



**Active Transportation Committee
AGENDA**

Thursday, October 17, 2024, 6:00 p.m.

Council Hearing Room, 990 Palm Street, San Luis Obispo

The Active Transportation Committee holds in-person meetings. Zoom participation will not be supported. Attendees of City Council or Advisory Body meetings are eligible to receive one hour of complimentary parking; restrictions apply, visit [Parking for Public Meetings](#) for more details.

INSTRUCTIONS FOR PUBLIC COMMENT:

Public Comment prior to the meeting (must be received 3 hours in advance of the meeting):

Mail - Delivered by the U.S. Postal Service. Address letters to the City Clerk's Office at 990 Palm Street, San Luis Obispo, California, 93401.

Email - Submit Public Comments via email to advisorybodies@slocity.org. In the body of your email, please include the date of the meeting and the item number (if applicable). Emails *will not* be read aloud during the meeting.

Voicemail - Call (805) 781-7164 and leave a voicemail. Please state and spell your name, the agenda item number you are calling about, and leave your comment. Verbal comments must be limited to 3 minutes. Voicemails *will not* be played during the meeting.

**All correspondence will be archived and distributed to members, however, submissions received after the deadline may not be processed until the following day.*

Public Comment during the meeting:

Meetings are held in-person. To provide public comment during the meeting, you must be present at the meeting location.

Electronic Visual Aid Presentation. To conform with the City's Network Access and Use Policy, Chapter 1.3.8 of the [Council Policies & Procedures Manual](#), members of the public who desire to utilize electronic visual aids to supplement their oral presentation must provide display-ready material to the City Clerk by 12:00 p.m. on the day of the meeting. Contact the City Clerk's Office at cityclerk@slocity.org or (805) 781-7114.

1. CALL TO ORDER

Chair Garrett Otto will call the Special Meeting of the Active Transportation Committee to order.

2. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

At this time, people may address the Committee about items not on the agenda. Persons wishing to speak should come forward and state their name and address. Comments are limited to three minutes per person. Items raised at this time are generally referred to staff and, if action by the Committee is necessary, may be scheduled for a future meeting.

3. PRESENTATIONS

3.a 2023 Bicycle Friendly Community Report Card

5

Receive the 2023 Bicycle Friendly Community Report Card.

3.b Active Transportation Plan 2023 Progress Report Card

55

Receive the Active Transportation Plan 2023 Progress Report Card and updated data from the Household Community Survey conducted earlier this year.

4. COMMENT AND DISCUSSION

4.a COMMITTEE MEMBER UPDATES

Receive a brief update from Active Transportation Committee members.

4.b STAFF UPDATES

Receive a brief update from Active Transportation Manager Adam Fukushima.

1. Updates on Complete Streets Projects for Higuera, Broad, and Foothill

4.c FUTURE AGENDA ITEMS

Active Transportation Manager Adam Fukushima will provide a forecast of items coming before the Active Transportation Committee.

5. ADJOURNMENT

The next Regular Meeting of the Active Transportation Committee meeting is scheduled for November 21, 2024 at 6:00 p.m. in the Council Hearing Room at City Hall, 990 Palm Street, San Luis Obispo.

LISTENING ASSISTIVE DEVICES are available -- see the Clerk

The City of San Luis Obispo wishes to make all of its public meetings accessible to the public. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk's Office at (805) 781-7114 at least 48 hours before the meeting, if possible. Telecommunications Device for the Deaf (805) 781-7410.

Agenda related writings or documents provided to the Active Transportation Committee are available for public inspection on the City's website:

<https://www.slocity.org/government/mayor-and-city-council/agendas-and-minutes>. Meeting recordings may be found on the City's website:

<https://opengov.slocity.org/WebLink/Browse.aspx?id=60965>



Active Transportation Committee

AGENDA REPORT ITEM 3A

DATE: October 17, 2024

FROM: Adam Fukushima, Active Transportation Manager

SUBJECT: 2023 Bicycle Friendly Community Report Card

Recommendation:

1. Receive the 2023 Bicycle Friendly Community Report Card

Background

Every four years the City of San Luis Obispo renews its application with the League of American Bicyclists for the Bicycle Friendly Community (BFC) designation. The program provides feedback on how well a community is doing in becoming bicycle friendly community compared to other cities nationwide and provides an award status ranging from “no status” to bronze, silver, gold, and platinum (highest designation). The City of San Luis Obispo first applied for the status in 2007 and was awarded the Silver designation. In 2015, the City’s designation was upgraded to Gold and in 2019 the Gold level was maintained. In the fall of 2023, the City of San Luis Obispo reapplied for the designation. Earlier this year the City was informed that the status of Gold was maintained for a second time. The League’s feedback is provided in the Bicycle Friendly Report Card (See Attachment A) as well as the results from their Bicycle Friendly Community Survey of the San Luis Obispo community (See Attachment B). The survey was available to anyone who received the weblink either from the League of American Bicyclists or in a social media post from the City of San Luis Obispo.

The BFC Report Card is one of several tools including the City’s Active Transportation Plan Report Card in assessing how well the City is doing in becoming a bicycle friendly community and should help the Active Transportation Committee in the budget goals process later this Fall.

Attachments:

Attachment A: 2023 Bicycle Friendly Community Report Card

Attachment B: Bicycle Friendly Community Survey



San Luis Obispo, CA



Award: Gold | Fall 2023
Award History:
Gold since 2015. Previously Silver since 2007.

San Luis Obispo's BFA Program Stats

of Local Bicycle Friendly Businesses: **4**
of Local Bicycle Friendly Universities: **1**
of Local League Cycling Instructors: **5**
California's Bicycle Friendly State Ranking: **#4**

The 5 Es Category Scores	San Luis Obispo	Max Score this round
Engineering	72.34%	79.3%
Education	75.71%	76.3%
Encouragement	87.48%	87.5%
Evaluation & Planning	76.18%	78.0%
Equity & Accessibility	70.51%	70.5%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 5.7%
Male Commuter Ridership: 8.4%
Female Commuter Ridership: 2.7%
(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: 16%
(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 42.2
Annual Average Bicyclist Fatalities in last 5 years: 2.6
(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 48,341
Area: 12.93 square miles
Population Density: 3738.7 people/square mile
Land Classification:
Mostly Suburban
Poverty Rate: 29.6%*
Median Household Income: \$61,862*
Percent of the Population that Speaks a
Language Other Than English at Home: 16.8%*
Percent with Disability: 9.1%*
Percent of Households with No Vehicle Available: 6.2%*
*Source: https://data.census.gov/profile/San_Luis_Obispo_city_California?q=160XX00US0668154

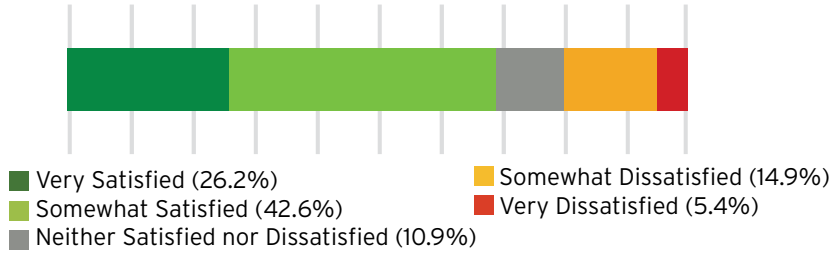
San Luis Obispo's Bike Links

Bike Network Map, if available:
<https://slocity.maps.arcgis.com/apps/webappviewer/index.html?id=d0c9ddaa42a444bda8d5940e05891eb7>

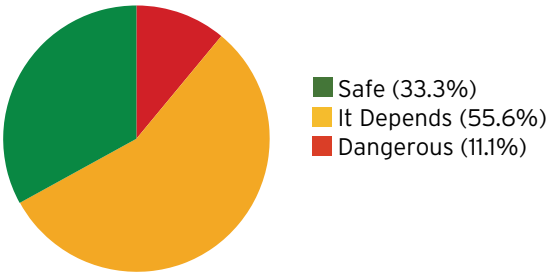
Bike Plan, if available:
<https://www.slocity.org/home/showpublisheddocument/30668/637612629135300000>

Fall 2023 BFC Public Survey Response Summary for San Luis Obispo, CA

How satisfied are you with how this community is designed for making bike riding safe? (n = 202)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 198)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 202)

- 1. Improve existing bike lanes to protected bike lanes (23.3%)
- 2. More bike paths (21.3%)
- 3. Reduce speeds through traffic calming and/or road diets (14.9%)

About this Report Card

The following scores are based on the online application submitted by San Luis Obispo in the Fall 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>San Luis Obispo earned a weighted score of 72.34% in the Engineering Category. Below is the full breakdown of points that San Luis Obispo earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Engineering Subcategories	San Luis Obispo's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	18.8 / 41 pts
	End-of-Trip Facilities	25.3 / 44 pts
	Bicycle Network	67.5 / 128 pts
	Network Maintenance	19 / 32 pts
	Bicycle Access to Public Transportation	10.5 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	17.9 / 23 pts
	Engineering Bonus Points	6.5 / 10 pts

EDUCATION	<i>San Luis Obispo earned a weighted score of 75.71% in the Education Category. Below is the full breakdown of points that San Luis Obispo earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Education Subcategories	San Luis Obispo's Subcategory Points in Education
	Youth Bicycle Education	32.8 / 68 pts
	Adult Bicycle Education	33.3 / 47 pts
	Motorist Education	12.1 / 28 pts
	Bicycle Safety Education Resources	7.4 / 16 pts
	Inclusive Education	9.2 / 26 pts
	Education Bonus Points	4.3 / 7 pts

ENCOURAGEMENT	<i>San Luis Obispo earned a weighted score of 87.48% in the Encouragement Category. Below is the full breakdown of points that San Luis Obispo earned in each subcategory of the Encouragement section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	San Luis Obispo's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	8 / 17 pts
	Route-Finding Support	6.2 / 10 pts
	Bicycle Culture and Promotion	65.4 / 91 pts
	Access To Bicycle Equipment and Repair Services	28.8 / 35 pts
	Reducing Work-Related/Fleet VMT	7 / 11 pts
	Encouragement Bonus Points	4.1 / 7 pts

EVALUATION & PLANNING	<i>San Luis Obispo earned a weighted score of 76.18% in the Evaluation & Planning Category. Below is the full breakdown of points that San Luis Obispo earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	San Luis Obispo's Subcategory Points in Evaluation & Planning
	Staffing And Committees	25.6 / 35 pts
	Public Engagement for Bicycle Planning	22.8 / 35 pts
	Planning, Funding, And Implementation	19 / 46 pts
	Evaluating The Bicycle Network	13.1 / 25 pts
	Evaluating Ridership	7.2 / 20 pts
	Evaluating & Improving Safety Outcomes	20.7 / 42 pts
	Evaluation & Planning Bonus Points	6.3 / 15 pts

EQUITY & ACCESSIBILITY	<i>San Luis Obispo earned a weighted score of 70.51% in the Equity & Accessibility Category. Below is the full breakdown of points that San Luis Obispo earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	San Luis Obispo's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	9.8 / 24 pts
	Equity Data Collection & Goals	9.1 / 27 pts
	Equity & Accessibility Policies & Plans	7.8 / 21 pts
	Equity & Accessibility in Engineering	15.8 / 44 pts
	Equity & Accessibility in Education	18.8 / 52 pts
	Equity & Accessibility in Encouragement	30.3 / 42 pts
	Equity & Accessibility in Evaluation & Planning	24.3 / 51 pts
	Equity & Accessibility Bonus Points	3.2 / 9 pts



San Luis Obispo, CA

Award: Gold | **Fall 2023** | **Award History:** Gold since 2015. Previously Silver since 2007.

FEEDBACK TO IMPROVE:

To maintain and improve on San Luis Obispo's Gold-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Congratulations to San Luis Obispo on your progress since your last Bicycle Friendly Community application! The community has developed an excellent planning foundation through the adoption of the 2021 Active Transportation Plan, and has secured budget allocations to make implementation of the plan feasible. Lowering driving speeds on your roads and continuing to build and maintain a cohesive and well-connected low-stress bicycling network are both critical to achieving SLO's stated goals of 20% bicycle modeshare and zero traffic fatalities or serious injuries by 2030. Continue to partner with local bike advocates and League Cycling Instructors, and to innovate on new programming and encouragement efforts such as the cargo/e-bike Try-A-Bike program, to help introduce residents to your expanding bicycling network.
- » Continue to rapidly expand, improve, and maintain San Luis Obispo's low-stress on-road bike network and ensure that your community continues to follow a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume. Identify gaps and add new facilities that will complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting painted bike lanes into protected bike lanes. Expand maintenance and sweeping protocols to keep your protected bike lanes safe and useable year-round.
- » Continue to build on SLO's neighborhood greenway program by lowering speed limits -- and designed speeds -- on all residential streets to 20 mph or less, and on arterial streets to 25 mph. Consider a "SLO Down" driver safety campaign to reinforce slow speeds as an important part of traffic safety. Learn more about the League's work around slower speeds: <https://bikeleague.org/take-action/slow-roads-save-lives/>.
- » Work with local League Cycling Instructors (LCIs) to offer Bicycle Friendly Driver training to all motorists in San Luis Obispo, particularly to professional drivers and fleet operators. Learn more at: <https://bikeleague.org/bfd>.
- » Continue to increase the amount of high quality bicycle parking throughout the community. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, transit stops, and urban activity centers. (See apbp.org/bicycle-parking-solutions). Consider The Bike Center in Santa Monica and Culver City as a model for what could be developed for commuters in SLO: <https://thebikecenter.com/>.
- » Continue to improve and expand your in-school bicycling education for students of all ages by making the optional program mandatory for all elementary schools. Ensure the program is also accessible for all students by adding adaptive cycles to the existing bike fleet provided for on-bike education in elementary and middle schools. Consider also adding on-bike learning opportunities for high school students, as well as Bicycle Friendly Driver training for older students who are learning to drive.
- » Consider updating your Safe Routes to School Plan (2017) to be informed by the Active Transportation Plan (2021).



San Luis Obispo, CA

Award: Gold | **Fall 2023** | **Award History:** Gold since 2015. Previously Silver since 2007.

FEEDBACK TO IMPROVE, CONTINUED:

- » Your 2023 Bicycle Friendly Community application reported that ACS data shows a gender gap in bicycle modeshare among commuters (7.9% of male commuters bike to work, compared to 2.8% of female commuters, according to ACS data). Consider how focused outreach around bicycling education, encouragement, and engagement could help bring more women to bike for transportation in San Luis Obispo. Consider how local data collection efforts may be able to further inform your work by capturing gender in other bike use and modeshare counts, as well as identifying gender disparities in perceptions of safety and barriers to bicycling.
- » Continue to consider launching a public bike share system that increase access to bicycling for locals and visitors alike. Bike sharing is a convenient, cost effective, and healthy way of encouraging more people to make short trips by bike, make bicycling more easily accessible to all, and to bridge the 'last mile' between public transit and destinations. In many communities, bike share has also served to expedite infrastructure improvements by demonstrating increased need and demand for low-stress connectivity.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>

Q8 Please confirm the name of the community you are reviewing.

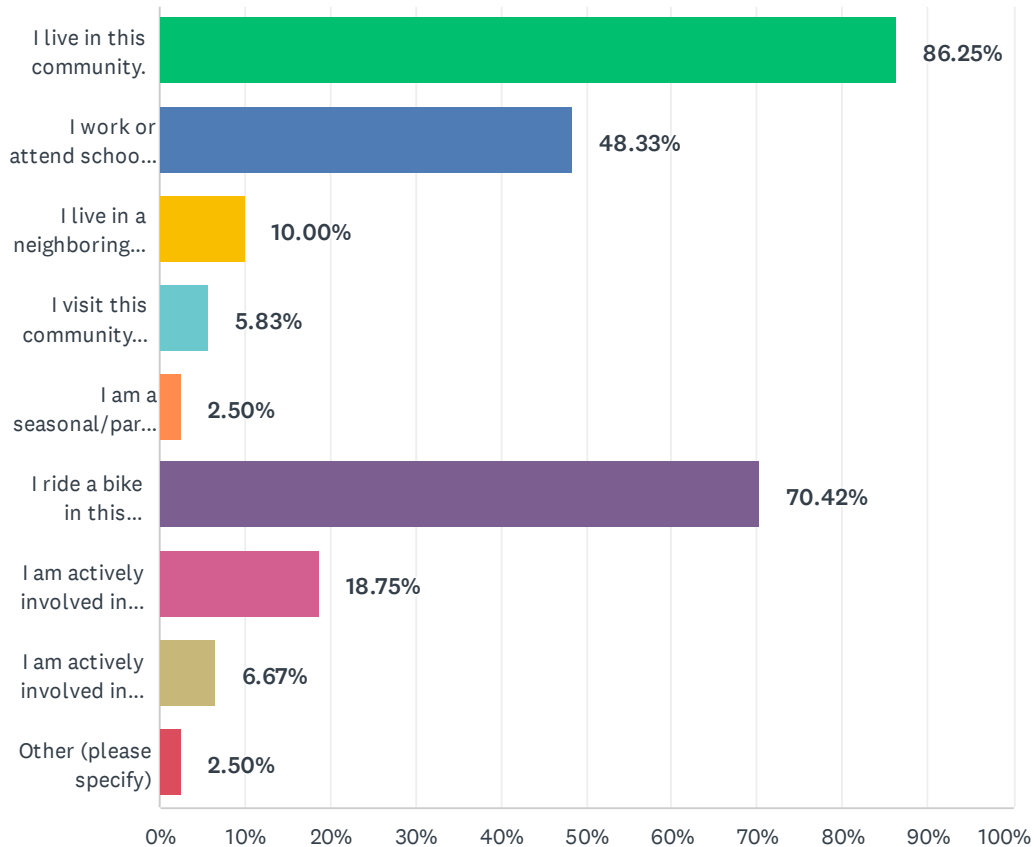
Answered: 247 Skipped: 0

ANSWER CHOICES	RESPONSES
San Luis Obispo, CA	100.00% 247
TOTAL	247

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q56 Which of the following options best describe your connection to this community? (Select all that apply.)

Answered: 240 Skipped: 7



ANSWER CHOICES		RESPONSES	
I live in this community.		86.25%	207
I work or attend school in this community.		48.33%	116
I live in a neighboring community.		10.00%	24
I visit this community often, but do not live there.		5.83%	14
I am a seasonal/part-time resident of this community.		2.50%	6
I ride a bike in this community.		70.42%	169
I am actively involved in local bike advocacy within this community.		18.75%	45
I am actively involved in bike advocacy in the state or region where this community is located.		6.67%	16
Other (please specify)		2.50%	6
Total Respondents: 240			

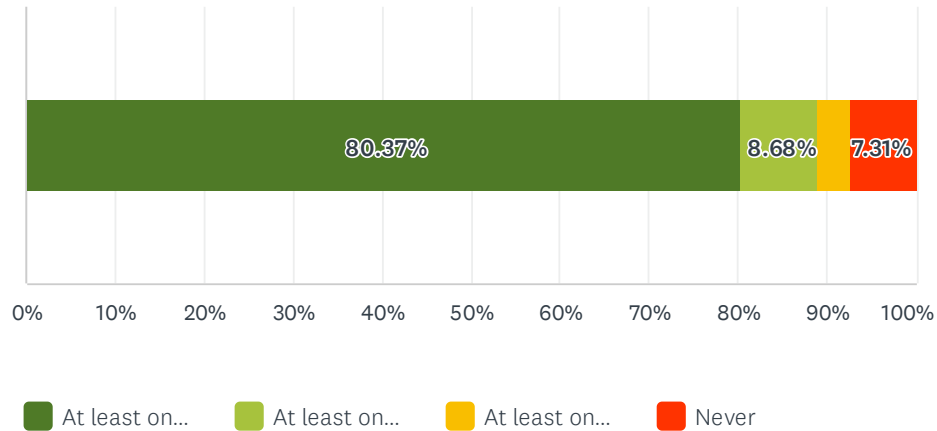
#	OTHER (PLEASE SPECIFY)	DATE
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Fall 2023 Bicycle Friendly Community Survey

1	Supporter of bike advocacy	10/16/2023 5:44 PM
2	I lead a bike group in this community	10/16/2023 1:59 PM
3	taxpayer	10/13/2023 2:39 PM
4	We are a one car family and I use my bike almost exclusively.	10/12/2023 12:31 PM
5	Chair of Save Our Downtown SLO	9/16/2023 2:20 AM
6	Previously bike rider. Now unable to ride due to handicap	9/8/2023 2:48 PM

Q57 On average during the optimal weather, how often do you use a bicycle?

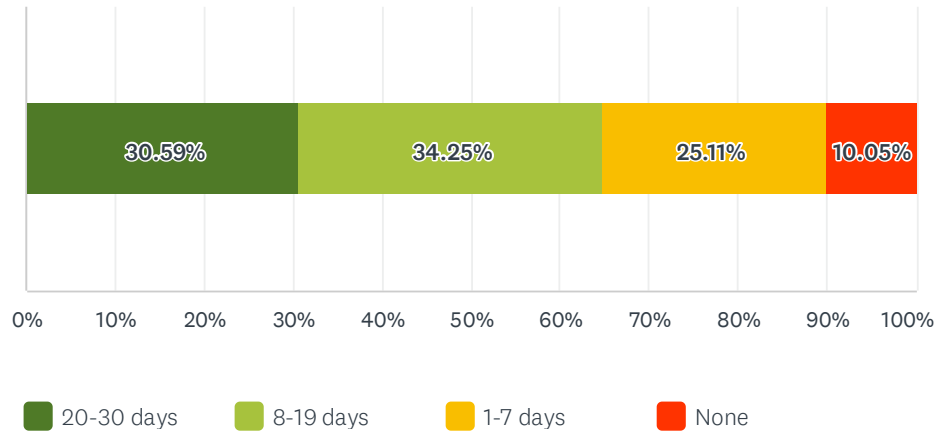
Answered: 219 Skipped: 28



ANSWER CHOICES	RESPONSES	
At least once a week	80.37%	176
At least once a month	8.68%	19
At least once during the optimal riding season	3.65%	8
Never	7.31%	16
TOTAL		219

Q58 Thinking about the past 30 days, about how many of those days did you ride a bicycle?

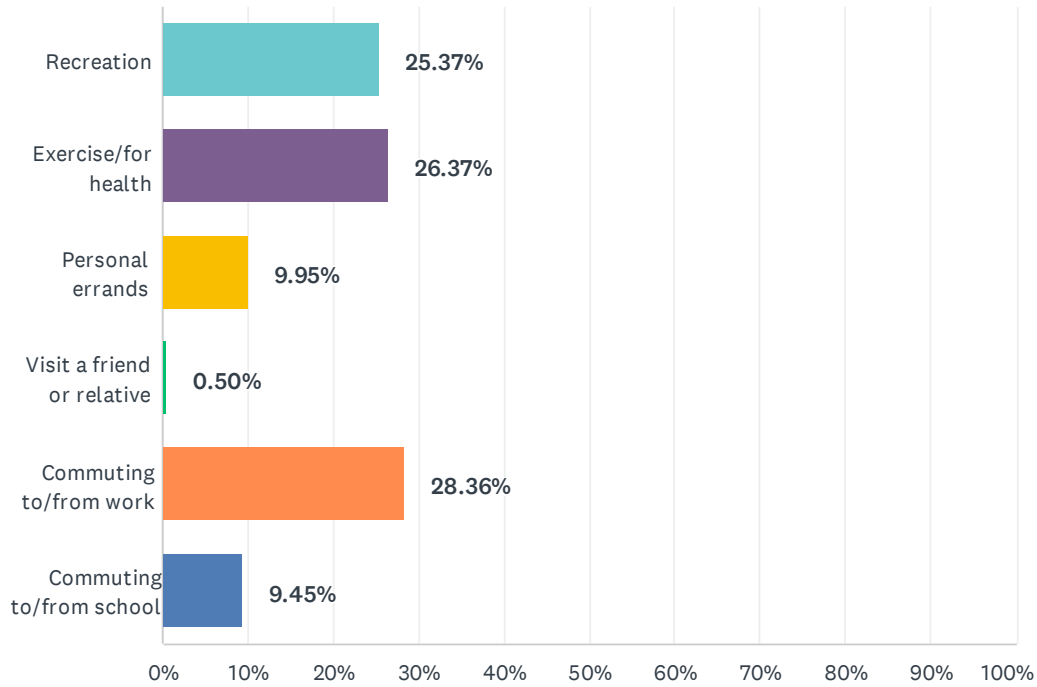
Answered: 219 Skipped: 28



ANSWER CHOICES	RESPONSES	
20-30 days	30.59%	67
8-19 days	34.25%	75
1-7 days	25.11%	55
None	10.05%	22
TOTAL		219

Q59 If you rode a bicycle at least once in the past 30 days, what was the main purpose of the last trip you took on a bicycle?

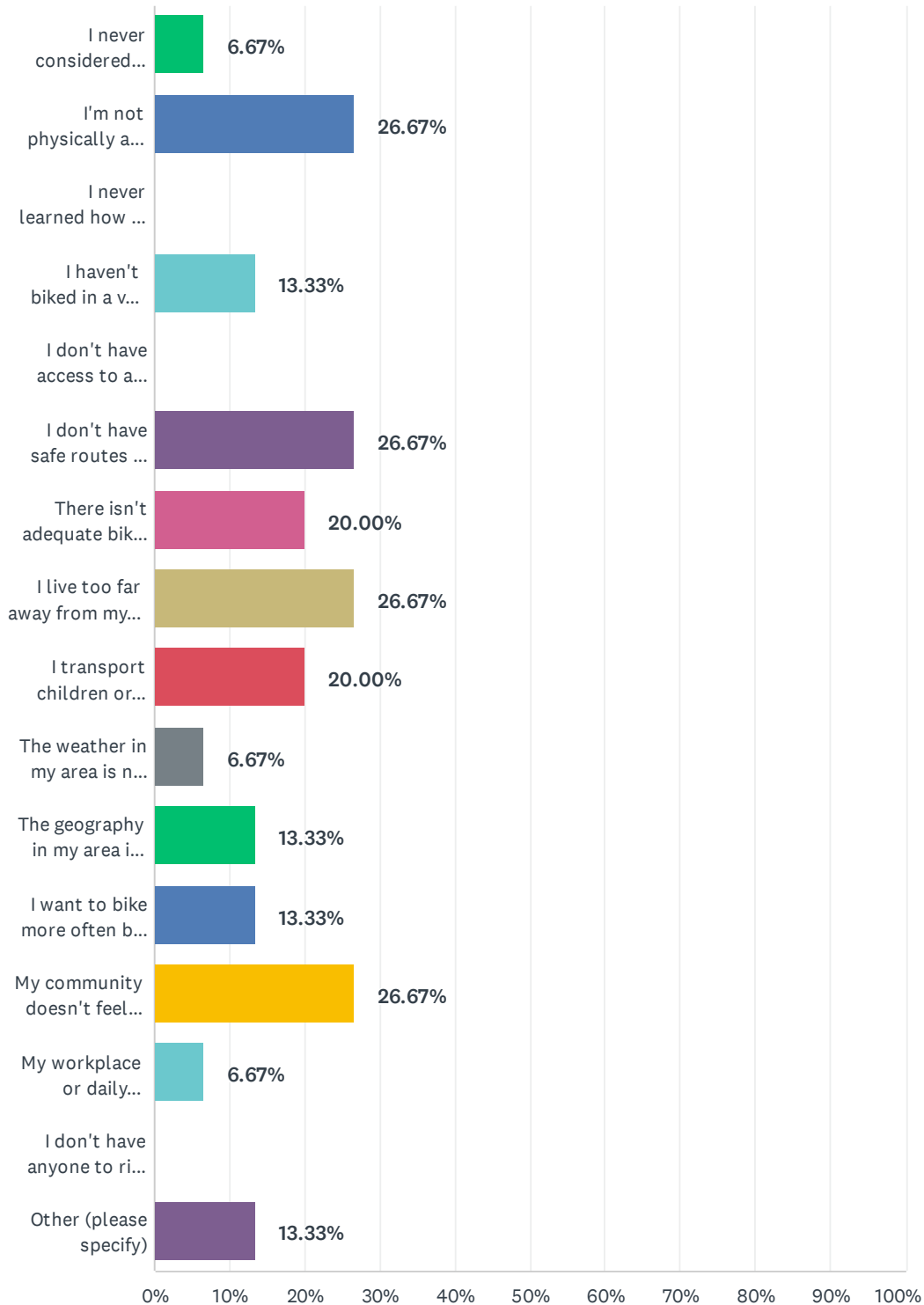
Answered: 201 Skipped: 46



ANSWER CHOICES	RESPONSES	
Recreation	25.37%	51
Exercise/for health	26.37%	53
Personal errands	9.95%	20
Visit a friend or relative	0.50%	1
Commuting to/from work	28.36%	57
Commuting to/from school	9.45%	19
TOTAL		201

Q60 If you answered "Never", what are the top 1-5 biggest barriers or challenges that prevent you from biking, or from biking more often?

Answered: 15 Skipped: 232



Fall 2023 Bicycle Friendly Community Survey

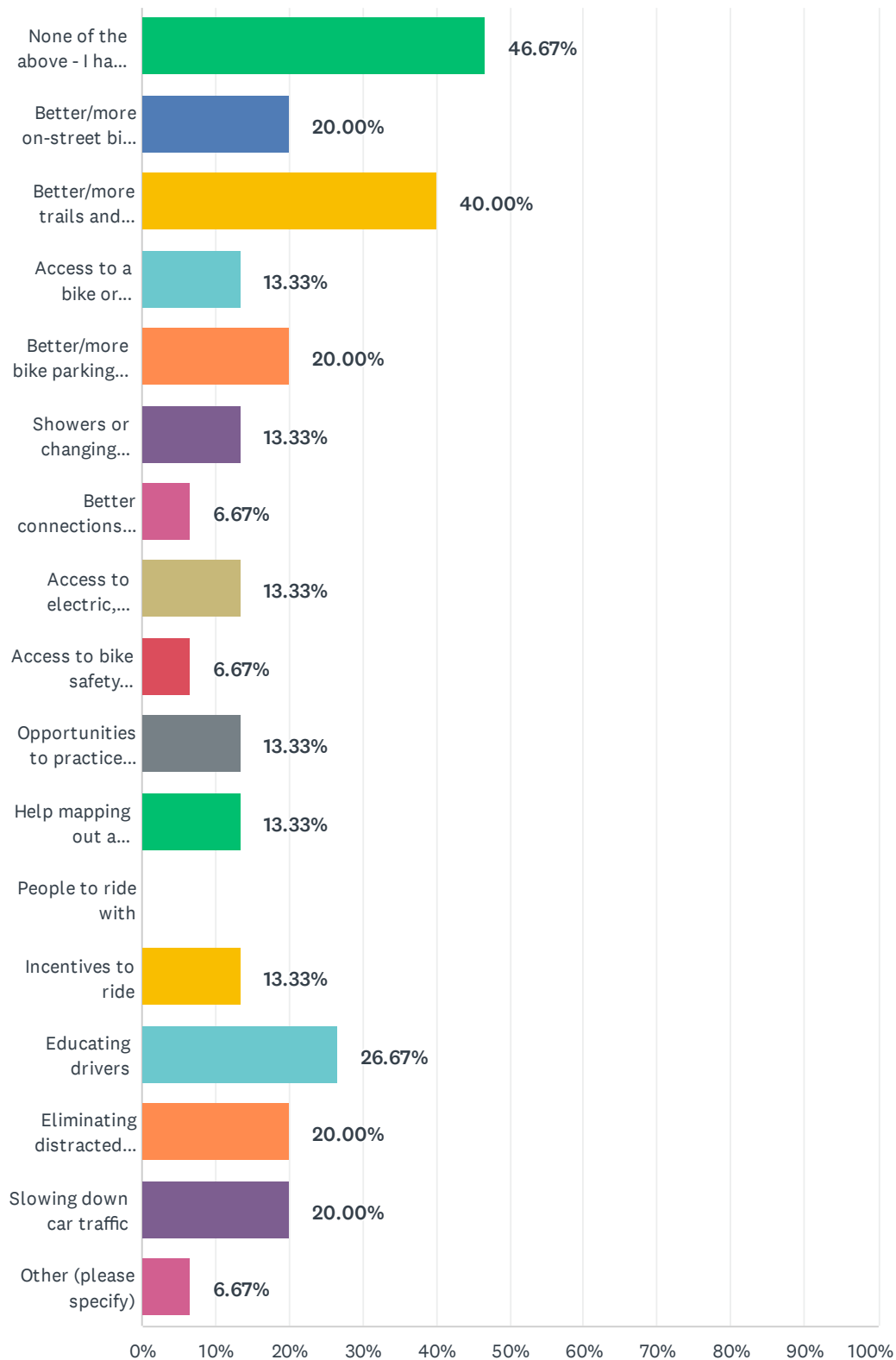
ANSWER CHOICES	RESPONSES	
I never considered biking before	6.67%	1
I'm not physically able to ride a bike	26.67%	4
I never learned how to ride a bike	0.00%	0
I haven't biked in a very long time and am not confident about riding again	13.33%	2
I don't have access to a bicycle	0.00%	0
I don't have safe routes to bike near my home or work	26.67%	4
There isn't adequate bike parking at my daily destination(s)	20.00%	3
I live too far away from my daily destination(s) to bike there	26.67%	4
I transport children or cargo on my way to/from my daily destination(s)	20.00%	3
The weather in my area is not conducive to bicycling (too hot, too rainy, etc.)	6.67%	1
The geography in my area is not conducive to bicycling (hills, etc.)	13.33%	2
I want to bike more often but don't know how to begin (choosing bike, selecting route, etc.)	13.33%	2
My community doesn't feel safe or comfortable to bike in	26.67%	4
My workplace or daily destination(s) are not welcoming to bicyclists	6.67%	1
I don't have anyone to ride with	0.00%	0
Other (please specify)	13.33%	2
Total Respondents: 15		

#	OTHER (PLEASE SPECIFY)	DATE
1	I drive	9/22/2023 9:16 AM
2	Safety concerns	9/16/2023 8:00 AM

Q61 What are the top 1-5 changes that would be most helpful in encouraging you to bike more often?

Answered: 15 Skipped: 232

Fall 2023 Bicycle Friendly Community Survey



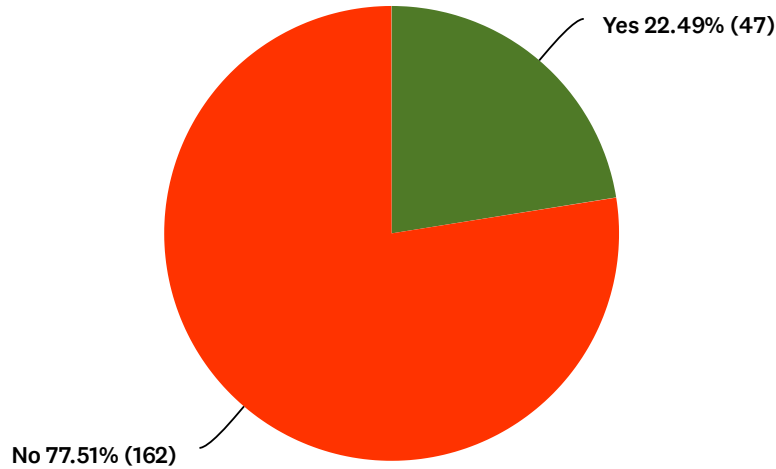
Fall 2023 Bicycle Friendly Community Survey

ANSWER CHOICES	RESPONSES	
None of the above - I have no interest in bicycling	46.67%	7
Better/more on-street bike facilities (bike lanes)	20.00%	3
Better/more trails and off-street bike paths	40.00%	6
Access to a bike or bikeshare program	13.33%	2
Better/more bike parking at my destination(s)	20.00%	3
Showers or changing facilities at my destination(s)	13.33%	2
Better connections between bicycling and transit	6.67%	1
Access to electric, cargo, or adaptive cycle options	13.33%	2
Access to bike safety education/instruction	6.67%	1
Opportunities to practice riding in a safe environment	13.33%	2
Help mapping out a safe/comfortable route to my destination(s)	13.33%	2
People to ride with	0.00%	0
Incentives to ride	13.33%	2
Educating drivers	26.67%	4
Eliminating distracted driving	20.00%	3
Slowing down car traffic	20.00%	3
Other (please specify)	6.67%	1
Total Respondents: 15		

#	OTHER (PLEASE SPECIFY)	DATE
1	Nothing	9/22/2023 9:16 AM

Q62 In the past five years, have you received any training in bicycling safety in this community?

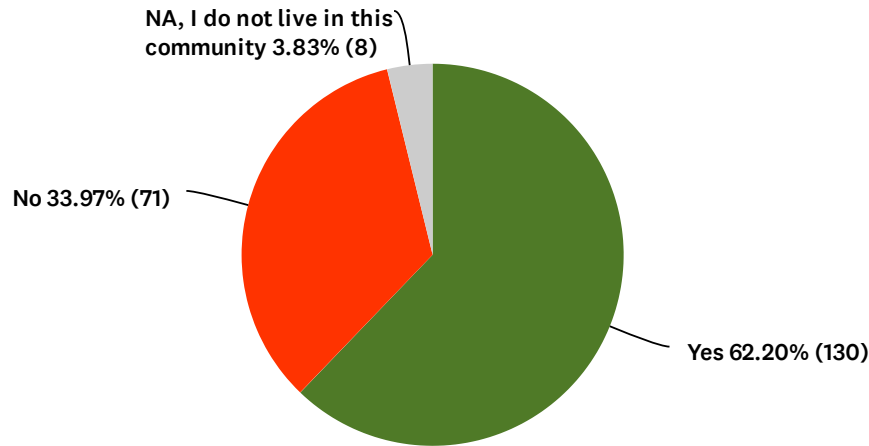
Answered: 209 Skipped: 38



ANSWER CHOICES	RESPONSES	
Yes	22.49%	47
No	77.51%	162
TOTAL		209

Q63 Are bike paths (that is, paths away from the road on which bikes can travel) available within a quarter mile of where you live?

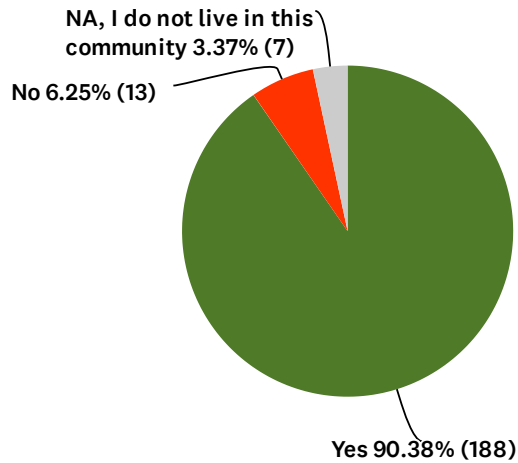
Answered: 209 Skipped: 38



ANSWER CHOICES	RESPONSES	
Yes	62.20%	130
No	33.97%	71
NA, I do not live in this community	3.83%	8
TOTAL		209

Q64 Are bike lanes (that is, marked lanes on a public road reserved for bikes to travel) available within a quarter mile of where you live?

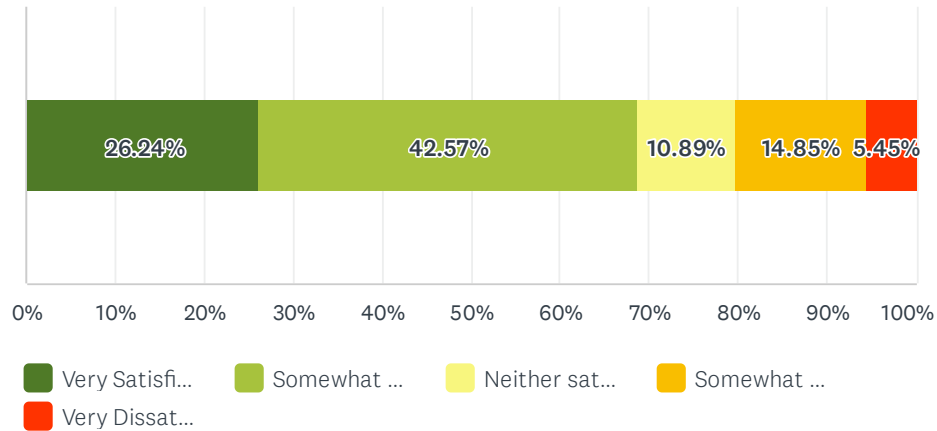
Answered: 208 Skipped: 39



ANSWER CHOICES	RESPONSES	
Yes	90.38%	188
No	6.25%	13
NA, I do not live in this community	3.37%	7
TOTAL		208

Q65 How satisfied are you with how this community is designed for making bike riding safe?

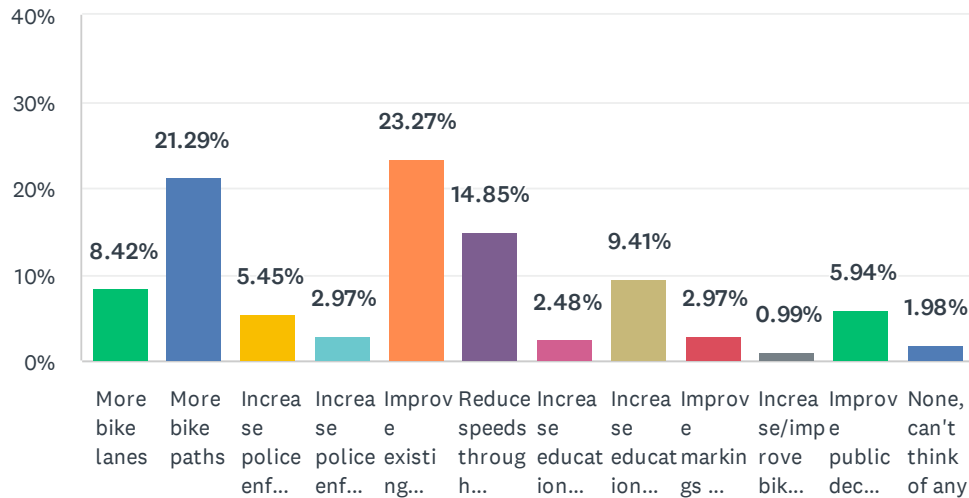
Answered: 202 Skipped: 45



ANSWER CHOICES	RESPONSES	
Very Satisfied	26.24%	53
Somewhat Satisfied	42.57%	86
Neither satisfied or dissatisfied	10.89%	22
Somewhat Dissatisfied	14.85%	30
Very Dissatisfied	5.45%	11
TOTAL		202

Q66 What is the number one change you would most like to see the local government make in this community for bicyclists?

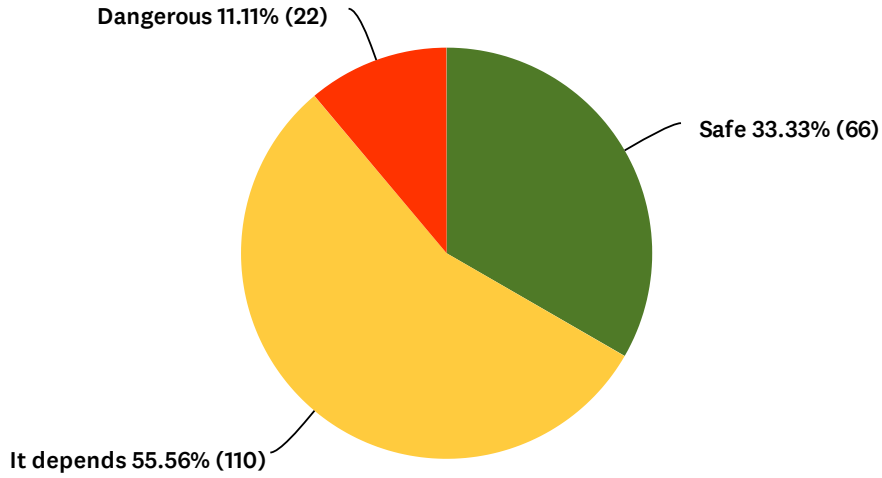
Answered: 202 Skipped: 45



ANSWER CHOICES	RESPONSES	
More bike lanes	8.42%	17
More bike paths	21.29%	43
Increase police enforcement of traffic laws for drivers	5.45%	11
Increase police enforcement of traffic laws for bicyclists	2.97%	6
Improve existing bike lanes to protected bike lanes	23.27%	47
Reduce speeds through traffic calming and/or road diets	14.85%	30
Increase education for bicyclists	2.48%	5
Increase education for drivers	9.41%	19
Improve markings and signage that direct people to safe bike routes	2.97%	6
Increase/improve bike parking	0.99%	2
Improve public decision-making processes for transportation improvements, including bicycling improvements	5.94%	12
None, can't think of any	1.98%	4
TOTAL		202

Q67 Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?

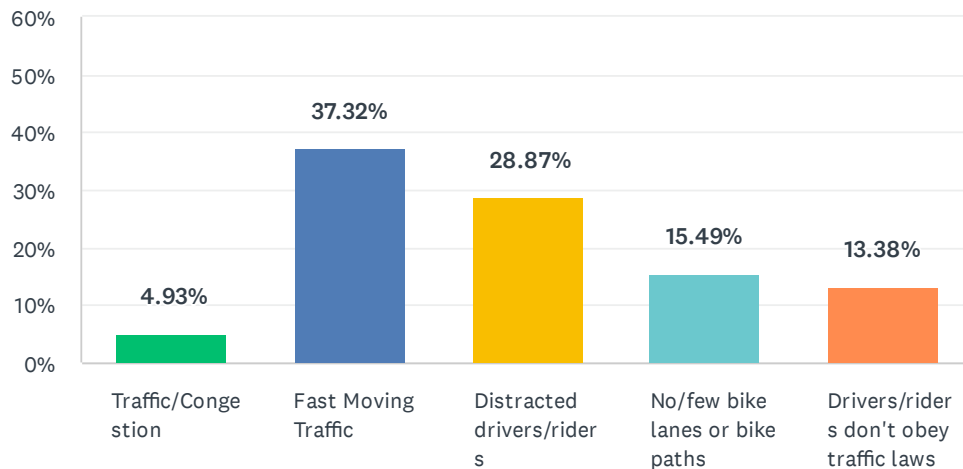
Answered: 198 Skipped: 49



ANSWER CHOICES	RESPONSES	
Safe	33.33%	66
It depends	55.56%	110
Dangerous	11.11%	22
TOTAL		198

Q68 If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?

Answered: 142 Skipped: 105



ANSWER CHOICES	RESPONSES	
Traffic/Congestion	4.93%	7
Fast Moving Traffic	37.32%	53
Distracted drivers/riders	28.87%	41
No/few bike lanes or bike paths	15.49%	22
Drivers/riders don't obey traffic laws	13.38%	19
TOTAL		142

Q69 What specifically should the community do to become more bicycle-friendly? Please share your top 1-3 recommendations for the community to improve.

Answered: 148 Skipped: 99

#	RESPONSES	DATE
1	Protected bike lanes, raised to sidewalk ideally. Smaller lanes and roads to reduce car speed naturally. Bike infrastructure such as modal filters	10/27/2023 2:33 AM
2	Improve bike routes and intersections near college and school. Get rid of hybrid beacons that confuse everyone and make real lights for bikes to cross big intersections. Add sensors at all intersections with lights that sense bikes so you don't have to get off your bike to hit a crossing light.	10/23/2023 4:49 AM
3	Keep the existing bike lanes clean.	10/20/2023 3:08 PM
4	Educate drivers, protected bike lanes, bike fixing stations	10/20/2023 12:52 AM
5	1. Reduce the speed for bicycles in the bike lane. 2. Bicycle safety training. Most bikers do not stop at stop signs and will ride at high rate of speed causing cars to slow down to unsafe speeds when wanting to get into a turn lane	10/19/2023 4:37 PM
6	Make traffic signals bike friendly	10/19/2023 3:43 PM
7	Reduce speed limits. Allow rolling stops for bikes. Road diets everywhere.	10/19/2023 2:25 PM
8	Close streets downtown to vehicles. Offer incentives for cycling to work or school. Enforce traffic laws around parking in bike lanes in downtown.	10/19/2023 11:32 AM
9	Make more bike lanes so it doesn't cut off somewhere in the middle	10/19/2023 10:05 AM
10	In one of the empty buildings downtown it would be wonderful to have a paid indoor bike parking shop. We would eat & shop downtown so much more if we felt safe leaving our bikes. The bike parking area on Thursday nights for the farmers market is nice but I think a true indoor paid parking area would be such a hit. Maybe even an enclosed tent would work. It would be wonderful if Higuera street had concrete barriers separating the bike lanes from traffic. I know this idea is a stretch but the scariest thing about bike riding is not being able to keep your eyes on the traffic approaching you from behind. You really can't practice defensive driving while riding a bike with traffic. If bikes could ride against traffic I think it would be SO much safer. If someone is not paying attention or driving out of control I have know way of knowing this with my back to them.	10/19/2023 9:11 AM
11	More dedicated greenways. Avoid crossing fast moving traffic. Path on South / King is unsafe, seen multi near misses.	10/19/2023 8:51 AM
12	More events and incentives to ride	10/19/2023 2:09 AM
13	Stop replacing auto lanes with bike lanes. All it does is anger drivers, who make up the vast majority of the population, and make them more aggressive towards bicyclists.	10/19/2023 1:41 AM
14	Improve safety of bike lanes (width and distance to drivers) Make sure trees and plants are not obstructing access to bike lanes and that the paving is in tack in the bike lanes. Educate drivers and community. Way too many cyclists are killed each year in SLO. Cars are not our future. Cyclists are.	10/19/2023 1:27 AM
15	Stop ticketing us like we are cars. Ridiculous how ticket happy the moto cops are.	10/19/2023 1:07 AM
16	I think our community is taking all the right steps, and we generally have a very friendly city. However, many drivers have not adjusted to traffic changes and their disregard for laws creates a false sense of security that makes it even more dangerous at times. I think more public education and minimal enforcement would go a long way.	10/19/2023 12:55 AM

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17	Create more protected bike paths away from traffic	10/19/2023 12:35 AM
18	1. improve intersection safety - bike lanes often just end before dangerous intersections and bikes and pedestrians are left navigating cars or narrow lanes, etc. 2. add more protected bike lanes 3. gain more right of way to extend bike paths next to railroad tracks.	10/19/2023 12:35 AM
19	More free ways and protected bike lanes. More bike crossings!	10/19/2023 12:25 AM
20	1. Within reason continue making more of an effort to make PROTECTED bike lanes. 2. All areas for biking and pedestrians should have adequate lighting, especially on the path between the train station and Orcutt. 3. Safe, lite up areas for locking your bike.	10/19/2023 12:22 AM
21	none	10/19/2023 12:17 AM
22	more bike lanes that aren't shared with cars, more protected bike lanes.	10/19/2023 12:09 AM
23	Build a walking/bike path on tank farm so families can bike with their kids.	10/19/2023 12:05 AM
24	Improve and protect more bike lanes	10/19/2023 12:00 AM
25	Educate drivers to "share the road"	10/18/2023 11:50 PM
26	Figure out a solution to neighborhood street parking and bike lanes. Maybe build more parking garages to service downtown neighborhoods. My complex doesn't have enough spots for everyone and street parking is a constant struggle to dodge in a bike and find as a motorist.	10/18/2023 11:45 PM
27	New protected bike lanes are great but they need to take out the parking spot closest to the "turn in" to allow the drive to see if there's a cyclist in the lane.	10/18/2023 11:07 PM
28	- lengthen biking/walking paths - add rail crossings for bicycles	10/18/2023 11:04 PM
29	More protected bike lanes and more bike paths connecting neighborhoods. Currently, tank farm is really the only way to get from the Broad St area towards South Higuera. There could be some paths put in through the neighborhoods connecting everything and making biking safer.	10/18/2023 10:41 PM
30	More dedicated bike parking downtown. Alternative routes or physical protection provided to main roads. Encourage cargo bike usage.	10/18/2023 10:27 PM
31	Improve protected bike lane infrastructure. Reduce bike-vehicle interaction points. Enforce distracted driving laws.	10/18/2023 10:17 PM
32	Create physical walls creating a safety between bicyclist and drivers as well as transitioning downtown to become car free	10/18/2023 10:04 PM
33	Clean bike lanes, more divided bike lanes	10/18/2023 9:55 PM
34	More protected bike lanes. Street sweep bike lanes so glass doesn't puncture tires.	10/18/2023 9:09 PM
35	We just need a few more bike friendly connection paths to major parts of town to really make it as safe and accessible as possible.	10/18/2023 8:58 PM
36	More bike trails	10/18/2023 8:57 PM
37	1. Protected bike lanes (not just road striping) on roads or at the sidewalk level. 2. Equal enforcement of road/traffic laws between cars and bicycles when shared spaces occur.	10/18/2023 8:47 PM
38	More bike racks downtown, less blind corners	10/18/2023 8:40 PM
39	More major bicycle paths to avoid having to ride on high speed traffic roads	10/18/2023 8:11 PM
40	Education for both bike riders and car drivers. I think both sides have people who don't follow the rules, which makes it dangerous and reduce the incentive for those who want to start biking.	10/18/2023 7:55 PM
41	Provide education to visitors and students about how to share the road with cyclists. Particularly for areas of town that utilize sharrows (signage describing what a sharrow is).	10/16/2023 5:54 PM
42	designate more greenways, improve existing bike lanes, create more bike boulevards	10/16/2023 2:04 PM
43	The older central part of SLO is very bicycle friendly, however outside of central SLO things become very 'stroady' with multiple lanes and fast moving traffic. Road diets and traffic calming in outlying areas will help	10/14/2023 6:32 PM

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44	Continue to expand the network of (parking) protected bike lanes Improve speed reduction measures along existing bike routes	10/13/2023 10:42 PM
45	Lengthen bike paths. Very few in SLO County and existing paths are very short. Would paths over 10 miles one-way like Monterey and LA Counties.	10/13/2023 4:36 PM
46	re-pave streets	10/13/2023 2:46 PM
47	Continue with bike lanes to link gaps in bike routes; traffic calming and enforcement to reduce vehicle speeds	10/13/2023 2:33 PM
48	convert bike lanes to protected bike lanes.	10/13/2023 1:52 AM
49	education/enforcement for ebikers	10/12/2023 8:22 PM
50	For me, it's about feeling safe in my bike lane. I'd recommend protected lanes (like Marsh St.) or main roads like Johnson, Broad, S. Higuera, and Tank Farm and it would make me more comfortable riding in the day and especially at night.	10/12/2023 5:56 PM
51	Built bike only zones. Slow automobile traffic.	10/12/2023 5:36 PM
52	More protected bike paths, and more options for riding away from high-speed traffic.	10/12/2023 4:19 PM
53	1.Reduce parking downtown and set hub perimeter auto parking with ped/bike routes to downtown 2. Reduce speeds and access to ped and bike access routes 3. Install roundabouts wherever possible	10/12/2023 4:01 PM
54	1. Enforce vehicle traffic laws 2. Build more protected bike lane 3. Conduct bike safety workshops	10/12/2023 2:49 PM
55	I'd like to see our local electric company reinstate their "electrify your ride" to include rebates for e-bikes again. Need to get the "Idaho stop" into law, it's so much more practical. Stopping for the sake of avoiding a petty traffic ticket on a bike is silly, the fact that the PD writes these screams anti-cyclist BTW. Proper bikeways and routes should be designed to eliminate stops altogether as that is the benefit of riding a bike, no need to stop so you can make efficient and fast progress that can beat a car across town. So tunnel or bridge over key main intersections where possible to connect cycling infrastructure. More dedicated bikeways like Morro street..	10/12/2023 2:48 PM
56	Bike friendly lanes on County Maintained Roads.	10/12/2023 2:24 PM
57	Work to develop a bicycle-library program at Cal Poly. Increase the number of green bike-share lanes while removing the newly installed concrete dividing elements on Chorro'S. Higuera/Marsh, etc. Create a more effective bicycle-distribution and -repair network designed to support transient populations as well as low-income individuals.	10/12/2023 1:58 PM
58	1. Educate drivers on feasibility of using cycling as an alternative and respecting, or at least tolerating those of us who choose to cycle. 2. Continue to expand cycling network with protected bikeways 3. Make it harder for vehicular traffic to be efficient and convenient (by eliminating through traffic in neighborhoods and reducing space for parking cars)	10/12/2023 1:45 PM
59	Create bike path or protected bike lane alternatives to routes that require riding on streets with high speed limits	10/12/2023 1:12 PM
60	More separate bike lanes	10/12/2023 1:11 PM
61	Tame car traffic during M-F commutes	10/12/2023 12:39 PM
62	- protected bike lanes on major streets - connect existing bike paths so cyclists can actually use the paths to get across town - improve existing bike infrastructure to be more usable (I'm thinking of places such as the two-way bike/ped path on Orcutt road that connects to the Railroad Safety Trail - there is a section where cyclists are told to dismount bikes and walk for 100 feet before being able to ride again)	10/12/2023 12:23 PM
63	Design the protected bike lanes better	10/12/2023 11:21 AM
64	Reduce speed limit on Price Canyon Road adjacent to new development of Canyon Lane, Pismo Beach.	10/12/2023 11:20 AM
65	More bike sensors at traffic lights, Additional public repair stations near the bike paths	10/12/2023 11:18 AM
66	Driver education, more bike parking complete planned Sea to City path.	10/11/2023 2:08 AM

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67	Training and enforcement of the "bike boxes" on Marsh street and elsewhere. I see no evidence that drivers or riders know how they work. Cyclists are VERY vulnerable if they alone try to be "pioneers" in this area!	10/8/2023 7:24 AM
68	More bike paths or designated bike ways.	10/8/2023 2:25 AM
69	Increase the number of separate bike paths in the community: Tank Fam road, LOVR, etc.	10/5/2023 1:21 PM
70	Create a safe walk way and bike path on Tank Farm Road	10/3/2023 12:21 AM
71	Better connection between disconnected bike infrastructure Enforce driving violations that affect bikes, mostly speeding and distracted driving.	9/28/2023 8:55 PM
72	Encourage enforcement of distracted/dangerous driving behavior. Communicate with the public about the reasons behind the new traffic calming infrastructure and protected bike lanes.	9/28/2023 5:58 PM
73	Educate people about how bike lanes do not take anything away from drivers....instead they benefit drivers by separating these two existing streams of traffic.	9/28/2023 2:40 PM
74	More investment in protected bike lanes and lower speed limits/ traffic calming on all arterials.	9/28/2023 1:51 PM
75	1)Bi-modal filters to create bike prioritized paths. 2) Protected bike lanes 3) Traffic calming	9/26/2023 5:48 PM
76	More bike paths	9/25/2023 9:59 PM
77	Go back to the bike lanes that were there before. The new "protected" bike lanes are far more dangerous because as you are pulling into a business or driveway the biker can not be seen in your side mirrors or rear view mirror because they are not close enough to the side of your car. It's so easy to accidentally cut off a cyclist or hit them while you are safely and slowly turning into a driveway or business.	9/24/2023 12:53 AM
78	More bike paths Wider bike lanes Safer bike access on tank farm rd to access pubic market and other businesses	9/22/2023 4:31 PM
79	More bike paths without cars, connect the paths to no where. Stop putting road signs in the bike lanes Teach tourists that bike lanes are for bikes and sidewalks are for selfies	9/22/2023 3:08 PM
80	1. Better enforcement of motorists/delivery truck drivers who block bike lanes with their vehicles. The City has a chronic shortage of police officers. 2. More enforcement of aggressive, speeding and distracted motorists. This is the number one reason people tell me they don't bicycle despite our growing network of bicycle infrastructure. 3. Continue to work with Cal Poly to educate students on safe bicycling practices.	9/22/2023 2:16 PM
81	Embrace and install more quick build solutions for rapid implementation. Prioritize safety rather than vehicle throughput or on-street personal vehicle storage. Increase funding for active transporation projects and maintenance.	9/22/2023 1:53 PM
82	Understand that the older demographic in the city is unlikely to switch to bicycles for transportation and is extremely unlikely to utilize bicycles for shopping. Reducing traffic lanes is increasing congestion and is frustrating drivers. Older drivers, especially don't understand all the painting and bicycle routes that are being implemented. It is nearly impossible to make a right turn on some busy roads.	9/22/2023 11:13 AM
83	Ticket bikes for not obeying traffic laws	9/22/2023 9:19 AM
84	Protected bike lanes should be installed on Higuera (as planned), Broad, and Tank Farm at minimum. If these primary roadways are made to safely accommodate bicyclists, ridership will increase due to the enhanced connectivity between homes and nodes and further our city goals.	9/22/2023 2:27 AM
85	More speed bumps to reduce speed of cars, even on neighborhood streets! Especially on Buchon and Beach Street.	9/22/2023 1:19 AM
86	Downtown traffic is extremely dangerous and unpredictable for bikes, the number of car dependent trips must be reduced to improve safety along with traffic calming	9/21/2023 11:19 PM
87	More bike lanes, restrict cars downtown, pave the bike lanes (they are grooved and scary).	9/21/2023 11:00 PM
88	More bike paths in heavy traffic corridors without safe bike routes (Tank Farm Rd, Buckley Rd, Prado Rd) Limit raised protected bike lane features (concrete islands, planters) where	9/21/2023 10:48 PM

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driveways exist. These create more conflict with nowhere for the cyclist to go to avoid vehicles that pull out/turn in front. Create more striped buffered bike lanes where paths aren't possible.

89	Close a portion of downtown to cars. Access by bikes/pedestrians only.	9/21/2023 10:43 PM
90	Tank Farm Road and Broad street are incredibly unsafe to cycle on. Tank farm is a death wish. These two main roads MUST be given bike paths. And when the new Prado Overpass is built, they will better connect the east side of slo to the west side. Thanks farm is HIGH priority as it is a KEY connector. And it is just way too dangerous right now.	9/21/2023 10:42 PM
91	More bike paths, more bike lanes	9/21/2023 10:13 PM
92	Educate car drivers about 3 foot law. Educate drivers not to be in bike lane even when bike not present. Educate drivers to respect bikes.	9/21/2023 9:36 PM
93	Build true bike paths that flow instead of the cosmetic inefficient green paint dropped on existing road	9/21/2023 8:19 PM
94	While the community is adding more bike lanes and barricades, I think more bike paths or bike boulevards where only local traffic are encouraged to use a road are really the safest option	9/21/2023 7:57 PM
95	Increase network of protected bike lanes and safer intersection crossings	9/21/2023 7:51 PM
96	It might be helpful to have signage campaigns targeting drivers to proceed with caution and check for cyclists when turning in high traffic areas. If there's not already a program that gives out bikelights that could be a great thing to start- when I was at Davis I took full advantage of this initiative there.	9/21/2023 7:09 PM
97	Connect existing bike infrastructure. Community education for drivers and riders	9/21/2023 7:08 PM
98	Slow down slo, there are too many 40+ mph roads with bike lanes I would never use with my kid.	9/21/2023 7:07 PM
99	1. Stop right on red 2. Enforce stop signs 3. Reduce the number of cars on the road	9/21/2023 6:07 PM
100	Continue to dedicate a percentage of transportation budget to bikes and pedestrians. Continue to approve proposed bike and ped infrastructure improvements. Identify and improve high risk areas from bikes and peds.	9/20/2023 11:45 PM
101	Knock it off with the imposed bikeways in residential neighborhoods!	9/20/2023 9:49 PM
102	It is not that the city is not bicycle friendly. It is that whoever is designing all the changes does not ride bikes. Just about everything they are doing is making bike commuting and exercise MORE dangerous.	9/20/2023 8:39 PM
103	Education about planning of biking/transportation planning. Education about how to use new traffic features. Tracking and publishing metrics about success of new designs and features.	9/20/2023 7:19 PM
104	1. Prefer quick build protected bike lanes over gold plated permanent infrastructure b/c it takes too long to implement these projects. For example, the fatality of a Cal Poly student on Grand Ave should have resulted in immediate quick build infrastructure to protect Cal Poly students who bike. 2. Improve safe infrastructure during construction by creating temporary coned bike lanes and sidewalks (e.g. if the sidewalk is closed then replace on-street parking as a safe space for people who walk). Very often construction results in bike lanes and sidewalks being closed while the drive lanes on on-street parking remain un-impacted b/c people who drive are prioritized over people who walk and bike...this needs to be flipped. 3. Continue to be aggressive with replacing on-street parking with space for people who bike and walk. That space can be better utilized for moving people though active transportation rather than storage space for driver's private property.	9/20/2023 12:31 PM
105	I live in the downtown area and used to ride my bike to work everyday until I almost got hit by a fast moving car exceeding the posted limit. San Luis Obispo is and has implemented a lot of bike lanes and road diets to help accommodate cycling, and that is great!!! But, cars traveling faster than is necessary or the posted limit is consent and it's feels dangerous. Everyone needs to slow down, until the drivers get this message it is not safe for bikes or pedestrians. You can't put designated bike lanes on every street!!	9/18/2023 11:02 AM
106	Safe bike parking to curb rampant bike thefts. Additional bike education. Expose more youth to safe cycling	9/16/2023 11:32 PM

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107	Widen the sidewalk to include a lane for bicyclists which would take bike lane out of street. Drivers are not aware of cyclists and my life is in danger everytime I ride my bike. Bikes are no match for a car. We need bikes lanes like they have in Paris or Chicago that are part of the sidewalk, not part of a street with cars.	9/16/2023 4:51 PM
108	1. cut car speeds 2. separate bike lanes in arterials 3. clearer signage	9/16/2023 1:42 PM
109	1. Provide safe bike lanes on major arterials; 2. Stop ramming bike lanes through quiet and safe residential neighborhoods and taking away parking to do this; 3. Be a bit more reasonable in designing things -- the crazy stuff they're building alienates the general citizenry and is building bikelash that's new.	9/16/2023 1:01 PM
110	More communications from city/county reminding drivers of cyclist's road rights	9/14/2023 12:13 PM
111	educate non-riders about safety so they will ride! paint more bike lanes start ride to school convoys for parents and kids, like Spain's "bike bus" in Barcelona	9/13/2023 11:53 PM
112	Reduce speeds on arterial roads, address gaps in bike facilities specifically at bottlenecks (such as the major intersections of Santa Rosa/Foothill and Madonna overpass of 101).	9/13/2023 11:00 PM
113	Protected bike paths. Safer paths near schools (my son was hit in his bike 2 blocks from the high school on a terrible bike lane.	9/13/2023 10:27 PM
114	Dedicated class one or four paths. Mixing back and vehicle traffic is a consession and should be avoided. Many bikers are inexperienced and allowed to continued dangerous behavior on streets. The city seems excited at new designs that comingle bike/car traffic and make driving difficult and potentially more dangerous for bikers this should not be considered a success.	9/13/2023 7:50 PM
115	1) Reduce traffic speed on roads outside core (arterials). SLO doesn't have many alternate routes available so a lot of mixing with cars on stroads. 2) Paint is not protection especially at large speed differences on arterials. Separated bike lanes are a design requirement. 3) Zone for higher density in "urban" center, and route car traffic around town. The town is perfect (college town, vibrant business district) for a car-free area. Remove parking from one side of the core streets.	9/13/2023 7:16 PM
116	Obey traffic laws, share the road, request more protected bike lanes	9/13/2023 4:10 PM
117	Out reach to local schools i.e., bike rodeo with bike safety, bike care, and bike riding skills. Education for community to bike riding in a positive light i.e., changing attitudes for non-bike riders	9/13/2023 3:36 PM
118	Add/change to protected bike lanes.	9/13/2023 3:26 PM
119	Protect us with physical barriers from cars, whether that's protected bike lanes or fully separated bike paths.	9/13/2023 2:31 PM
120	Increase education and adequate secure parking facilities throughout the community (not just downtown). Continue with green markings, bike boxes and traffic calming to enhance facilities for all users. Improve accessibility of cycling facilities, particularly for routes between off-street trails and neighborhoods.	9/13/2023 1:36 PM
121	Get more traffic enforcement	9/11/2023 12:51 PM
122	More driver education, lower speed limits by at least 5mph on all roadways	9/11/2023 3:44 AM
123	1. CLEAN the bike lanes 2. Include bike lanes during road paving improvements 3. Wider shoulders/bike lanes on well traveled roads	9/9/2023 6:43 PM
124	Close more streets to cars downtown and have a bikeway there.	9/9/2023 6:39 PM
125	Law enforcement to drivers. Driver education and awareness. Bike lanes.	9/9/2023 6:06 PM
126	Warning signs to remind drivers of the cyclers on the road and remind them to respect 3 feet distance.	9/9/2023 4:16 PM
127	More bike specific lanes.	9/9/2023 11:31 AM
128	1. More designated bike paths 2. MANY more designated bike lanes 3. Improved enforcement to protect pedestrians and bikes	9/8/2023 11:01 PM
129	Add more bike lanes. Better enforcement of clearance laws	9/8/2023 10:26 PM

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130	Instead of more so-called protected bike lanes in the wrong places, enforce traffic laws.	9/8/2023 7:14 PM
131	More signage telling motorists to “share the lane”, better marking of bike lanes. I don’t favor concrete barriers that separate the bike lane from motorists. I’m in a minority on this however these barriers are a hazard for bikes and cars alike.	9/8/2023 6:37 PM
132	increase enforcement of drivers and continue to complete the Tier 1 bikeway network	9/8/2023 6:35 PM
133	Simplify some of our bike lane markings, especially at intersections. Do some awareness training for drivers. Reprogram the timing and sensors of some traffic lights.	9/8/2023 6:23 PM
134	Dedicated bike paths Dedicated bike lanes Driver education on bike laws and safety	9/8/2023 5:26 PM
135	Provide convenient protected parking at destination points. Remove the dangerous intersections recently constructed.	9/8/2023 4:22 PM
136	More bike shows and events.	9/8/2023 4:21 PM
137	Clear gravel and debris from bike lanes. Resurface badly paved bike lanes. Enforce traffic laws, especially among college-student cyclists.	9/8/2023 4:18 PM
138	Protected bikes lanes within the city that connect to bike paths that extend beyond city limits. Bike lane/traffic signage Increase bike parking areas adjacent to businesses.	9/8/2023 4:16 PM
139	They’ll doing a great job	9/8/2023 3:38 PM
140	Ticket more car drivers under the influence of cell phones	9/8/2023 3:11 PM
141	Learn from Amsterdam. Their weather is no where as nice as ours, and there are more facilities for bikes, parking, safe riding, laws that make bikes the right-of-way vehicles	9/8/2023 3:00 PM
142	More bike lanes	9/8/2023 2:55 PM
143	More bike paths and lanes	9/8/2023 2:52 PM
144	Clean existence bike paths	9/8/2023 2:47 PM
145	More bicycle friendly lanes, maintainance and activity support.	9/8/2023 2:24 PM
146	Add bike parking downtown.	9/8/2023 2:19 PM
147	Reduce traffic flow.	9/8/2023 2:13 PM
148	More bike lanes with more visible signage for drivers. Bike paths to downtown.	9/8/2023 1:53 PM

Q70 Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, and harsh enforcement practices, etc.

Answered: 139 Skipped: 108

#	RESPONSES	DATE
1	Foothill Boulevard and Grand Ave have taken at least three cyclists lives in the last 5 years. The broad street on/off ramp brings a lot of high speed through traffic through the Anholm neighborhood.	10/27/2023 2:33 AM
2	Foothill crossing hybrids beacon and board at are so dangerous, cars are not always stopping. New bike lanes and bulb outs are inefficient for bikes and cause more bike and car merging that is dangerous. I'd rather continue to take the lane with my kids. Don't separate traffic and bikes when speed is 25 mph or less. Add buffer to bike lane when speeds are fast, like on foothill not broad. Tank farm is so sketchy. Complete the trail between Damien Garcia and Prado asap. No parking at Damien Garcia during sports also supports fixing this. Crossing on highway 101 marsh street on-ramp horrible on a bike. No safe for kids going to middle school on Madonna path. I don't even know where I'm supposed to go on a bike to get to town from Madonna path.	10/23/2023 4:49 AM
3	The intersection by Costco and Los Osos Valey Road. The bike safety barriers erected there make it unsafe for bikes and cars. It is a very bad idea. The two roads to the east and west of the air strip have no bike lane.	10/20/2023 3:08 PM
4	Distracted drivers need to be patrolled. Too much traffic on some roads for biking like tank farm road (need separate lane)	10/20/2023 12:52 AM
5	1. Bike lanes are unsafe here for the most part and the new bike lanes downtown are hidden behind cars now and are confusing.	10/19/2023 4:37 PM
6	Patricia/foothill needs bike awareness at traffic light	10/19/2023 3:43 PM
7	High speed cars, lack of bike lanes.	10/19/2023 2:25 PM
8	Higuera st through downtown needs a protected bike lane or to close to vehicle traffic, it is DANGEROUS to ride as a cyclist.	10/19/2023 11:32 AM
9	Lack of bike parking	10/19/2023 10:05 AM
10	King / South. Crossing is not well enough established. Have seen multiple near misses. Don't use the light as most traffic does not stop when you hit it, safe to wait for an opening. Traffic is typically moving at 45-55 and sees the lights too late to stop	10/19/2023 8:51 AM
11	Riding on the road is dangerous and always will be. New trails AND leave the roads alone. Protected bike lanes are messy	10/19/2023 2:09 AM
12	Angry drivers. E-bikes. And too many speed bumps of city roads.	10/19/2023 1:41 AM
13	Potential to get killed by unsafe drivers able to be too close to bikers. Lack of protected bike paths or lanes. Obstructions in the bike paths or lanes causing cyclists the need to go out of the lane.	10/19/2023 1:27 AM
14	Stop making divided bike lanes on roads, they dont help and just fuck up the parking situation.	10/19/2023 1:07 AM
15	I ride my bike to downtown slo on Marsh street and Higuera Street. I think the bike lane on Marsh street with the curb and planters boxes with parking on the outside makes it hard for drivers to see a bicyclist riding their bike. It's almost too busy and distracting. I also think the left turn lane in those "green boxes" doesn't make any sense.. why can't the bicyclist ride into the left lane and just use hand signals they are turning left?	10/19/2023 12:59 AM

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16	The further you get from the downtown core the more unsafe intersections become. Broad and south st is not bike friendly, and Santa Rosa is very difficult to navigate.	10/19/2023 12:55 AM
17	Tank Farm road is extremely dangerous for cyclists	10/19/2023 12:35 AM
18	1. unsafe roads and intersections that are only for cars and not bikes or pedestrians. 2. unsafe and car centric options through town where 101 slices through town. 3. more accessible bike parking in downtown, not just on side streets or out of the way.	10/19/2023 12:35 AM
19	Terrible driver.	10/19/2023 12:25 AM
20	1. Santa Rosa x Foothill (many college students not paying attention, and drivers in a hurry) this area needs to be addressed. I wrote a letter to the city manager but it went didn't gain traction. 2. As mentioned above. The paths between the train station and orcutt needs lighting. Very unsafe especially for female bikers or pedestrians at night. 3. Personally most of the areas of travel for the college students need to be looked at closely. I see kid's daily walking, skateboarding, biking without a h, wearing headphones and not paying attention. Maybe a different model for intersections? One where all pedestrians walk as all drivers are stopped. This could be a much safer option for all.	10/19/2023 12:22 AM
21	bikers need to obey traffic laws	10/19/2023 12:17 AM
22	broad street south needs a protected bike lane. south street(entire street) needs a protected bike lane.	10/19/2023 12:09 AM
23	Cars go too quickly on some streets to feel comfortable biking	10/19/2023 12:05 AM
24	Lack the of infrastructure within Cal Poly campus prevents a significant portion of our community from feeling safe cycling; speed limit is too high on main roads to make bike lanes safe.	10/19/2023 12:00 AM
25	Cars pulling out of parking lots into traffic without checking the bike lanes. I've swerved out of cars' way on Higuera	10/18/2023 11:50 PM
26	See above. Some how teach people how to use their mirrors.	10/18/2023 11:07 PM
27	- narrow bike lanes and fast traffic on outer parts of city - college age drivers	10/18/2023 11:04 PM
28	Tank Farm specifically is too narrow with a small bike lane. It is not safe to ride.	10/18/2023 10:41 PM
29	1: The notable increase of truck sizes has made unprotected bike lanes significantly less safe than they already were. 2: The lack of bike infrastructure separate from automobiles. 3: Broad, LOVR, Foothill, and Johnson remain too car centric to ever be fully considered "bike friendly". Either major restructuring of existing infrastructure or construction of separate bike paths(like that by the train tracks on Orcutt).	10/18/2023 10:27 PM
30	Driver failure to yield at bike right-of-way interaction points. Non-existent enforcement of distracted driving. Poorly marked Class II bike lanes with frequent vehicle incursions.	10/18/2023 10:17 PM
31	Having street parking and cars driving on tiny streets makes it incredibly dangerous for not just byclist but pedestrians as well, there also needs to be more secure bike parking	10/18/2023 10:04 PM
32	Some intersections are hard to cut across to make turns.	10/18/2023 9:55 PM
33	Stroads Missing vital connections	10/18/2023 9:43 PM
34	Unsafe intersections along South Higuera. Bike lanes on south higuera contain glass that punctures tires. Vehicles park in bike lanes downtown.	10/18/2023 9:09 PM
35	I'd love to see more bike parking at businesses.	10/18/2023 8:58 PM
36	South Higuera - traffic too fast, sidewalks are uneven - not ideal for safe biking	10/18/2023 8:57 PM
37	1. Bad and distracted drivers. 2. Unsafe roads and intersections.	10/18/2023 8:47 PM
38	Secure bike parking downtown, educate other cyclists on the laws of bike riding ie not on sidewalks	10/18/2023 8:40 PM
39	Fast cars, inconsistent bike lanes, unsafe intersections	10/18/2023 8:11 PM
40	Unsafe roads, a lot of drivers drive very fast on major road ways and do not pay attention to their surrounding environments. Makes difficult for pedestrians to get around too!	10/18/2023 7:55 PM

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41	Connectivity. This could be having to cross busy roadways to stay on safer bike paths or bike lanes end or paths end and it's not clear where to go when it ends.	10/16/2023 5:54 PM
42	speeding cars on certain roads, limited bike lane markings	10/16/2023 2:04 PM
43	In any conflict zone (auto/bike) autos are given priority., particularly at HWY 101 access points. Lack of adequate bicycle parking in multifamily buildings.	10/14/2023 6:32 PM
44	High-speed car traffic along the Pismo Ave. bike lane west of Broad St.	10/13/2023 10:42 PM
45	Distracted drivers so even lanes are unsafe. Can't prevent this hence dedicated paths are the only safe places to bicycle.	10/13/2023 4:36 PM
46	widen Hwy 101	10/13/2023 2:46 PM
47	Higuera/Madonna intersection	10/13/2023 2:33 PM
48	cars park improperly on the street and part of the car end up on the bike lane. this is very dangerous. also, when there's construction, the bike lane ends up with construction materials. this is both from city constructions and private constructions.	10/13/2023 1:52 AM
49	I live on Johnson near French Hospital and cars are going fast down the hill (40-45mph). I feel more comfortable using the sidewalk than the bike lane. I tend to need to go down Johnson rather than San Luis Drive so it would be easier if either traffic was slower or a safer bike lane so I can check traffic and could cross over the right lane to continue on Johnson.	10/12/2023 5:56 PM
50	Speeding automobiles Lack of bike only zones Distracted drivers	10/12/2023 5:36 PM
51	There are a number of unsafe roads. Specifically, riding a bicycle East on Foothill Blvd while crossing Santa Rosa is an incredibly unsafe road that involves cutting in front of a right turn lane in order to go straight through the light.	10/12/2023 4:19 PM
52	1. Reduce auto speeds wherever ped/bike activity is popular/needed or enhanced 2. Increased signage and visibility for bikes plus painted bike lanes 3. More bike friendly police training	10/12/2023 4:01 PM
53	1. Tourists not being aware of bike lane rules. 2. Lack of enforcement of vehicle traffic laws.	10/12/2023 2:49 PM
54	Crossing high traffic high speed roads to access bike paths, i.e. crossing South Broad st., Madonna rd. by Laguna lake. cycling/pedestrian bridges would be idea. Traffic signals to cross aren't appropriate solutions for a bike, they take too long and I'd just rather ride across traffic like a car.	10/12/2023 2:48 PM
55	County Maintained Roads are less safe	10/12/2023 2:24 PM
56	1) The sidewalk on Madonna that cyclists are compelled to ride on past the service station, Denny's and a few motels. This is almost criminally ignorant design: avid commuters and young students going to Laguna Middle School on bike are subject to t-bone collisions. 2) Every once in a while, the SLO police department decides it will crack down on the often-erratic riding patterns of Cal Poly students. I've seen motorcycle officers ticket young men on their bikes as they crossed the double-yellow line on Foothill Blvd, just east of the railroad tracks. Despite this being a relatively safe way to get on the bike path adjacent to the California Blvd railroad tracks, officers have issued tickets. This kind of traffic-law enforcement is embarrassing to me, and should be to the entire tax-paying community. 3) The newer bike lanes on Marsh and South Higuera are often dangerous to ride on because of motorists exiting their parked cars and using the bike lane to load/unload such things as strollers, boxes, and grocery bags. The long stretch of South Higuera from the Madonna intersection to Los Osos Valley road should be better maintained. Tank Farm Road has always been very dangerous for cyclists, and our community has done nothing to address this in the thirty-plus years I've been riding every day.	10/12/2023 1:58 PM
57	None come to mind	10/12/2023 1:45 PM
58	Bike theft, drunk / distracted driving, high speed limit roads with unprotected bike lanes and no alternate route	10/12/2023 1:12 PM
59	South Higuera by Trader Joe's	10/12/2023 1:11 PM
60	Clear hazards from bike lanes more frequently.	10/12/2023 12:39 PM
61	- Many unsafe roads and intersections: South and Broad Sts, Crossing Hwy 227 at Farmhouse	10/12/2023 12:23 PM

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	Lane (many large companies in this area). - lack of safe bike parking in the downtown area	
62	Bike lanes are narrow and not well marked and in places filled with gravel and overgrown with tree roots and brush.	10/12/2023 11:20 AM
63	Bad drivers	10/12/2023 11:18 AM
64	E bikes speeding, road conditions, driver education	10/11/2023 2:08 AM
65	Bike boxes for left-hand turns	10/8/2023 7:24 AM
66	Distracted drivers; cars move at high speed next to bike lanes.	10/8/2023 2:25 AM
67	distracted/impaired drivers not enough separate bike lanes	10/5/2023 1:21 PM
68	Unsafe road on tank farm	10/3/2023 12:21 AM
69	Unsafe road ways due to distracted/fast driving Unequal enforcement by police; ticketing more cyclists than drivers even though cyclists are the minority.	9/28/2023 8:55 PM
70	Distracted driving. Aggressive driving. Infrastructure is improving all the time, but there are still gaps that can make biking feel unsafe.	9/28/2023 5:58 PM
71	1. South Broad st from Santa Barbara to tank Farm.	9/28/2023 1:51 PM
72	Traffic on tank farm is too fast for biking Bike lanes too narrow in some spaces Lack of barriers/space between bike lanes and roads	9/22/2023 4:31 PM
73	Lack of car free bike paths Hazardous intersection and the bike divided curbs end at intersections where cars just turn without warning for bikes Parking along bike lanes where car doors open into lane	9/22/2023 3:08 PM
74	1. More traffic calming on Broad Street between Orcutt Road and South Street. 2. Continue designing and then building a pathway paralleling Tank Farm Road to connect South Higuera and Broad street. This is a major gap in the bicycle transportation network. 3. Keep pressure on San Luis Obispo County to add bike lanes on Buckley Road between Vachell Lane and the airport to meet mitigations for the Avila Ranch development. The additional traffic on this once popular bicycle route has made it an extremely dangerous place to bicycle.	9/22/2023 2:16 PM
75	Unsafe arterial street with high/deadly speeds that need road diet to reduce speeds and add protection for those biking and walking.	9/22/2023 1:53 PM
76	Security of bike parking. Last of education on how bikes and cars are supposed to coexist especially downtown. Bike "paths" make bike visibility impossible.... I've had multiple close calls with doors etc. and ride with cars as it is safer	9/22/2023 11:13 AM
77	Bikes do not obey traffic laws	9/22/2023 9:19 AM
78	Safety should be and is going to be enhanced on Higuera. Protected bike lanes are needed on Tank Farm and Broad. The Madonna / Higuera and Broad / South St intersections are life threatening to bicyclists as proven by numerous accidents, among other intersections in the city.	9/22/2023 2:27 AM
79	Distracted drivers on their phone. Drivers under influence. Aggressive drivers that somehow see bicycles as their enemy.	9/22/2023 1:19 AM
80	Safety around parking garages in busy hours, hostile drivers, pedestrians in bike lanes	9/21/2023 11:19 PM
81	Distracted college drivers, paving the bike paths, and harsh enforcement (\$500 fines).	9/21/2023 11:00 PM
82	Tank Farm Rd/Buckley Rd is a north/south barrier between the Los Osos Valley Road/Avila Ranch area and the Broad Street area Drivers are unaware of cyclists when they are moved too far from the traveled way (behind physical buffers, up in separated adjacent bike lanes and at protected intersections). In some cases it ends up being "out of sight, out of mind" e.g. Higuera and Marsh streets, Madonna and Dalidio Biking southbound through the Madonna/South Higuera intersection is the most dangerous location that can't be bypassed.	9/21/2023 10:48 PM
83	Lack of enforcement of driver errors.	9/21/2023 10:43 PM
84	High speed 50mph plus traffic with a 3' wide bike lane? What a joke. Tank Farm and Broad street must have protected bike paths.	9/21/2023 10:42 PM

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85	Unsafe roads	9/21/2023 10:13 PM
86	Bike lanes have debris making bikes have to go in driving lane	9/21/2023 9:36 PM
87	1 - extend railroad safety trail from Orcutt continuous to Tank Farm 2 - bike signals are not responding to carbon bikes and have tertiary priority after pedestrians and cars 3 - roundabout need enforcement and speed limit of 10mph as is international, just not this country	9/21/2023 8:19 PM
88	Many of the new bike lanes don't take into account limited sight distance at driveways, or may end at intersections with no connections to adjacent bike infrastructure (Madonna @ 101)	9/21/2023 7:57 PM
89	Lack of protected bike lanes. Illegal and aggressive driver behavior Need more streetlighting	9/21/2023 7:51 PM
90	The intersection of South Higuera and Madonna is perilous for bike traffic; realistically a cyclist needs to merge about 2 blocks before the intersection light to avoid the two right turning lanes. There is not clear signage for traffic to indicate this. Biking at night, even with lights and high vis gear, has been the scariest time for distracted driving. It might be helpful to increase visibility in some high traffic areas such as Chorro street near the freeway underpass, as I've almost been hit there several times even with the bike lane.	9/21/2023 7:09 PM
91	Fast traffic on high street Harsh police enforcement of minor bike infractions like slowing at a stop sign The left turn bike spots on Marsh at the new bike lanes? They seem to put riders right in the middle of the intersection. Education, improved signage, or bike-specific signals could help here Better, protected bike infrastructure on Broad a very fast-moving street	9/21/2023 7:08 PM
92	Road speed Road design focusing on cars Lack of bike paths (unprotected bike lanes are not safe)	9/21/2023 7:07 PM
93	1. Drivers constantly run stop signs up that intersect with Morro street 2. Drivers constantly block bike lanes and crosswalks when turning right 3. Drivers speed often	9/21/2023 6:07 PM
94	Lacking protected bike lanes on certain higher trafficked streets. Bike lanes that cross over right hand turn lanes.	9/20/2023 11:45 PM
95	The selfish imposition of exclusive protected bikeways in residential neighborhoods.	9/20/2023 9:49 PM
96	1. Combining bike lanes with sidewalks 2. Putting bike lanes between sidewalks and parked cars 3. Putting two-way bike lanes along one side of the street 4. Designing odd curves and paths around barriers at intersections, etc.	9/20/2023 8:39 PM
97	New bike lanes that are behind parked cars reduce visibility as bikes and vehicles attempt to share intersections.	9/20/2023 7:19 PM
98	1. Higuera St from Marsh to Madonna and specifically the Higuera/Madonna intersection. This is a huge barrier to commuting from downtown b/c you have to cross two right turning lanes in order to keep going straight on Higuera to get across Madonna. This is a huge barrier for interested but concerned riders that prevents people who live in neighborhoods on South Higuera from riding. 2. Grand Ave where Sean Hillman was killed while riding his bike. Use quick build materials to create protected space for Cal Poly students to commute. 3. Foothill where two Cal Poly students were killed while riding their bikes. Use quick build materials to create protected space for people who bike.	9/20/2023 12:31 PM
99	Unenforced traffic speeds, unsafe intersections, impatient and distracted drivers. If everyone in the city drove 25 or less it would help everyone!!!!	9/18/2023 11:02 AM
100	None	9/16/2023 11:32 PM
101	unsafe intersections. no enforcements of reckless driving of cars by police. cars driving too fast. The separation of the bike lane into a slot between the sidewalk and cars is also dangerous.	9/16/2023 4:51 PM
102	1. unsafe intersections 2. unsafe bike lanes in arterials 3. money spent in the wrong places	9/16/2023 1:42 PM
103	1. City's failure, after decades of planning, to complete the Railroad Safety Trail, an at-grade vehicle-free trail from the south end of town to the university at the north end of town, potentially used by many hundreds per day. The Grand Jury in 2008 told the city that should be the top bike priority. City said it was hard at work and it would soon be completed, but little has happened since. Instead the city made its top priority ramming an unnecessary, dangerous, and neighborhood-destructive route through the Anholm district, a route used by few bicyclists and which harms the largely elderly and disability-rich residents of the ability to live peacefully	9/16/2023 1:01 PM

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in their homes. There is zero history of vehicle-bike accidents in this neighborhood. 2. This bike route ends at Foothill Boulevard, a dangerous arterial where multiple fatalities have occurred -- why isn't that a higher priority? And don't be fooled by the city's claim they're working on it -- have been saying that for years.

104	Road damage on main cycling routes in town (potholes, major cracks in roadway) - even in cases where roadway for autos is repaved, city/county does not repave or at least repair shoulders/bike lanes at the same time	9/14/2023 12:13 PM
105	cars not respecting 3 ft distance	9/13/2023 11:53 PM
106	Other than the above: Monterey Street (arterial) has no bicycling facility and no connected alternative route, the Bob Jones trail is unusable as a bike facility as it is the constant campground for the homeless making it unattractive to the exact people that a Class 1 facility should attract (parents and their kids), the Madonna Rd./Madonna Inn Class 1 facility won't be embraced by the typical cyclist drawn to Class 1 facilities because the east end requires traversing a 1960's designed Freeway on/off ramps with curves which cause sight-line issues, merges across lanes, and doesn't even have a consistent shoulder to ride along.	9/13/2023 11:00 PM
107	Unsafe road to cal poly down foothill Blvd. unsafe both route to the highway school from foothill Blvd area.	9/13/2023 10:27 PM
108	Class 3 bike lanes Class 2 lanes that can have cars pull into them.	9/13/2023 7:50 PM
109	1) Speed on Higuera should be reduced until a protected lane is available (there's no alternate routes for bikes). It's mostly 2 lanes in each direction with a center turn lane, but not enough traffic to keep speeds down. It's fast by design. 2) Although outside of the city, Ontario Road is a designated Bike Route (main bike route to the coast), has limited shoulder, and is a side road between two freeway exits. Why is the speed limit there 50 mph that promotes freeway speeds in practice? Reduce speed there.	9/13/2023 7:16 PM
110	Some unsafe intersections for bikers (especially Madonna/S Higuera), lack of police enforcement of drivers not being safe around cyclists, cargo trucks parking in bike lanes	9/13/2023 4:10 PM
111	Negative attitude about bike riders in community Speed of cars Bikes not following traffic rules	9/13/2023 3:36 PM
112	High speed roads with no physical barrier between me and cars. Cars/construction blocking the bike lane and forcing me to ride in traffic.	9/13/2023 2:31 PM
113	The intersection of Broad, South and Santa Barbara, particularly signal timing, lane markings and need for protected crossings. Accessibility/equity improvements for the Johnson and Foothill corridors. Protected lanes and intersections / crossings on South Higuera.	9/13/2023 1:36 PM
114	Crazy drivers, and lack of parking at times in varying parts of the city	9/11/2023 12:51 PM
115	Education and outreach to general population that bike infrastructure is for the experienced riders, but more importantly the children of the community. Make it safe for kids.	9/11/2023 3:44 AM
116	1. Rumble strips IN bike lanes on Broad St 2. Road debris IN bike lanes on Los Osos Valley Rd 3. Improve traffic/bike juncture at Foothill & LOVR	9/9/2023 6:43 PM
117	Some bike routes are not safe as cars can cross the lane.	9/9/2023 6:39 PM
118	Tourist not obeying bike laws/awareness. Truckers not obeying bike laws/awareness. Lack of bike lanes.	9/9/2023 6:06 PM
119	Drivers drive too fast on the South Bay Road. Many accidents have taken place on the road.	9/9/2023 4:16 PM
120	Unsafe for biking on roadways.	9/9/2023 11:31 AM
121	1. Excessive speed 2. Lack of space on roads used by cyclists 3. Lack of designated bike paths	9/8/2023 11:01 PM
122	Unsafe roads	9/8/2023 10:26 PM
123	aggressive or distracted drivers	9/8/2023 7:14 PM
124	Some unsafe crossings	9/8/2023 6:37 PM
125	speeding drivers and not enough enforcement of drivers	9/8/2023 6:35 PM
126	Enforce the ban of riding on sidewalks - particularly a problem with novice ebike riders.	9/8/2023 6:23 PM

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127	1) Make full sized bike lanes on Tank Farm Rd between Broad St & Higuera St. 2) Lengthen the minimum green light time at Tank Farm & Broad to allow a cyclist to start & complete crossing the intersection on Tank Farm Rd before the light is red. It is frightening to be out there when the cars are starting, and they just dont see a bike. 3) Ditto, increase the timing for turning from Santa Barbara St by fire station onto Broad. Terrifying in evening when car counts are low. BIKES COUNT. DO WE NEED TO DIE BEFORE THIS IS FIXED?	9/8/2023 6:11 PM
128	Distracted drivers Delineated bike lanes Dedicated bikeways	9/8/2023 5:26 PM
129	Lack of safe bike parking convenient to destinations. Remove the 'bicycle' friendly intersections that feel so unsafe to the bike rider.	9/8/2023 4:22 PM
130	No concrete barriers next to bike lanes! Super dangerous Enforce car traffic... they run red lights Enforce cars with drivers on cell phones.	9/8/2023 4:21 PM
131	Because bike lanes are not maintained, we have to ride in the streets. That means cars come too close.	9/8/2023 4:18 PM
132	South Higuera has a narrow rough bike lane and high speed car traffic.	9/8/2023 4:16 PM
133	One 2 lane road with lots of cars and trucks	9/8/2023 3:38 PM
134	Drivers on their cellphones	9/8/2023 3:11 PM
135	Lack of secure bike parking	9/8/2023 3:00 PM
136	Signage	9/8/2023 2:47 PM
137	There are hooligan/s who (toss tacks and debris) taunt cyclist.	9/8/2023 2:24 PM
138	bad drivers lack of secure bike parking	9/8/2023 2:19 PM
139	Out of town drivers and students not sensitive to bike traffic and not understanding of bike laws such as right to traffic lane when no bike lane present.	9/8/2023 1:53 PM

Q71 Please share up to 3 current community efforts that are deserving of praise.

Answered: 137 Skipped: 110

#	RESPONSES	DATE
1	The north Chorro greenway!!! The proposal for protected bike lanes on South Higuera.	10/27/2023 2:33 AM
2	Love the new lane behind cal fresh connecting Ramona to foothill but WHY it isn't open boggles my mind. Like better crossing and connections near orcutt and RR safety trail. Love the roundabout at tank farm. Love options for bike in lane or sidewalk. Such a huge improvement.	10/23/2023 4:49 AM
3	Walking traffic moving for bike traffic when cyclists do not have the space to move first	10/21/2023 2:29 PM
4	The bike lane on Marsh St.	10/20/2023 3:08 PM
5	New bike path near madonna	10/20/2023 12:52 AM
6	Wider bike lanes, more bike paths	10/19/2023 4:37 PM
7	Huge progress on bike lanes throughout the city.	10/19/2023 2:25 PM
8	It's improving	10/19/2023 10:05 AM
9	The bike lanes downtown are amazing! I feel so safe riding downtown! The bike storage with attendant on Thursday night downtown is awesome! Would use it everyday if offered!	10/19/2023 9:11 AM
10	Greenway from railroad tracks to downtown. Well protected easy to navigate and connects to bike path / bridge to Sinsheimer neighborhood.	10/19/2023 8:51 AM
11	Little 500 S.H.A.T. Taco Tuesday	10/19/2023 2:09 AM
12	None.	10/19/2023 1:41 AM
13	Extending city bike lanes. For example down town is now protected bike lanes. Green painted lanes around the city.	10/19/2023 1:27 AM
14	Bike night.	10/19/2023 1:07 AM
15	The protected bike lanes are wonderful, the blinking pedestrian crossing have slowed traffic, especially on South st, and the bike boulevards and truly great.	10/19/2023 12:55 AM
16	Removing street parking for separated bike lanes that connect one part of town to another. It feels so so safe!	10/19/2023 12:52 AM
17	1. Railroad Safety path from Cal Poly to Mill Street. 2. Protected bike lanes and bike boulevard on downtown streets. 3. Free bike valet at downtown farmers market and other events (courtesy Bike SLO County)	10/19/2023 12:35 AM
18	1. Definitely more emphasis on biking with the green paint. Better but would still be better with barriers and proper lighting. 2. The outdoor gym at Emerson park is fantastic! More of that would be greatly appreciated. 3. Pickle ball courts at French park are great! More courts and possibly a futsal court would be fantastic.	10/19/2023 12:22 AM
19	environmental safety and native plants	10/19/2023 12:17 AM
20	New protected bike path through Anholm neighborhood.	10/19/2023 12:00 AM
21	Adding bike lane on N Chorro	10/18/2023 11:50 PM
22	The existing bike lanes are great and I see more progress happening. It seems they are making a large effort to effectively solve this. I noticed that the paths that have been built recently have been very well planned. They connect disparate parts of town that previously not easy to bike across.	10/18/2023 11:45 PM

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23	Priced bike lanes are amazing and I love the effort, but they need some work to actually protect the cyclist	10/18/2023 11:07 PM
24	- Chorro St. bike corridor - downtown cycle track and lane improvements - hawk beacon lights for school routes!!!	10/18/2023 11:04 PM
25	The new protected bike lanes downtown are great!	10/18/2023 10:41 PM
26	SLO's bike community is famous, their fervor for bike night and helpful attitude is inspiring. And, despite definite issues with it, our bike infrastructure hold a lot of promise and could eventually be used broadly for day to day travel more often than cars.	10/18/2023 10:27 PM
27	The proposed higuera corridor project is a very welcome infrastructure improvement. The availability and distribution of bike racks make it easy to find secure parking in all parts of town.	10/18/2023 10:17 PM
28	Gardens st is the best street in town because it is the most pedestrian friendly street in town	10/18/2023 10:04 PM
29	All new projects are well designed with bikes in mind.	10/18/2023 9:55 PM
30	Protected bike lanes	10/18/2023 9:43 PM
31	Increasing greenways with bike lanes which enhances connectivity in SLO. Planned protected bike lanes on South Higuera. Established protected bike lanes downtown.	10/18/2023 9:09 PM
32	1. Community workshops on bicycle infrastructure improvements. 2. Current improvements underway	10/18/2023 8:47 PM
33	Bike intersection/crossing	10/18/2023 8:40 PM
34	Bike beacons and some dedicated bike boulevards in certain areas	10/18/2023 8:11 PM
35	The bike lane expansions throughout the city (Chorro Street, etc.).	10/18/2023 7:55 PM
36	E-bike rental program. Crossing beacons on busy streets. Bike kitchen.	10/16/2023 5:54 PM
37	Radical Adventure Riders-SLO Bike SLO County	10/16/2023 2:04 PM
38	Central SLO is incredibly bike friendly. The new neighborhood greenway will finally link north and central SLO. The efforts to make new streets complete streets is much appreciated.	10/14/2023 6:32 PM
39	The expansion of parking-protected bike lanes on Higuera Ave. and Marsh Ave. Along the routes on the parking-protected bike lanes on Higuera and Marsh, the excellent utilization of green-painted bike lanes and turning boxes The construction of the Chorro Ave. protected bike lane	10/13/2023 10:42 PM
40	Goal of connecting SLO City to Avila Beach is #1 priority.	10/13/2023 4:36 PM
41	add more lanes to roads	10/13/2023 2:46 PM
42	Divided bikeways downtown and other routes; green paint to identify potential conflict areas - drivers really see those; flashing pedestrian beacons (work for bikes too!)	10/13/2023 2:33 PM
43	new bike lines and bike paths. revamped painting of bike lanes, the incredible efforts of bike slo county.	10/13/2023 1:52 AM
44	downtown pathways	10/12/2023 8:22 PM
45	Marsh St. parking crosswalks added to different areas with warning lights.	10/12/2023 5:56 PM
46	Bike lanes, traffic slowing measures	10/12/2023 5:36 PM
47	The North Chorro Greenway.	10/12/2023 4:19 PM
48	1. Downtown protected Bike lanes 2. Anholm bike district neighborhood improvement district 3. Bradstreet bike district neighborhood (starting soon)	10/12/2023 4:01 PM
49	1. Construction of protected bike lanes 2. Clearly marked bike lanes 3. SLO Bike Coalition	10/12/2023 2:49 PM
50	Protected bike lanes are interesting, but they have been installed on streets that are already low risk to ride on, seems like they should be installed on busier streets, i.e. South Broad, Santa Rosa north of downtown. The sheer number of projects is great.	10/12/2023 2:48 PM

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51	The Bike Kitchen is a a valuable asset, and provides laudable service and advice.	10/12/2023 1:58 PM
52	Ebike loaner program; awesome new bicycle infrastructure and higher density housing	10/12/2023 1:45 PM
53	New protected bike lanes on chorro, bike valet at farmers market, lots of bike parking downtown and at breweries & restaurants elsewhere	10/12/2023 1:12 PM
54	At crosswalks on Broad Street has been wonderful for both pedestrians and cyclists	10/12/2023 1:11 PM
55	Protected bike lanes downtown, bike traffic signals, more bike lanes and painted green.	10/12/2023 12:39 PM
56	- the new bike path on Madonna is a step in the right direction - The new protected bike lanes on Marsh st. are awesome for cyclists	10/12/2023 12:23 PM
57	Bike valet to encourage commuting by bike!	10/12/2023 11:21 AM
58	Great protected bike lanes in downtown, great bike path for across town, roads that don't allow through traffic for cars but allow bikes	10/12/2023 11:18 AM
59	New separated bike lanes. Lots of green painted lanes, bridges over railroad tracks. T	10/11/2023 2:08 AM
60	Bike lanes, but left-hand turns are extremely dangerous on Marsh Street	10/8/2023 7:24 AM
61	SLO city built a designated bike road. The city is in the process of extending a bike lane through town	10/8/2023 2:25 AM
62	Lots of new bike infrastructure active bike coalition good city infrastructure pushing bike lanes	10/5/2023 1:21 PM
63	Bike lanes, pathways and signs	10/3/2023 12:21 AM
64	The North Chorro/Anholm greenway is amazing! Lots of new bike infrastructure and protected bike lanes down town The new south street bike and pedestrian hybrid beacon for safe crossing.	9/28/2023 8:55 PM
65	1) The North Chorro Greenway construction is underway after many years of planning. It will create a safe route between downtown and two local schools, and it connects the residential neighborhoods in the north side of town with downtown. 2) The traffic calming measures and separated bike route along Madonna Rd. It makes the bike commute to the middle school and one of the elementary schools much safer. 3) Pedestrian crossings at key commuter intersections throughout town.	9/28/2023 5:58 PM
66	North Chorro Greenway is wonderful!	9/28/2023 2:40 PM
67	1. North Chorro Greenway 2. Higuera complete streets 3. New pedestrian beacons	9/28/2023 1:51 PM
68	New Hybrid Beacons and protected bike lanes in downtown.	9/26/2023 5:48 PM
69	1. Bike paths are part of any new development 2. The city is working to add more paths in existing areas	9/25/2023 9:59 PM
70	New bikes lanes and road markings around town (Johnson Ace, Orcutt, etc)	9/22/2023 4:31 PM
71	Semi protected bike lanes	9/22/2023 3:08 PM
72	1. North Chorro Neighborhood Greenway. 2. South Higuera Street Complete Streets. 3. Installation of pedestrian crossing lights at key intersections on safe routes to school.	9/22/2023 2:16 PM
73	Installation of North Chorro Greenway Design of South Higuera Complete Streets Corridor Adjustment in police enforcement to target unsafe drivers during ped/bike safety operations.	9/22/2023 1:53 PM
74	Trying to put in lots of cycling infrastructure but it seems old fashioned and ineffective	9/22/2023 11:13 AM
75	None.. bike lanes make it slower to get around town. They are contesting traffic	9/22/2023 9:19 AM
76	I LOVE the protected bike lanes on Marsh and Higuera, LOVE the greenways in the city, am stoked about the north chorro greenway, and excited for the future of Higuera. I am so proud to live in this city that is striving to improve active transportation potential.	9/22/2023 2:27 AM
77	New curb separated bike lanes that protect from door collisions, traffic, and most pedestrians	9/21/2023 11:19 PM
78	Bike lanes, greenways	9/21/2023 11:00 PM
79	Madonna rd bike path, Railroad safety trail, Avila Ranch bike paths	9/21/2023 10:48 PM

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80	Bike lanes have improved and increased!	9/21/2023 10:43 PM
81	Laurel st and Johnson street have really improved! In fact all of downtown has really been made bike friendly. We just can't get there because tank farm and broad street are too dangerous.	9/21/2023 10:42 PM
82	Safe bike lanes	9/21/2023 9:36 PM
83	1 build of the Quercus MTB trail 2 upkeep of railroad trail	9/21/2023 8:19 PM
84	The bike advocacy and surveying of the public for input has been great!	9/21/2023 7:57 PM
85	City has been building lots of new bike paths and lanes. City has been constructing many roundabouts and several new protected intersections.	9/21/2023 7:51 PM
86	The expansion of bike boulevards is really great to see, along with other efforts to slow traffic. I'd say the community is generally very bike friendly	9/21/2023 7:09 PM
87	The protected bike lanes on Marsh and Higuera!! The efforts to connect the Chorro neighborhood with bike lanes The bike bridge across the railroad at Santa Rosa and California!	9/21/2023 7:08 PM
88	Improvement on painting bike lanes Added more cross walks	9/21/2023 7:07 PM
89	City of San Luis Obispo has completed many bike safety improvement projects throughout the city. They are currently working on similar projects and have multiple projects in there multi year master plan. They actively coordinate with community and bike organizations for input and feedback on current bike routes and planned future improvements.	9/21/2023 6:56 PM
90	1. North Chorro greenway 2. Downtown protected and painted bike lanes	9/21/2023 6:07 PM
91	Bike SLO County nonprofit. Dedication of a percentage of transportation budget to bikes and pedestrians. Development of bike and ped infrastructure in high traffic and risk areas.	9/20/2023 11:45 PM
92	The elimination of protected exclusive bikeways and on- street parking in residential neighborhoods.	9/20/2023 9:49 PM
93	1. Painting bake lanes green. 2. If they left our bike lanes alone (next to and going the direction of the flow of traffic), then that is good. They keep changing them, however, to the things listed above--that is BAD.	9/20/2023 8:39 PM
94	Currently, building out plans for bike lanes and greenways. New traffic calming features.	9/20/2023 7:19 PM
95	1. North Chorro Neighborhood Greenway. This is currently being implemented and will provide a safe route to school for two elementary schools. There was a lot of bikelash from neighbors last night (2023-9-21) during the non-agenda public comment section of SLO City Council meeting. It was disappointing to hear a City Council member (Andy Pease) say that we would re-evaluate the project in two years implying that it could be ripped out to appease the angry residents of this neighborhood and that advocates will need to continue to fight to keep protected lanes that took ~10 years to get. 2. Higuera Complete Streets projects. This will add protected bike lanes to Higuera. 3. Adding Pedestrian Hybrid Beacons and protected intersections throughout the city.	9/20/2023 12:31 PM
96	1. Marsh and Higuera street bike lanes and road diet, 2. South Street road diet and pedestrian crossing. Proposed and approved bike improvements for the North Chorro neighborhood and South Higuera Street.	9/18/2023 11:02 AM
97	North Chorro bikeway Downtown biking infrastructure Bike lanes included in new housing developments	9/16/2023 11:32 PM
98	more awareness of bikes	9/16/2023 4:51 PM
99	curbs for the disabled.	9/16/2023 1:42 PM
100	Can't think of anything "deserving of praise."	9/16/2023 1:01 PM
101	Putting in more protected bike lanes in traffic areas	9/14/2023 9:12 PM
102	Bike Kitchen - although I've only been volunteering for a year, I am impressed with how it supports lower cost entry and maintenance of bicycles in the community. Well run, generally well funded, provides bikes at lower cost than from bike shops (used vs new) and provides bike maintenance/repair at costs significantly under local shop prices.	9/14/2023 12:13 PM

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103	More bike lanes turning green A huge government focus on biking accessibility	9/13/2023 11:53 PM
104	BikeSLO County - Bike kitchen: Serves all but is especially praiseworthy for its service to very low income community members.	9/13/2023 11:00 PM
105	Slo bike coalition is amazing	9/13/2023 10:27 PM
106	Safety trail Bringing back lanes onto sidewalks at intersections to avoid accidents. Good design.	9/13/2023 7:50 PM
107	The Higuera redesign project is welcome and the city is doing a good job involving the community. There are barriers to doing it "right" due to multiple players (Caltrans).	9/13/2023 7:16 PM
108	Greenway efforts, new bike parking areas	9/13/2023 4:10 PM
109	Bike Blvd creation - safe route to school Bike positive local government Strong bike advocacy committees in town	9/13/2023 3:36 PM
110	Improved bike lane markings. Enacted road dieting.	9/13/2023 3:26 PM
111	The progress to-date of making separate bike paths and protected bike lanes.	9/13/2023 2:31 PM
112	The Johnson road diet is a wonderful addition (we need more like it in neighborhood arterials!), and I'm looking forward to the extension of the Bob Jones Trail to connect the communities of San Luis Obispo and Avila Beach.	9/13/2023 1:36 PM
113	The bike lanes are great, and there's usually nice buffers between bikers and drivers. I love the art décor around the downtown area on, or around the bike lanes, and I love the bike culture that is within san luis obispo.	9/11/2023 12:51 PM
114	Bike SLO County education programs in schools, the Bike Kitchen, and the protected bikeways the City has built over the last year.	9/11/2023 3:44 AM
115	Painting of bike corridors (Green) - good Amazing work on Mountain Bike trails - thanks	9/9/2023 6:43 PM
116	Green painted bike lanes. Routing of traffic to avoid right hand turn accidents.	9/9/2023 6:39 PM
117	New bike lanes (painted green) Increased bike lane size Cleaner bike paths	9/9/2023 6:06 PM
118	New bike paths Painted in green bike paths	9/9/2023 4:16 PM
119	SLOBC advocacy and safety group.	9/9/2023 11:31 AM
120	I can think of only one but it was big: the creation of a bike/ped path over the 101 fwy into Cal Poly	9/8/2023 11:01 PM
121	SLOBC bike club public involvement	9/8/2023 10:26 PM
122	Some new bike lanes are helpful.	9/8/2023 7:14 PM
123	The SLO Bicycle Club pushes for safer roads and biker courtesy.	9/8/2023 6:37 PM
124	significant progress on the Tier 1 bikeway network	9/8/2023 6:35 PM
125	Los Osos Valley Rd green lanes Traffic slowdown humps on North Broad Much more attention from City Council	9/8/2023 6:11 PM
126	New roads with well defined bike lanes Bikeway plans from Foothill Rd to downtown Traffic circle bike paths and markings	9/8/2023 5:26 PM
127	That they are thinking about biking. Wish those making the decisions were real bike riders.	9/8/2023 4:22 PM
128	Local SLOBC Club needs support.	9/8/2023 4:21 PM
129	More bike lanes are being built but not where they are most needed.	9/8/2023 4:18 PM
130	Protected Bike Lane on Downtown Higuera. Construction of protected bike lane on Broad Street, and the bike valet service offered during the weekly Farmers Market in SLO.	9/8/2023 4:16 PM
131	Providing protected bike lanes downtown	9/8/2023 3:38 PM
132	Anholm Greenway bike infrastructure, many new green bike lanes, several new bike/pedestrian signal lights and crossings	9/8/2023 3:11 PM

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133	Bike parking, traffic markings for bike paths	9/8/2023 2:52 PM
134	Bike path clean-up	9/8/2023 2:47 PM
135	Road clean up, community service, and activism.	9/8/2023 2:24 PM
136	New bike route signage	9/8/2023 2:19 PM
137	City is building more protected bike lanes around town.	9/8/2023 1:53 PM

Q72 If you have other comments or feedback that you would like the community to receive regarding their potential Bicycle Friendly Community status, please describe below.

Answered: 71 Skipped: 176

#	RESPONSES	DATE
1	Give us the opportunity to do tactical urbanism with temporary bike lanes just to see the effects!!! It's like research and development	10/27/2023 2:33 AM
2	As a bike rider I find bulb outs so dangerous. Cara now gun it to get to the stop signs before me. Creates a new conflict at stop signs. Please don't add anymore or if they are added allow bikes to roll up on them to make a right. Help pedestrians at the cost of bike safety so I do not support them anywhere. City staff designing bike infrastructure should be required to bike around. Lots of what is being installed looks ok on paper but is not in real life. Broad street is a good example. The hardest part of commuting is uphill conflicts in tight roads, not downhill when we can go the speed of traffic. Only need to improve. A few key areas.	10/23/2023 4:49 AM
3	Most bikers in slo do not like to stop or slow down, especially e-bikes. I see them running red lights, stop signs and get in the way of cars. Thanks	10/19/2023 4:37 PM
4	Allowing bicyclists to yield at stop signs when there are no vehicle would be very nice.	10/19/2023 1:41 AM
5	Only until the biking deaths are at 0 is a city bike friendly.	10/19/2023 1:27 AM
6	Before I moved here, I'd never consider riding a bike recreationally or for commutes because I was so afraid. Because of the amazing bike infrastructure and a city council that's incredibly supportive of biking, I not only feel safe enough to ride a bike as my main mode of transit and for fun but also got rid of my car entirely!	10/19/2023 12:52 AM
7	Focus more on the locals that love and support our community. Change is inevitable but the overall feeling by many is that slo is not moving in a good direction by putting too much emphasis on the tourists. If the goal is to build our community then incentivizing first time home buyers over wealthy developers or investors would be wise before it's too late. Please don't forget what makes San Luis Obispo unique and special!!! It's definitely NOT the outsider money/investors.	10/19/2023 12:22 AM
8	Some drivers seem unaware that bike commuters have a right to use the road. They get aggressive and it's terrifying	10/18/2023 11:50 PM
9	SLO is better than it's been in the past. And I really appreciate the effort, it's great to see the work to perfect The cycling community. A little more thought and planning would be good, there are some silly things that feel dangerous in the protected lanes	10/18/2023 11:07 PM
10	Adding more nights for city meetings would be nice so it would be more accessible for people who work on Wednesday nights	10/18/2023 10:04 PM
11	I think the city needs to do more to provide alternate modes of transportation. As long as the city is a car-centric community, it'll be hard to get more residents to want to bike or walk to work. A lot of the roads are too narrow and unsafe to make people want to get out of their cars.	10/18/2023 7:55 PM
12	Increase greenways!	10/16/2023 2:04 PM
13	SLO is trying and I appreciate the efforts. The motorists are a large very vocal group	10/14/2023 6:32 PM
14	Please don't ruin neighborhoods with projects like North Chorro Greenway. Paths/wide lines s/b placed on major arteries like Los Osos Valley Rd and Santa Rosa St if increased bicycling is the goal.	10/13/2023 4:36 PM
15	lower taxes	10/13/2023 2:46 PM
16	Thank you San Luis Obispo - I love biking in town!	10/13/2023 2:33 PM

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17	the status we have is fair for now. for us to have a better status, i think we need more protected bike lanes, or more bike paths, than what we currently have.	10/13/2023 1:52 AM
18	training for ebikers	10/12/2023 8:22 PM
19	San Luis Obispo is a very bike friendly community and I appreciate the City's and the SLO Bike Coalition efforts to encourage use of bicycles as a mode of transportation.	10/12/2023 2:49 PM
20	We have the potential to make our town a best example of bicycle friendliness, lets' do it.	10/12/2023 2:48 PM
21	San Luis Obispo certainly would benefit from any special status or funding, but the League would do well to ask the chief administrators what efforts are being made to support students and the underserved, who constitute the majority of cyclists. As you might note from my feedback, my concerns are substantiated by experience and expertise. I pride myself on supporting cycling, especially among students. But it's often a dilemma of sorts, since I'm encouraging people to engage in a responsible form of autonomous transportation even while our culture at large--including transportation engineers and even those who legislate on behalf of alternative transportation--considers the needs of cyclists to be secondary to the already-built requirements of the single-occupant-automobile.	10/12/2023 1:58 PM
22	The efforts to improve the cycling experience in this community, especially in the past 5 years, are very impressive! I can't wait to see what happens in the next 5 years, given the momentum of the last 5 years.	10/12/2023 1:45 PM
23	I like that our buses have bike racks for multimodal travel.	10/12/2023 12:39 PM
24	SLO has made huge changes in the last 10 years with more bike lanes, protected bike lanes and extending bike paths	10/12/2023 11:18 AM
25	This is a great place to ride for both commuting and recreation. The city is very proactive concerning biking.	10/11/2023 2:08 AM
26	Left-hand turns are extremely dangerous for cyclists on Marsh Street. Neither drivers nor riders know how to use the bike boxes. (I sure don't)	10/8/2023 7:24 AM
27	The SLO Bike Coalition is doing good stuff, educating, informing, and pushing for more bike infrastructure	10/5/2023 1:21 PM
28	It would be neat to have a bike path map for locals and visitors to view	10/3/2023 12:21 AM
29	I am super grateful that the city has done so much to provide safer bike infrastructure the past few years. I am looking forward to more to come!	9/28/2023 8:55 PM
30	Thank you for highlighting bike friendly communities!	9/28/2023 5:58 PM
31	SLO has a bike friendly council and the will to make change. They need to stay focused.	9/28/2023 1:51 PM
32	There has been huge progress towards bike infrastructure safety, please keep it up.	9/26/2023 5:48 PM
33	Overall SLO is a very bike friendly community and looking to make it even more so in the future.	9/25/2023 9:59 PM
34	More bike racks would be helpful as well	9/22/2023 4:31 PM
35	We have 5 bike paths that are half to 3 miles long. And none of them connect. Please connect them and start punishing unsafe drivers. When I was hit the driver was let off with less of a talking to than I was. One of the responding officers scolded me for riding a bike while I was being bandaged by paramedics. I was in a painted bike lane, I had lights on the bike and they saw the film of me being hit which I can send to the city upon request	9/22/2023 3:08 PM
36	Staff is doing the best they can with the resources given. The city manager and council need to take stronger stance on prioritizing life saving changes by increasing staff, adding more budget, and embracing lower levels of service for vehicle travel.	9/22/2023 1:53 PM
37	Quit taking away car lanes for bikes.	9/22/2023 9:19 AM
38	It would be cool if bike lanes on Higuera could be maintained as well as the vehicle lanes are downtown. A few blocks on Higuera towards where it meets Marsh have bike lanes covered in leaves etc. also, bike lanes along higuera often have litter / nails / other obstructions. small gripes :)	9/22/2023 2:27 AM

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39	Monterey and Santa Rosa intersection north east is inadequate for bike infrastructure	9/21/2023 11:19 PM
40	They need to lower fines and fees.	9/21/2023 11:00 PM
41	Please reconsider the use of physical buffers in dense urban areas. Since the Higuera/Marsh bike lanes were converted, I have had 5 near miss crashes when vehicles pull out of driveways, turn across the path to pull into a driveway, or doors open and kids/passengers jump out without looking. With the physical curb on either side, there's nowhere to take evasive action.	9/21/2023 10:48 PM
42	SLO is on a great track and just needs to continue doing what they're doing.	9/21/2023 7:51 PM
43	SLO has a lot of great bike friendly features, but is not quite yet a comprehensive bike friendly network. Lots of the paths have stopping points or go onto sidewalks or driveways that can deter some people from riding. However, the city is continuously improving the infrastructure and biking is such a core of SLO, families, seniors, students, and professionals all can be seen on bikes around town throughout the year.	9/21/2023 7:08 PM
44	Continue to improve, lots of work to be done but looks like things are going in the right direction when it comes to pedestrian and bike safety. Ask yourself, would you let a 7 year old child use this bike or pedestrian feature?	9/21/2023 7:07 PM
45	San Luis Obispo should also focus on improving bike infrastructure interconnectivity.	9/20/2023 11:45 PM
46	DON NOT REWARD THIS TOWN WITH A BICYCLE AWARD THAT IS TOTALLY UNDESRVED!	9/20/2023 9:49 PM
47	STOP MAKING THINGS MORE DANGEROUS. Just about every "improvement" has made things more dangerous. I witnessed two near misses yesterday alone, and it was not the fault of the cyclist or the driver, but the terrible design of the new bike lane. Most of the new lines I REFUSE to use. I bike in the lane of vehicle traffic--it is far safer.	9/20/2023 8:39 PM
48	When will results from this survey become available?	9/20/2023 7:19 PM
49	There needs to be more quick build safe infrastructure projects to speed of implementation of the Tier 1 projects of Active Transportation Plan. Do the quick builds first and then get the permanent infrastructure in. Maintain political will to prioritize people over cars. People will always complain about parking and our leaders need to be bold and push back more.	9/20/2023 12:31 PM
50	Please address the speeds that cars are traveling. More traffic circles, more speed limit signage and striping of lanes at no more that 11' so cars are not encouraged to drive faster than the posted limit.	9/18/2023 11:02 AM
51	None	9/16/2023 11:32 PM
52	I feel the strategy of a bike lane with the street is wrong. bike lanes belong in the realm of slower movements which is a wider sidewalk which accommodates a walking lane and a biking lane.	9/16/2023 4:51 PM
53	Bike facilities need to be kept in balance with other demographics' needs. The city blindly puts bikes ahead of ALL OTHER PRIORITIES AND DEMOGRAPHIC NEEDS. This will kill the bike program's future politically	9/16/2023 1:01 PM
54	Our town has made huge strides in the addition of bike lanes and focusing on riders safety.	9/13/2023 11:53 PM
55	people die frequently on bikes and walking here in this small city. We are all surprised it's called a safe biking city	9/13/2023 10:27 PM
56	Make downtown all or bikes or all for cars the combo is kinda dangerous with inexperienced riders. Make bike laws simpler.	9/13/2023 7:50 PM
57	There is limited land, but the push of development across 101 is going to result in another American city with a freeway running through the middle -- and were locals use the freeway for just an exit or two and forcing expensive overpasses (see Prado overpass plans). Please, please don't make the same mistakes as so many other North American cities.	9/13/2023 7:16 PM
58	Positive PR messaging about why bikes fit with SLO community.	9/13/2023 3:36 PM
59	SLO has changed so much for the better, but some major routes are still super dangerous (Broad, S Higuera, Tank Farm, Foothill, Johnson by the high school, etc.)	9/13/2023 2:31 PM

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60	Education is key--please invest in educational efforts for both bicyclists and motorists when facilities are added / changed. Also, education for cyclists regarding accessibility needs/sharing facilities with those with disabilities would be helpful in encouraging active transportation for more members of our community.	9/13/2023 1:36 PM
61	SLO is one of the best cities in the US for bicycling, and deserves recognition as such.	9/11/2023 3:44 AM
62	Continued problems with bike thefts :(9/9/2023 6:43 PM
63	Try to increase driver attention to bikes.	9/9/2023 6:06 PM
64	2-way cycle tracks that cross many driveways are not a good idea.	9/8/2023 7:14 PM
65	Drivers here are still in their own distracted worlds too much. How about some additional street humps on our bigger streets to slow the traffic?	9/8/2023 6:11 PM
66	Don't pit the vehicle driver against the biker by doing dumb things. The bike rider ends up getting hurt.	9/8/2023 4:22 PM
67	Remove concret dividers on Marsh and Higuera streets Horrible Dangerous Never maintained	9/8/2023 4:21 PM
68	I chose to retire to the central coast because of the San Luis Bicycle Club and the active bicycling community that exists in SLO.	9/8/2023 4:16 PM
69	San Luis Obispo is a very safe and bike friendly community with an active bike club	9/8/2023 3:38 PM
70	I think the community/government has shown a deep commitment to bicycling via increased bike lanes, and infrastructure - it should be honored for this and an award and recognition will encourage continuing support for cycling across the community	9/8/2023 2:55 PM
71	Great commu ity	9/8/2023 2:52 PM



Active Transportation Committee

AGENDA REPORT ITEM 3B

DATE: October 17, 2024

FROM: Adam Fukushima, Active Transportation Manager

SUBJECT: Active Transportation Plan 2023 Progress Report Card

Recommendation:

1. Receive the Active Transportation Plan 2023 Progress Report Card

Background

In 2021, the City of San Luis Obispo adopted the Active Transportation Plan, which established eight performance measures to monitor the implementation of the Plan to be assessed every two years to assist in the budget planning process. The Active Transportation Plan 2023 Progress Report Card (see Attachment A) is the first such report since adoption of the Plan and provides a point-in-time snapshot of the City's active transportation program.

The Report is organized into seven sections including:

- 1) Overview
- 2) Analysis Summary
- 3) Awards and Recognition
- 4) Active Transportation Plan Progress Highlights
- 5) Project Highlights
- 6) a Detailed Active Transportation section of Performance Measure Progress
- 7) A Traffic Volume Trend on the Tier 1 Network.

Discussion

Since the report is a "point-in-time snapshot," some data points are more current than others but collectively provide the most up-to-date information currently available. Due to the COVID-19 pandemic disrupting normal transportation commute patterns in the years 2020-2022, some performance measure efforts were delayed. In spring of 2024 the City conducted a Household Transportation Survey to collect data to update the remaining performance measure metrics as well as gain other insights on challenges and opportunities in increasing active transportation. The Household Transportation Survey data results are still being compiled and will be included in an update to the Report Card to be released later this year. However, the data just from the missing performance measures have been compiled and included in Attachment B for Committee consideration ahead of the Committee's budget goals meeting planned on November 17th.

The performance measures with updated data include:

- Performance Measure #1: Increase the share of citywide commute trips made by bicycling to 20% and 12% by walking by 2030.
- Performance Measure #2: Consistent with the City's Climate Action Plan and General Plan Mode Share Objectives, decrease the share of total citywide trips made by single-occupant auto to 50% or less by 2030.
- Performance Measure #4: Continue progress towards the City's Vision Zero goal of eliminating traffic fatalities and severe injuries, endeavoring towards a trend of zero fatal collisions by 2030.
- Performance Measure #7: Double the mode share for all bicycle and pedestrian trips for public K-12 schools in the city.
- Performance Measure #8: Strive to achieve the same demographic representation of those using active transportation modes as those using single occupancy motor vehicles.

Likely of most interest to the Committee are the data on the use of bicycling and walking as overall forms of transportation. As shown in Attachment B, when comparing the data from 2019 to 2024, walking showed a four percent increase while bicycling showed a five percent decrease. During the meeting, staff will present some insights which may explain this pattern, the limitations of survey results, as well as other data touchpoints such as traffic counts which as a whole should be considered to more comprehensively understand trends in transportation mode split.

Attachments:

Attachment A: ATP 2023 Progress Report Card

Attachment B: ATP 2023 Progress Report Card with updated survey data from 2024



Active Transportation Plan 2023 Progress Report Card

Overview

The City of San Luis Obispo has taken considerable steps in improving bicycle and pedestrian transportation. In 2021, the City of San Luis Obispo adopted the Active Transportation Plan (Plan), a transportation planning document that included community engagement and comprehensive analyses to identify and remove barriers to bicycling and walking.

The Active Transportation Plan 2023 Progress Report Card (Report Card) provides a snapshot of the City's Active Transportation Program since adoption of the Plan in 2021. The Report Card is intended to act as a "check-in" and provides an update on eight performance measures as detailed in the Plan. The Report Card will be updated every two years and is intended as a tool to assist in the financial planning process and allocation of resources to transportation projects.

The Report Card is organized into seven sections including: 1) Overview 2) Analysis Summary 3) Awards and Recognition 4) Active Transportation Plan Progress Highlights 5) Project Highlights 6) a detailed Active Transportation Performance Measure Progress which provides overview of the implementation status of each of the eight performance measures from the Active Transportation Plan, and 7) a Traffic Volume Trend on the Tier 1 Network. Since the Report Card is a "snapshot" some data points are more up to date than others but provide the most accurate information that is currently available. Due to the COVID-19 pandemic disrupting normal transportation commute patterns in the years 2020-2022, some performance measure efforts were paused but will be updated with the most current data later in 2024 to help inform the planning process for the FY 2025-27 Financial Plan.

Analysis Summary

Since adoption of the Active Transportation Plan in 2021 the City has made considerable progress in only three years. For instance, by implementing active transportation improvements as part of annual pavement maintenance projects, through conditions of approval on development projects, and the City's Capital Improvement Program (CIP) projects, more than 26% of the Tier 1 active transportation network—the projects with the greatest potential to increase bicycle and pedestrian mode share—is now in place. When including projects that are currently in progress—either in planning, design or construction—the percentage jumps to over 50%. The City is on track to meet its climate action goal of completing the Tier 1 network by 2030.

The General Plan also includes a transportation mode split objective of reaching 20% of all trips by bike and 12% by walking by 2030. The most recent survey data shows that bicycles currently comprise 16% of all trips and walking accounts for 11% of all trips according to the Citywide Household Transportation Survey conducted in 2019. Due to COVID-19, a survey was not conducted in 2022. However, a new survey will be conducted in 2024 and updated information will be available later in 2024 when this report card is updated. Another data point to inform progress on the transportation mode split objective are traffic counts taken along the Tier 1

network as shown in Attachment 4. Comparison of traffic counts from 2016 to 2023 show a decrease in vehicular, pedestrian, and transit forms of transportation, which mirror national trends of a shift in the labor market to more remote work. Hence, almost all forms of transportation have seen a decrease with the exception of the bicycle, which witnessed an increase in use by over seven percent. Meanwhile, trips to schools (K-12) have shown good results with over 20% of trips by bike, 19% by walking, and almost 13% by school bus according to a baseline Safe Routes to School survey led by the San Luis Obispo Council of Governments in 2022.

This Report Card also looks at the progress towards achieving the City's Vision Zero goal of eliminating traffic fatalities and severe injuries by 2030. Over the last two decades the City has seen a gradual decline in overall number of collisions however recent years have seen an increase in the number of collisions with fatal and severe injuries. In the period from 2019 to 2021 there have been eight crashes with fatal results and 38 resulting in severe injuries. With fewer cars on the road during COVID-19, traffic congestion was reduced significantly, which emboldened some people to drive at illegal speeds that can cause fatal or severe injuries when involved in a collision. The increase in fatal and severe injuries reflects a national trend, showing that there is still work to be done.

In an effort to match spending with the City's goals, the City has made a commitment to spend its transportation dollars proportional to its mode split objectives. Along those lines, the City has made progress toward that commitment. A four-year average of the fiscal years 2019-2023 show that the city has spent 35% on vehicular improvements, 27% on walking, 25% on bicycling, and 12% on transit.

Finally, the Active Transportation Plan has made a commitment to strive for the same gender representation of those using active transportation modes as those using single occupancy motor vehicles (currently 49% male and 51% female). According to the most recent survey, the percentage of community members bicycling was 30% female and 69% male with less than 1% for other gender responses. For walking the percentage of females was 41% and 58% male with less than 1% for other gender responses. These numbers on gender representation are better than the national average, but there is still work to be done in this area to meet the City's goal.

Awards and Recognition

Since adoption of the Active Transportation Plan in 2021, the City has received recognition for its work in active transportation, including:

- American Planning Association Central Coast Section Award for Excellence in Transportation Planning
- The League of American Bicyclists renewed its recognition of the City of San Luis Obispo as a Bicycle Friendly Community at the Gold Level



**California Chapter of the
American Planning Association
Central Coast Section**

[Attachment 1: Active Transportation Plan Progress Highlights](#)

[Attachment 2: Active Transportation Plan Project Highlights](#)

[Attachment 3: Active Transportation Plan Performance Measure Progress](#)

[Attachment 4: Traffic Volume Trend on the Tier 1 Network 2016/18 and 2022/23](#)



Active Transportation Plan 2023 Progress Highlights

19%

of all trips to school
by **WALKING**



20%

of all trips to school
by **BIKING**



26%



of Plan's Tier 1 bicycle and
pedestrian network installed
with the goal of full completion
by 2030



27%



of transportation
funding allocated to
pedestrian
improvements and

25%



to bicycle
improvements.

Progress Toward Reaching the City's Mode Split Objectives

	2030 Goals	2019*
Walking	12%	11%
Bicycle	20%	16%
Transit	7%	2%
Single-Occupancy Vehicle	50%	61%
Carpool and Other	11%	10%

*No 2022 survey due to COVID-19. Survey to be readministered in 2024.





Railroad Safety Trail Bridge at Phillips/Pepper Streets



Neighborhood greenways on Nipomo, Ramona, Cerro Romaldo, Morro



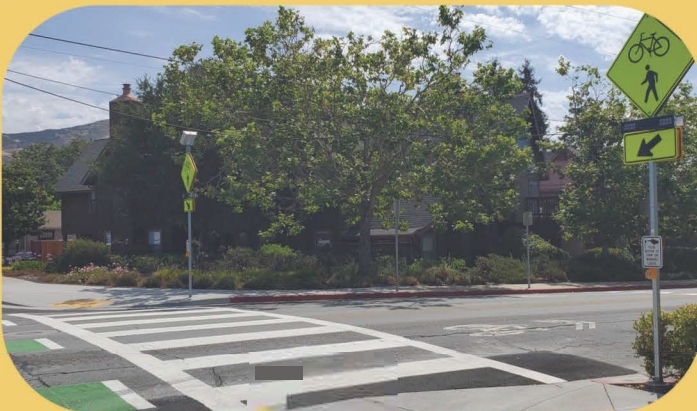
Pedestrian enhancements in Downtown



2023 Project Highlights



Protected bike lanes in Downtown



Pedestrian crossing improvements at Johnson, South, Broad, Madonna, Foothill, and Osos Streets



Madonna Road shared use path

Attachment 3: Active Transportation Plan Performance Measure Progress

The below table provides the current status of eight performance measures that are included in the Active Transportation Plan. Provided details for each performance measure include a description, the tracking mechanism, the baseline when the Active Transportation Plan was adopted in 2021, the current status as of 2023, and notes where applicable.

#	Performance Measure	Tracking Mechanism	Baseline	2023 Status	Notes
1	Increase the share of citywide commute trips made by bicycling to 20% and 12% by walking by 2030	Summarize biennially (every other year) based on data from U.S. Census Bureau, American Community Survey (latest 5-year average), Citywide Household Transportation Survey	2017 ACS Survey Results: • Bicycle - 8.3% • Walk - 7.2% • Drive Alone - 67.7%	2019 Citywide Household Transportation Survey Results: • Walking - 11% • Bicycle - 16% • Transit - 2% • Single-Occupancy Vehicle - 61% • Carpool and other - 10%	Following feedback from the Active Transportation Committee and concurrence from staff, the tracking mechanism for this performance measure is now emphasizing the results of the Citywide Household Transportation Survey given that the ACS data only collects data on trips to work and school while the city's survey collects data on all transportation trip types to provide a more accurate picture of transportation mode split. No 2022 survey due to COVID-19. Survey to be administered again in 2024. To supplement this data, traffic counts for the years 2016/18 and 2022/23 are included in attachment 4. Note there are no counts for 2020 and 2021 due to COVID-19
2	Consistent with the City's Climate Action Plan and General Plan Mode Share Objectives, decrease the share of total citywide trips made by single-occupant auto to 50% or less by 2030	Summarize biennially (every other year) based on data from U.S. Census Bureau, American Community Survey (latest 5-year average)	Current Mode Share: • Drive Alone - 67.7%	2019 Citywide Household Transportation Survey Results: • Drive Alone - 61%	No 2022 survey due to COVID-19. Survey to be administered again in 2024
3	Achieve Platinum Level status as Bicycle Friendly Community by the League of American Bicyclists	League of American Bicyclists Bicycle Friendly Community Rankings (renewed every 4 years)	Gold Status	Gold Status	Gold Status renewed in 2024. Eligible to apply for Platinum in 2027
4	Continue progress towards the City's Vision Zero goal of eliminating traffic fatalities and severe injuries, endeavoring towards a trend of zero fatal collisions by 2030.	City of San Luis Obispo Annual Traffic Safety Report	Three-Year Total (2015-2017): • 3 fatal collisions • 43 severe injury collisions	Three-Year Total (2019-2021): • 8 fatal collisions • 38 severe injury collisions	Compiled collision data for years 2021-2023 available later in 2024

Attachment 3: Active Transportation Plan Performance Measure Progress

#	Performance Measure	Tracking Mechanism	Baseline	2023 Status	Notes
5	Complete installation of the Active Transportation Plan's Tier 1 bicycle and pedestrian network by 2030	Summarize at outset of each 2-year Capital Improvement Plan	6.5% of the ultimate Tier 1 network currently in place: 0% of new low-stress bikeway mileage 0% of new enhanced pedestrian/bicycle crossings	26% of the ultimate Tier 1 network currently in place including: 19% of new low-stress bikeway mileage 15% of new enhanced pedestrian/bicycle crossings	
6	Consistent with the General Plan Circulation Element policies, strive to allocate transportation funding across various transportation modes approximately proportional to the General Plan Modal Split Objectives	Baseline to be set with FY2021-23 Financial Plan	Summarize transportation expenditures as running 4-6-year average at outset of each 2-year Capital Improvement Plan	Four-Year Average (FY 2019-2023): <ul style="list-style-type: none">•Bicycle - 25%•Walk - 27%•Transit - 12%• Vehicle 35%	Ahead of the next budget planning process, the status will be updated with FY 2023-25 data
7	Double the mode share for all bicycle and pedestrian trips for public K-12 schools in the city	In collaboration with SLO Rideshare, conduct survey of local K-12 schools biennially (every other year)	Baseline to be set via school surveys in 2021	2022 SLOCOG Safe Routes to School Survey: 0 <ul style="list-style-type: none">• Bicycle, scooter, or skate - 20.7%• Walk - 19%• School Bus - 13%• Drive alone or only with family - 43%• Carpool - 4%• Public Transit - 1.79%	SLOCOG readministering survey in spring 2024
8	Strive to achieve the same demographic representation of those using active transportation modes as those using single occupancy motor vehicles.		U.S Census Bureau, American Communities Survey, Citywide Household Transportation Survey and other sources	2019 Citywide Household Transportation Survey Results: <ul style="list-style-type: none">• Bicycle - 69% Male, 30% Female0• Walk - 58% Male, 41% Female• Drive Alone - 49% Male, 51% Female [for all modes, "decline to state" gender was less than 1%)	No 2022 survey due to COVID-19. Survey to be administered again in 2024

Attachment 4: Traffic Volume Trend on the Tier 1 Network 2016/18 and 2022/23

The below table provides traffic volumes comparing the years 2016/18 to 2022/23 as another data point to inform performance measure #1 to “Increase the share of citywide commute trips made by bicycling to 20% and 12% by walking by 2030.” Since no household transportation survey was conducted in 2020 due to COVID-19, the traffic volume data helps provide another reference point to understanding the city’s progress in achieving its mode split objectives.

The table compares traffic volumes along the Active Transportation Plan Tier 1 network of 11 main corridors which the city has committed to completing by 2030. For each mode of transportation (auto, bicycle, and pedestrian) the average daily traffic is provided between two sets of years 2016/2018 and 2022/2023. The data show a decrease in overall travel by auto (-5.4%), pedestrian (-8.7%) and increase by bicycle (7.5%). To supplement traffic volumes, transit annual boardings are also provided showing an overall decrease in transit use between the years 2018 to 2022 (-45%).

No.	Street / Location	Auto ADT			Bicycle ADT			Pedestrian ADT			Transit Annual Boardings		
		2016/18	2022/23	% Change	2016/18	2022/23	% Change	2016/18	2022/23	% Change	2018	2022	% Change
1	Higuera St (Tank Farm Rd to Prado Rd)	18,047	16,174	-10.4%	191	208	8.9%	93	212	128.0%	945,288	515,008	-45.0%
2	Dalidio Drive (Madonna Rd to Prado Rd)	1,073	4,185	290.2%	9	38	322.2%	N/A	65	N/A			
3	Broad Street (Tank Farm Rd to Industrial Rd)	29,137	26,759	-8.2%	210	91	-56.7%	38	113	197.4%			
4	Railroad Safety Trail (Boulevard del Campo to Orcutt Rd)	N/A	N/A	N/A	277	305	10.1%	366	437	19.4%			
5	Railroad Safety Trail (Foothill to Taft)	N/A	N/A	N/A	260	383	47.3%	134	195	45.5%			
6	Foothill Blvd (Chorro St to Santa Rosa St)	20,196	17,995	-10.9%	708	654	-7.6%	584	1,288	120.5%			
7	Chorro St (Lincoln St to Palm St)	5,860	5,359	-8.5%	200	207	3.5%	436	421	-3.4%			
8	Marsh St (Broad St to Chorro St)	10,547	8,099	-23.2%	189	211	11.6%	2,845	1,388	-51.2%			
9	Madonna Rd (US 101 SB Ramps to El Mercado)	23,161	22,781	-1.6%	254	289	13.8%	148	194	31.1%			
10	Los Osos Valley Rd (Calle Joaquin to Auto Park Dr)	33,362	32,763	-1.8%	68	164	141.2%	161	122	-24.2%			
11	Tank Farm (Higuera to Santa Fe)	19413	17951	-7.5%	70	69	-1.4%	50	65	30.0%			
	Overall Total	160,794	152,066	-5.4%	2,436	2,619	7.5%	4,855	4,435	-8.7%			

- Notes:
- 1. ADT - Average Daily Traffic
 - 2. Traffic data collected during fall 2016 and fall 2018 are compiled together to comprise one data set
 - 3. Traffic data collected during 2022 and 2023 are compiled together to comprise a complete data set for comparison purposes with 2016/2018 data

Active Transportation Plan Performance Measure Progress

The below table provides the current status of performance measures that had incomplete data in 2023. Updated data is included in RED with applicable notes.

#	Performance Measure	Tracking Mechanism	Baseline	2023 Status	Notes
1	Increase the share of citywide commute trips made by bicycling to 20% and 12% by walking by 2030	Summarize biennially (every other year) based on data from U.S. Census Bureau, American Community Survey (latest 5-year average), Citywide Household Transportation Survey	2017 ACS Survey Results: • Bicycle - 8.3% • Walk - 7.2% • Drive Alone - 67.7%	2019 Citywide Household Transportation Survey Results: • Walking - 11% • Bicycle - 16% • Transit - 2% • Single-Occupancy Vehicle - 61% • Carpool and other - 10% 2024 Citywide Household Transportation Survey Results: • Walking – 15% • Bicycle - 11% • Transit - 2% • Single-Occupancy Vehicle - 62% • Carpool and other - 8%	Following feedback from the Active Transportation Committee and concurrence from staff, the tracking mechanism for this performance measure is now emphasizing the results of the Citywide Household Transportation Survey given that the ACS data only collects data on trips to work and school while the city's survey collects data on all transportation trip types to provide a more accurate picture of transportation mode split. No 2022 survey due to COVID-19. Survey to be administered again in 2024. To supplement this data, traffic counts for the years 2016/18 and 2022/23 are included in attachment 4. Note there are no counts for 2020 and 2021 due to COVID-19 Survey conducted in late spring of 2024 with results at left in red.
2	Consistent with the City's Climate Action Plan and General Plan Mode Share Objectives, decrease the share of total citywide trips made by single-occupant auto to 50% or less by 2030	Summarize biennially (every other year) based on data from U.S. Census Bureau, American Community Survey (latest 5-year average)	Current Mode Share: • Drive Alone - 67.7%	2019 Citywide Household Transportation Survey Results: • Drive Alone - 61% 2024 Citywide Household Transportation Survey Results: • Drive Alone - 62%	No 2022 survey due to COVID-19. Survey to be administered again in 2024. Survey conducted in late spring of 2024 with results at left in red.
3	Achieve Platinum Level status as Bicycle Friendly Community by the League of American Bicyclists	League of American Bicyclists Bicycle Friendly Community Rankings (renewed every 4 years)	Gold Status	Gold Status	Gold Status renewed in 2024. Eligible to apply for Platinum in 2027
4	Continue progress towards the City's Vision Zero goal of eliminating traffic fatalities and severe injuries, endeavoring towards a trend of zero fatal collisions by 2030.	City of San Luis Obispo Annual Traffic Safety Report	Three-Year Total (2015-2017): • 3 fatal collisions • 43 severe injury collisions	Three-Year Total (2019-2021): • 8 fatal collisions • 38 severe injury collisions Three-Year Total (2021-2023): • 11 fatal collisions • 40 severe injury collisions	Compiled collision data for years 2021-2023 available later in 2024. Updated three-year total for years 2021-2023 provided at left in red.

Active Transportation Plan Performance Measure Progress

#	Performance Measure	Tracking Mechanism	Baseline	2023 Status	Notes
5	Complete installation of the Active Transportation Plan's Tier 1 bicycle and pedestrian network by 2030	Summarize at outset of each 2-year Capital Improvement Plan	6.5% of the ultimate Tier 1 network currently in place: 0% of new low-stress bikeway mileage 0% of new enhanced pedestrian/bicycle crossings	26% of the ultimate Tier 1 network currently in place including: 19% of new low-stress bikeway mileage 15% of new enhanced pedestrian/bicycle crossings	
6	Consistent with the General Plan Circulation Element policies, strive to allocate transportation funding across various transportation modes approximately proportional to the General Plan Modal Split Objectives	Baseline to be set with FY2021-23 Financial Plan	Summarize transportation expenditures as running 4-6-year average at outset of each 2-year Capital Improvement Plan	Four-Year Average (FY 2019-2023): • Bicycle - 25% • Walk - 27% • Transit - 12% • Vehicle 35%	Ahead of the next budget planning process, the status will be updated with FY 2023-25 data
7	Double the mode share for all bicycle and pedestrian trips for public K-12 schools in the city	In collaboration with SLO Rideshare, conduct survey of local K-12 schools biennially (every other year)	Baseline to be set via school surveys in 2021	2022 SLOCOG Safe Routes to School Survey: • Bicycle, scooter, or skate - 20.7% • Walk - 19% • School Bus - 13% • Drive alone or only with family - 43% • Carpool - 4% • Public Transit - 1.79% 2024 SLOCOG Safe Routes to School Survey: • Bicycle, scooter, or skate - 19% • Walk - 16% • School Bus - 10% • Drive alone or only with family - 47% • Carpool - 5% • Public Transit - 1%	SLOCOG readministering survey in spring 2024. Survey conducted by SLOCOG in February 2024. Results provided at left in red.
8	Strive to achieve the same demographic representation of those using active transportation modes as those using single occupancy motor vehicles.		U.S Census Bureau, American Communities Survey, Citywide Household Transportation Survey and other sources	2019 Citywide Household Transportation Survey Results: • Bicycle - 69% Male, 30% Female • Walk - 58% Male, 41% Female • Drive Alone - 49% Male, 51% Female [for all modes, "decline to state" gender was less than 1%) 2024 Citywide Household Transportation Survey Results: • Bicycle - 66% Male, 34% Female • Walk - 47% Male, 53% Female • Drive Alone - 47% Male, 53% Female [for all modes, all other gender responses including "decline to state" was less than 1%)	No 2022 survey due to COVID-19. Survey to be administered again in 2024. Survey conducted in late spring of 2024 with results at left in red.