Stowell Rd & Thornburg,
7. West Donovan Rd & N. Western Ave,
8. North Broadway & N. Preisker Lane,
9. McCoy Lane at northend of Hagerman MPT and Railroad Crossing.

## Design Issues
**Issues:**
- Identify all matters that affect how well the situation at the intersections meet the needs of cyclists.

**Improvement Options:**
- To be considered as part of review

### Cost Estimate
Total estimated cost: $50,000
Chapter Ten

Implementation
Chapter Ten
Implementation

This chapter discusses the implementation process along with top priority projects and the cost for these projects.

IN THIS SECTION:
10.1 Implementation Process
10.2 Implementation of Top Priority Projects
10.3 Cost Breakdown

10 Implementation

Implementation

This chapter identifies steps towards implementation of the proposed facilities and programs of this plan, the estimated costs for the proposed improvements and maintenance, and strategies on funding and financing.

10.1 IMPLEMENTATION PROCESS
The steps between the network improvements and concepts identified in this Plan and the final completion of the improvements will vary from project to project, but typically include:

1. Adoption of the project as part of the Capital Improvement Program and the appropriation of funds by the City Council to perform preliminary engineering tasks.
2. Preliminary engineering (with consideration of possible alternatives and environmental issues) and cost estimate for individual projects as needed.
3. Secure, as necessary, any applicable environmental approvals.
4. Approval of the project by the Planning Commission and the City Council, including the commitment by the latter to provide for any unfunded portions of project costs.
5. Completion of final plans, specifications and estimates, advertising for bids, receipt of bids and award of contract(s).
6. Construction of Project. Prior to any action however, the Santa Maria City Council will need to officially adopt the updated Bikeway Master Plan to receive certain state or federal funding.

Table 10.1 describes the various permits and approvals that would be needed as part of implementing bikeway projects identified in this plan.
10.2 IMPLEMENTATION OF TOP PRIORITY PROJECTS

Implementation of specific projects within the top priority project list is based on factors including: (a) cost and construction feasibility given existing traffic, safety, and environmental constraints; (b) funding cycles and opportunities; and (c) strength of the project as measured by specific funding criteria.

It is important to remember that the recommended bikeway projects and programs are flexible concepts that serve as guidelines to those responsible for implementation. The bikeway network project list may change over time as a result of changing bicycling patterns and implementation constraints and opportunities. Santa Maria city staff should review the top priority project list on a periodic basis to confirm that 1) it reflects the most current priorities, needs, and opportunities; 2) it can be implemented in a logical and efficient manner; and 3) it takes advantage of all available funding opportunities and grant cycles. As projects are built and taken off the list, new projects should be moved up on the list.

10.3 COST BREAKDOWN

Before constructing recommended facilities, additional field work will be required to verify conditions. These include but are not limited to: roadway widths, travel lanes, actual motor vehicle speeds, motor vehicle volumes and speeds, bicycle and motor vehicle travel patterns and conflicts, signal timing and actuation, and pavement conditions. Final bikeway treatments should be selected based on verified conditions.

Build-out of the recommended system will result in over 131 new miles of bicycle facilities within the City of Santa Maria. Of these, approximately 55 miles are proposed bike paths, approximately 61 miles are proposed bike lanes and over 15 miles are proposed bike routes. Per mile assumptions used for the planning cost estimates are shown in Table 10.2.

<table>
<thead>
<tr>
<th>Bicycle Facility Type</th>
<th>Description</th>
<th>Cost Estimate Per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I - Bicycle Path</td>
<td>Ten ft. paved shared-use path with two ft. shoulders and signage</td>
<td>$750,000</td>
</tr>
<tr>
<td>Class II - Bicycle Lane</td>
<td>Minimum 5’ bike lanes striped on roadway with bicycle detector symbols at intersections and installation of bike lane signage. For road diets, motor vehicle ADT is low enough to eliminate two motor vehicle lanes and stripe bike lanes with signage.</td>
<td>$35,000</td>
</tr>
<tr>
<td>Class III - Bicycle Route Signage</td>
<td>Install wayfinding signs and bike route signs along roadway and pavement stencils in roadway indicating to motorists and bicyclists where bicyclists are expected to ride.</td>
<td>$5,000</td>
</tr>
</tbody>
</table>
The cost of the long-term recommended projects is estimated to be $41,482,500 for Class I projects, $2,148,650 for Class II Bike Lane projects, $75,900 for Class III Bike Route projects, for a combined total system build out cost of about $43.7 million. Cost estimates include estimated cost of construction, administration and engineering design, utilities relocation, and environmental document and mitigation, but do not include costs of property acquisition or easements. Note that all costs are planning level estimates only and are subject to change.

The total annual maintenance cost of the primary bikeway system is estimated to be about $600,000 per year, the vast majority of which goes toward Class I maintenance. Bicycle facility maintenance costs are based on per mile estimate, which covers labor, supplies, and amortized equipment costs for weekly trash removal, monthly sweeping, and bi-annual resurfacing and repair patrols. Other maintenance costs include restriping bike lane lines, sweeping debris, and tuning signals for bicycle sensitivity.

Calculated maintenance costs for the bikeway network are relatively high due to the extensive mileage of Class I path facilities. The City may find that annual costs are significantly lower due to the economies of scale of maintaining a large network of bike paths. The on-street bike lanes and routes will be treated as part of the normal roadway maintenance program and have relatively low maintenance costs. As part of the normal roadway maintenance program, extra emphasis should be put on keeping the bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility or creeping into the roadway. The other typical maintenance costs for the bikeway network include the maintenance of signage, striping and stencils.

All the projects are recommended to be implemented over the next two to twenty years, or as funding is available. The more expensive projects may take longer to implement. In addition, many funding sources are highly competitive, and therefore it is impossible to determine exactly which projects will be funded by which funding sources. Timing of projects is also difficult to predict, due to the dependence on competitive funding sources, timing of roadway and development, and the overall economy.

The projects listed may be funded through various sources. The funding section in this chapter outlines some of the local, regional, state and federal funding methods and resources for non-motorized transportation projects.