



AGENDA

Regular Meeting of the
SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE
Council Hearing Room, City Hall
990 Palm Street, San Luis Obispo

November 17, 2005

Thursday

7 p.m.

MISSION:

The purpose of the Bicycle Advisory Committee is to provide oversight and policy direction on matters related to bicycle transportation in San Luis Obispo and its relationship to bicycling outside the City.

ROLL CALL: Glen Matteson (Chair), Kevin Christian (Vice Chair), Jean Anderson, Tim Gillham, Trevor Keith, Ben Lerner, and Tom Nuckols.

PUBLIC COMMENT: At this time, the public is invited to address the Committee concerning items not on the agenda. Items raised are generally referred to the staff and, if action by the Committee is necessary, scheduled for a future meeting.

MINUTES: September 8, 2005 (Attachment 1)

PRESENTATION ITEMS:

1. Possible Revenue Ballot Measure (Attachment 2)
2. 2004 Traffic Safety Report Summary of Bike and Pedestrian Activity (Attachment 3)

ACTION ITEMS:

3. Bicycle Transportation Plan Update
 - a. Subcommittee's Bicycle Transportation Plan project priorities (included in 7/21/05 and 9/8/05 agenda packets)
 - b. Locations for shared lane markings (included in 9/8/05 agenda packet)
 - c. Consideration of colored bike lanes & other innovative treatments (included in 9/8/05 agenda packet)
4. 2005/06 Bicycle Transportation Grant Applications

DISCUSSION ITEMS:

5. Committee Member
Items: Education Sub-Committee Report (Attachment 4)
6. Staff Items:
Tour of California information (Attachment 5)
Rescheduling March 2005 BAC meeting
Letter from UPS regarding bike lane on Sacramento
(Attachment 6)

Bicycle Rodeo October 1, 2005
Advisory Body Chair Training Oct. 19, 2005
2005-07 Capital Improvement Program (included in 9/8/05
agenda packet)
Tentative Agenda Items for Next Meeting

ADJOURN to the regularly scheduled meeting date of January 19, 2006.

PRESENTATION ITEMS:

Agenda Item #1: Possible Revenue Ballot Measure

The City's Finance Director, Bill Statler, will present an update on a possible revenue ballot measure. Attachment 2 is a memo on the subject from the Finance Director.

Agenda Item #2: 2004 Traffic Safety Report- Bicycle and Pedestrian Activity

Jake Hudson, Assistant Engineer from the Transportation Division, will present a summary of the 2004 Annual Traffic Safety Report- Bikes and Peds. A copy of the entire safety report can be viewed on the Public Works page under "Documents Online" at the City's website: www.slacity.org and a summary of bicycle and pedestrian activity is included as Attachment 3.

Agenda Item #3: Bicycle Transportation Plan Update

This item is a continuation of the Committee's review and discussion of the Draft Bicycle Transportation Plan Update. At the meeting, the Committee should:

- a) Continue review of the Bicycle Transportation Plan project priorities (see updated project priority list in 7/21/05 and 9/8/05 agenda packets).
- b) Identify criteria/situations where shared lane markings should be considered (see 9/8/05 agenda packet for a description of shared lane markings). To help ensure the effectiveness of shared lane markings, staff recommends that they be considered at a limited number of locations and that the Bicycle Transportation Plan include, at a minimum, the following recommended location criteria for the Traffic Engineer to consider when reviewing proposals for their installation:
 - Major circulation route for cyclists
 - Lack of designated bike lanes
 - Constrained roadway width
 - Observation of significant use by bicyclists
- c) Consideration of colored bicycle lanes and other innovative treatments in the Bicycle Transportation Plan (see 9/8/05 agenda packet). The draft Plan already provides direction regarding bicycle boulevards and the use of contrasting colored pavement (see the adopted Bicycle Transportation Plan Implementation Policy 1.45). At this meeting, the Committee can provide direction to staff regarding the use of other innovative treatments. To provide flexibility for the inclusion of other innovative treatments, staff recommends that a policy be included in the Plan that generally permits the use of innovative treatments in special situations.

Staff Recommendation: The Committee should discuss each of these issues and continue the item with direction to staff.

Note: Please bring your copy of the March 18, 2004, July 21, 2005 and September 8, 2005 BAC Agenda packets which contains the Draft Bicycle Transportation Plan and Project Priorities for use at the meeting. The Draft Bicycle Transportation Plan and agenda packets are also available for review by the public on the Public Works page of the City's web site (www.slocity.org)

Agenda Item #4: 2006-07 Bicycle Transportation Account (BTA) Applications

The BTA program provides annual funding for bicycle projects throughout California. The City submitted a BTA application for the 2005-06 fiscal year requesting funding for a section of the Railroad Safety Trail generally between Foothill Boulevard and Taft Street. Because the City has not heard if we were successful with this application and because the amount of annual funding has been reduced from \$7.2 million to \$5 million, staff recommends that the City resubmit the same application with the goal of focusing on one important City project. For Committee members unfamiliar with the BTA program, the following are program's key elements:

1. **Purpose:** Projects that receive BTA funding must "...improve the safety and convenience for bicycle commuters." The State of California defines bicycle commuting as any trip taken by bicycle that is not for the purpose of recreation or exercise.
2. **Program Budget and Project Limits:** The 2006-07 BTA program provides \$5 million for bicycle projects. Local agencies can only submit one application and compete on a statewide basis for these funds, with the maximum grant received by any agency capped at 25% of the total amount available, or \$1.25 million. (In 2001, the State received over \$29,000,000 in requests for BTA funding; therefore, the program only provided about 25% of the dollars requested.)
3. **Local Funding Match:** BTA funds will cover **ninety percent (90%)** of the estimated cost of the project. The City Council must adopt a resolution certifying that it will cover the remaining **ten percent (10%)** of the total project cost.
4. **Application Deadline:** BTA Grant Applications must be submitted to local Caltrans District 5 Offices no later than **December 1, 2005** to be eligible for this year's funding cycle.
5. **Types of Eligible Projects:** Eligible BTA project categories include:
 - a. New bikeways serving major transportation corridors
 - b. New bikeways removing travel barriers to potential bicycle commuters
 - c. Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.
 - d. Bicycle-carrying facilities on public transit
 - e. Installation of traffic control devices to improve the safety and efficiency of bicycle travel.
 - f. Elimination of hazardous conditions on existing bikeways.
 - g. Planning
 - h. Improvement and maintenance of bikeways.

6. **Planning Requirements:** To apply for BTA funding, agencies must have adopted a Bicycle Transportation Plan that meets content requirements of the Streets and Highways Code and has been certified by the Regional Transportation Planning Agency (the City's Bicycle Transportation Plan does).
7. **Environmental Clearances:** Agencies must document the **completion** of environmental clearances needed to satisfy the California Environmental Quality Act (e.g. an issued Categorical Exemption, Negative Declaration, Mitigated Negative Declaration, or certified Environmental Impact Report (EIR)). Therefore, complicated projects outside of public street rights-of-way that may require extensive environmental documents (focused EIRs or Mitigated Negative Declarations) should be excluded from consideration. Only projects within street rights-of-way for which a "categorical exemption" or "negative declaration" can be easily prepared, projects that have already received their environmental clearance (e.g. the Railroad Safety Trail), or simple Class I projects for which Negative Declarations can be approved by the City Council without extensive staff work, should be considered.
8. **Funding Considerations:** While the State will support a project up to a maximum of \$1.25 million, given the competition, it is unlikely that San Luis Obispo would receive an award that large. Therefore, staff targeted projects in the \$300,000 to \$600,000 range. Also, while the BTA program will cover 90% of the project costs, the City will be required to provide a 10% funding match using local funds. Given the current state of funding for capital projects, providing the required funding match could be an issue, depending on the size of the project.
9. **Ability to Meet State Funding Criteria:** The BTA application must describe how our City's project fully satisfies six (6) criteria identified below. Many projects listed in the City's Bicycle Transportation Plan (updated version) may not be able to easily satisfy all of this program's criteria.
 - a. Project will be used primarily by bicycle commuters.
 - b. Project has the potential to increase bicycle commuting.
 - c. Project is the best alternative for the situation.
 - d. Project will improve continuity with existing bikeways.
 - e. Project will provide a direct route to activity centers.
 - f. Project is consistent with the Bicycle Transportation Plan.

Staff Recommendation: Recommend that staff resubmit BTA grant applications for the Railroad Safety Trail.

DISCUSSION ITEMS:

Agenda Item #5: Committee Member Items

The education sub-committee prepared an email (Attachment 4) listing two items they would like the Committee to discuss. The first item is the LCI training of Police officers and the second is increasing the frequency of BAC meetings.

Agenda Item # 6: Staff Items

- Tour of California information (Attachment 5)
- Rescheduling March 2005 BAC meeting
- Letter from UPS regarding bicycle lanes on Sacramento (Attachment 6)
- Bicycle Rodeo October 1, 2005
- Advisory Body Chair Training October 19, 2005
- 2005-07 Capital Improvement Program (included in 9/8/05 agenda packet)

Agenda Items for Next Meeting:

- _____
- _____
- _____
- _____

ATTACHMENTS:

1. Draft BAC minutes of September 8, 2005
2. Possible Revenue Ballot Measure Memo
3. Excerpt from 2004 Traffic Safety Report
4. Education Sub-Committee Memo
5. Tour of California information
6. Letter from UPS

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SAN LUIS OBISPO BICYCLE ADVISORY COMMITTEE MEETING MINUTES

September 8, 2005

Thursday

7 p.m.

ROLL CALL: Glen Matteson (Chair), Kevin Christian (Vice Chair), Jean Anderson, Ben Lerner, Tom Nuckols. Trevor Keith was absent.

Audrey Hooper (City Clerk) swore in new Committee Member (CM) Timothy Gillham, a graduate student in public policy at CalPoly.

STAFF: Peggy Mandeville (Principal Transportation Planner)
Flava Galbreath (Recording Secretary arrived at 7:16 p.m.)

PUBLIC COMMENT: Adam Fukushima, executive director of the SLO County Bicycle Coalition passed out flyers for an Oct. 11 fundraiser from 11 a.m. – 9 p.m. at Baja Fresh. He also announced an essay contest with prizes for all ages is due Oct. 15 and he noted that the Coalition is accepting applications for its board of directors.

MINUTES: July 21, 2005 minutes – CM Anderson moved (seconded by CM Lerner) to approve the minutes. The motion passed unanimously.

ACTION ITEMS:

1) Review Proposed Tank Farm Road Cross Section (Attachments 2 and 3)

Planner Mandeville summarized current options. Joe Gilpin, president of the SLO County Bike Coalition, gave input. After discussion, CM Christian moved and CM Lerner seconded with amendment that two 2-meter (min. width) bike lanes be the first priority and that the second priority should be a two-way Class 1 bike path (the same size as the Railroad Safety Trail path) provided on the side of the roadway with the least number of driveways. To accommodate these facilities, the Committee recommends reducing the width of the median and possibly the travel lanes next to the median. The motion passed unanimously.

2) Bicycle Transportation Plan Update

a) Subcommittee's Bicycle Transportation Plan Project Priorities

Terrace Hill Bicycle Blvd. (BB) – Changed route from “Jennifer to Ella” to “George to Ruth to Ella” to bypass steep hill on the western end of Ella Street.

Flora BB – Discussion indicated grouping this with Sequoia, MIS 9 and Fixlini and renaming it “Flora/Fixlini BB.” Also, indicated that MIS 9 is a pivotal part of this grouping.

Sacramento Class I -- Deleted Class 1 route from draft Plan recommended that the entire length of Sacramento Drive be designated a

Class 2 route (existing Plan designates a Class 2 route from Orcutt to south of Ricardo Court and Class 3 south of Ricardo Court. With this Class 2 designation and the existing Class 1 Acacia Creek connecting Broad Street to Sacramento Drive, Committee recommended that the proposed Class 2 designation on Capitolio be changed to a Class 3 designation.

Orcutt Class 1 – It was clarified that this proposed Class 1 path would be located on the south side of Orcutt Road for the purpose of allowing southbound bicyclists to travel from the Railroad Safety Trail to Sacramento Drive (and the anticipated residential development on either side of Sacramento Drive) by way of the planned signalized intersection of Laurel Lane and Orcutt Road rather than crossing four travel lanes and a center turn lane at the unsignalized intersection of Orcutt Road and Sacramento Drive.

Further discussion of project priorities was continued to the next BAC meeting.

- b) Review of proposed bicycle boulevards and prioritizing their development :** After discussion, it was concluded that the BAC member rankings would result in the establishment of bicycle boulevard development priorities.
- c) Locations for shared lane markings:** Continued to next meeting.
- d) Consideration of colored bike lanes & other innovative treatments:** Continued to next meeting.

Discussion on the Bicycle Transportation Plan will be continued to the next BAC meeting.

DISCUSSION ITEMS:

3) Committee Member Items:

LCI Training Report – CM Anderson reported that there are six more persons have passed the League of California Cyclists training and are certified instructors in San Luis Obispo.

Education Subcommittee -- CM Nuckols moved and CM Lerner seconded the formation of a sub-committee consisting of CM Anderson, CM Nuckols, and CM Gillham to investigate current bicycle education and a report on how the BAC can promote cycling. The motion passed unanimously.

4) Staff Items:

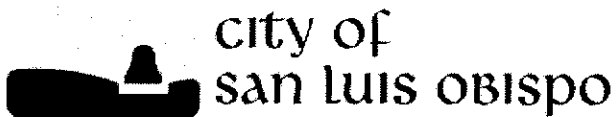
Bicycle Rodeo Oct. 1, 2005 – Volunteers are needed.

2005-07 Capital Improvement Program– Planner Mandeville will cover this next meeting.

Parliamentary Procedures Training – This will be for chairs and vice chairs but all CM's are welcome to attend. It is Oct. 19 at 5:30 p.m. Respond to Planner Mandeville or City Clerk Hooper.

Tentative Agenda Items for Next Meeting – Annual Traffic Safety Report with bicycle accounts will be presented.

CM Lerner moved and CM Christian seconded to adjourn, and the motion passed. The meeting ADJOURNED at 10:20 p.m. to the meeting date of November 17, 2005.

**MEMORANDUM**

November 17, 2005

TO: Bicycle Committee

FROM: Bill Statler, Director of Finance & Information Technology *Bill Statler*

SUBJECT: UPDATE ON POSSIBLE REVENUE BALLOT MEASURE

As you may be aware, the City is seriously considering the possibility of placing a revenue ballot measure before the voters in November 2006 in order to protect and maintain essential City services.

It is still very early in the planning process, and we are seeking community input before making a final decision on whether to place a measure on the ballot; and if we do so, what its specific features would include.

Given your important role in the community as Council advisory body members, we would like to provide you with a brief update on the fiscal challenges facing the City at your November 17, 2005 meeting, and share with you initial concepts for the measure so far. Most importantly, we would like to answer any questions that you may have, and get your input on where we should be headed.

SECTION 4

Bicycle & pedestrian transportation safety

4.1 Pedestrian Collisions

In January 2000 a City-wide pedestrian crossing policy was adopted by the City Council. This policy is designed to ultimately bring all of the pedestrian crossings in the City to a consistent standard. As the policy continues to be implemented over the next several years it is anticipated that pedestrian collisions will decline City-wide.

In general the number of annual pedestrian collisions has fluxuated up and down over the past six years. There were 39 total pedestrian related collisions reported in 2004, 52% higher than the previous 12 month period. Table 4.1 indicates the reported pedestrian related collision history of the City.

Table 4.1 – 1999-2004 Pedestrian Collisions

Year	Total Reported Pedestrian Collisions on Public Streets	
	Pedestrian	% Change
1999	24	-
2000	37	+54%
2001	19	-49%
2002	41	+54%
2003	24	-41%
2004	41	+41%

Source: City of San Luis Traffic Collision Database

The study's method of evaluation follows the recommendations of the U.S. Federal Highway Administration (FHWA) as pertaining to bicycle collisions, by which pedestrian collisions are classified according to their collision type. In general the two primary factors contributing to pedestrian collisions in 2003 were pedestrians crossing outside of a crosswalk at a mid-block location, and motorists watching on-coming traffic while turning left against a pedestrian. The following tables lists the various types of pedestrian related collisions as detailed in Police Reports.

Table 4.2 – 2004 Pedestrian Collisions by Type, Location, & Fault

Pedestrian Collision Type	# Cases	% of Total	Severity		
			Injury	Fatal	PDO
In Road - Crossing Midblock	9	21.95%	8	1	0
In X-Walk - Motorist Left Turn in Front of Ped.	8	19.51%	7	0	1
In Sidewalk - At Driveway	5	12.19%	4	0	1
In X-Walk - Motorist Right of Way Violation	4	9.75%	4	0	0
Other - Non Classifiable	4	9.75%	3	0	1
In X-Walk - Motorist Right Turn in Front of Ped.	4	9.75%	3	0	1
In Road - At Parked Vehicle	3	7.31%	2	0	1
In X-Walk - On Don't Walk Indication	1	2.43%	1	0	0
In X-Walk - Motorist Right Turn Facing Ped.	1	2.43%	1	0	0
In X-Walk - Failed to Cross in Time	1	2.43%	1	0	0
In Sidewalk - At Intersection	1	2.43%	0	0	1
Total:	41	100	34	1	6

Pedestrian Collision Location	2001		2002		2003		2004	
	#	%	#	%	#	%	#	%
Signal	8	42%	14	34%	6	25%	13	32%
Out of Crosswalk - Midblock	3	16%	13	32%	7	29%	9	22%
Uncontrolled - Unmarked Crosswalk Major/Collector	0	0%	0	0%	0	0%	1	2%
Uncontrolled - Unmarked Crosswalk Local	0	0%	0	0%	0	0%	0	0%
Uncontrolled - Marked	1	5%	3	7%	0	0%	1	2%
Not in Road (Sidewalk)	0	0%	2	5%	0	0%	5	12%
In Road (not crossing)	2	11%	2	5%	3	12%	7	18%
Stop - Marked Crosswalk	1	5%	3	7%	4	17%	3	7%
Stop - Unmarked Crosswalk	4	21%	4	10%	4	17%	2	5%
Total:	19	100%	41	100%	24	100%	41	100%

Party at Fault	2001		2002		2003		2004	
	#	%	#	%	#	%	#	%
Pedestrian	5	26%	12	29%	8	33%	15	37%
Driver	14	74%	29	71%	16	67%	26	63%
Total:	19	100%	41	100%	24	100%	41	100%

Source: City of San Luis Traffic Collision Database

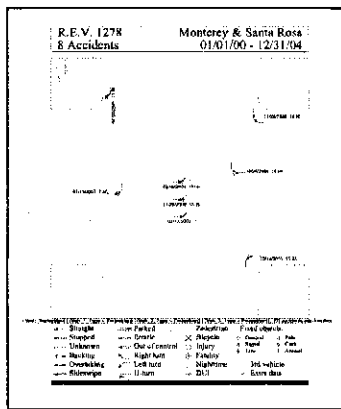
Variations in yearly pedestrian related collisions are to be expected. While this report is intended to evaluate and analyze collision trends in 2004, the number of annual pedestrian related collisions typically reported in the City is too few to identify collision patterns and establish mitigation measures. The method for evaluating pedestrian collision locations identifies all locations where at least one pedestrian collision has occurred in 2004 and ranks those locations based on a "risk exposure value" (REV) for the previous five year pedestrian collision history, with three or more pedestrian related collisions.

Table 4.3 – Top Five Pedestrian Collision Locations

<p>R.E.V. 4361 3 Accidents Broad & Orcutt 01/01/00 - 12/31/04</p>	<p>Location Ranking: 1</p> <p>Broad Street at Orcutt Road</p> <p>REV: 4301</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Intersection under Caltrans Jurisdiction, Intersection reconfigured in 2003.</p> <p>ACTION: Continue to monitor in 2005</p>
<p>R.E.V. 3156 3 Accidents Laurel & Orcutt 01/01/00 - 12/31/04</p>	<p>Location Ranking: 2</p> <p>Laurel Lane at Orcutt Road</p> <p>REV: 3156</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Turn pocket was extended and stop control installed on WB approach in March 2005.</p> <p>ACTION: Continue to monitor in 2005. Signalize and realign intersection as funding becomes available.</p>

<p>R.E.V. 1720 3 Accidents Olive & Santa Rosa 01/01/00 - 12/31/04</p> <p>Legend: - Single - Right Turn - Left Turn - Backing - Striking - Other</p> <p>Legend: - Fatal - Injury - Property - Other</p>	<p>Location Ranking: 3</p> <p>Olive Street at Santa Rosa Street</p> <p>REV: 1720</p>	<p>PATTERN: Right Turn in front of Pedestrian</p>
	<p>RECOMMENDATION: Intersection under Caltrans Jurisdiction, Improve pedestrian visibility.</p>	
	<p>ACTION: Work with Caltrans to investigate implementation of a leading pedestrian interval.</p>	

<p>R.E.V. 1278 8 Accidents Monterey & Santa Rosa 01/01/00 - 12/31/04</p> <p>Legend: - Single - Right Turn - Left Turn - Backing - Striking - Other</p> <p>Legend: - Fatal - Injury - Property - Other</p>	<p>Location Ranking: 4</p> <p>Monterey Street at Santa Rosa Street</p> <p>REV: 4301</p>	<p>PATTERN: Left Turn in front of Pedestrian</p>
	<p>RECOMMENDATION: Construction Adjacent to intersection throughout 2004. Collision pattern exclusive to 2000.</p>	
	<p>ACTION: Install NB/SB left turn protected/permissive phasing. Continue to monitor in 2005.</p>	



Location Ranking: 4

Marsh Street at Santa Rosa Street

REV: 4301

PATTERN: No discernable pattern.

RECOMMENDATION: Construction Adjacent to intersection throughout 2004. Traffic signal modification plans completed, construction scheduled to begin in winter of 2006.

ACTION: Continue to monitor in 2005.

4.2 Bicycle Collisions

In general bicycle collisions have been on an upward trend over the past six years, however in 2004 bicycle collisions were down. There were 50 total bicycle related collisions reported in 2004, 7.4% lower than the previous 12 month period and 4% lower than collisions reported in 2002.

Table 4.4 – 1999-2004 Bicycle Collisions

Year	Total Reported Bicycle Collisions on Public Streets	
	Bicycle	% Change
1999	52	-
2000	46	-12%
2001	45	-2%
2002	52	+13%
2003	54	+3.7%
2004	50	-7.4%

Source: City of San Luis Traffic Collision Database

The study's method of evaluation follows the recommendations of the U.S. Federal Highway Administration (FHWA) by which bicycle collisions are classified according to their collision type. The FHWA's Classification system includes 38 different collision types of which only 16 occurred on City streets in 2004. In general the majority of factors contributing to bicycle collisions in 2004 were driver error or cyclist error.

Table 4.5 – 2004 Bicycle Collision by Type & Fault

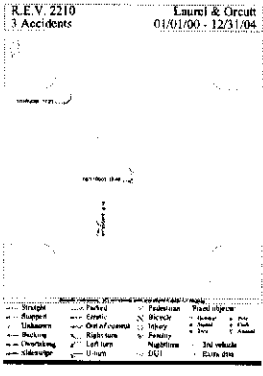
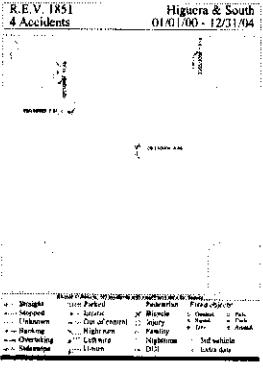
Collision Type	Number of Cases	% of Total	Cyclist's Position		Severity		
			Sidewalk	Road	Injury	Fatal	PDO
Motorist Right Turn - In Front of Cyclist	6	12.00%	0	6	5	0	1
Motorist Left Turn - Facing Cyclist	6	12.00%	0	6	6	0	0
Cyclist Lost Control	6	12.00%	0	6	5	0	1
Other (Not classifiable)	6	12.00%	0	6	6	0	0
Drive Out At Controlled Intersection	5	10.00%	0	5	5	0	0
Motorist Opens Vehicle Door	5	10.00%	0	5	3	0	2
Wrong Way Cyclist	4	8.00%	0	4	4	0	0
Drive Out From Lane or Driveway	2	4.00%	0	2	2	0	0
Ride Out At Controlled Intersection	2	4.00%	0	2	2	0	0
Cycling While Under the Influence	2	4.00%	0	2	1	0	1
Motorist Left Turn - In Front of Cyclist	1	2.00%	0	1	1	0	0
Motorist Overtaking - Bike Path Obstructed	1	2.00%	0	1	1	0	0
Motorist Overtaking - Failed to Detect	1	2.00%	0	1	1	0	0
Motorist Overtaking - Misjudged Passing Space	1	2.00%	0	1	1	0	0
Cyclist Right Turn In Front Of Motorist	1	2.00%	0	1	0	0	1
Ride Out From Lane or Driveway	1	2.00%	1	0	1	0	0
	50	100.00%	1	49	44	0	6

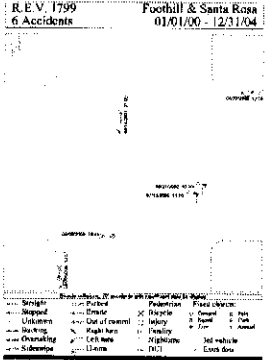
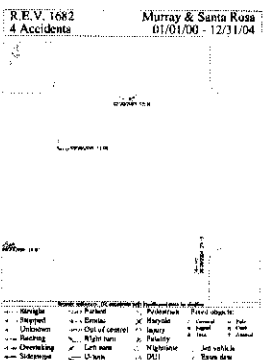
Source: City of San Luis Traffic Collision Database

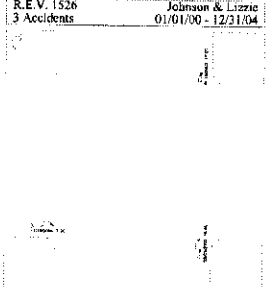
Party at Fault	2001		2002		2003		2004	
Bicyclist	25	56%	31	60%	31	57%	21	42%
Driver	20	44%	21	40%	23	43%	29	58%
Total:	45	100%	52	100%	54	100%	50	100%

The method for evaluating for bicycle collision locations identifies all locations where at least one bicycle collision has occurred in 2004 and ranks those locations based on a "risk exposure value" (REV) for the previous five year bicycle collision history, with three or more bicycle related collisions. This method of evaluation is often chosen over pure numbers because the number of collisions generally increases within proportion to bicycle volumes. These values are used to identify locations where more collisions are occurring than would be expected.

Table 4.6 – Top Five Bicycle Collision Locations

 <p>R.E.V. 2210 3 Accidents Laurel & Orcutt 01/01/00 - 12/31/04</p>	<p>Location Ranking: 1</p> <p>Laurel Street at Orcutt Road</p> <p>REV: 2210</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: WB stop control installed Mach 7th, 2005. Intersection should be signalized as funding becomes available.</p> <p>ACTION: City is currently seeking funding for signalization of this intersection and widening Orcutt Road. Continue to monitor in 2005</p>
 <p>R.E.V. 1851 4 Accidents Higuera & South 01/01/00 - 12/31/04</p>	<p>Location Ranking: 2</p> <p>Higuera Street at South Boulevard</p> <p>REV: 1851</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: None.</p> <p>ACTION: Continue to monitor in 2005</p>

<p>R.E.V. 1799 6 Accidents</p> <p>Foothill & Santa Rosa 01/01/00 - 12/31/04</p>  <p>REV: 1799</p>	<p>Location Ranking: 3</p> <p>Foothill Boulevard at Santa Rosa Street</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Construction adjacent to intersection throughout 2004.</p> <p>ACTION: Complete Foothill bridge construction project and reopen foothill Blvd. Continue to monitor in 2005.</p>
<p>R.E.V. 1682 4 Accidents</p> <p>Murray & Santa Rosa 01/01/00 - 12/31/04</p>  <p>REV: 1682</p>	<p>Location Ranking: 4</p> <p>Murray Street at Santa Rosa Street</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Construction adjacent to intersection throughout 2004.</p> <p>ACTION: Complete Foothill bridge construction project and reopen foothill Blvd. Continue to monitor in 2005.</p>

<p>REV: 1526 3 Accidents</p> <p>Johnson & Lizzie 01/01/00 - 12/31/04</p>  <p>REV: 1526</p>	<p>Location Ranking: 5</p> <p>Johnson Avenue at Lizzie Street</p>	<p>PATTERN: NB Right Vehicles Vs. NB Thru Bicycles</p>
	<p>REV: 1526</p>	<p>RECOMMENDATION: Improve motorist and bicyclist warning devices.</p>
	<p>ACTION: Install "Begin right turn lane, yield to bikes" signing and extend bike lane intersection line.</p>	

From: <Thenuck@aol.com>
To: <PMandevi@slocity.org>
Date: 9/28/05 10:44AM
Subject: Sub Committee Information

Hi Peggy,

The education sub committee met on Tuesday, September 27. We would like to be on the agenda for the next BAC meeting. We would like to discuss two items with the full committee.

The first item we would like to discuss involves the training of Police officers in safe cycling practices. We would like to propose that we invite the Chief of Police to a future meeting and discuss ways to work together to get the training accomplished. We have many ideas on how to accomplish this. We could then work towards an OTS grant (like we had in 2001) to pay for the Police Department presenting a safe cycling assembly at all elementary schools.

The second item that we would like to propose is an increase in the frequency of the BAC meetings to monthly. We do not want to place an undue burden on you or your department but we feel that we need the greater frequency if we are going to be able make some meaningful accomplishments.

We look forward to your response.

Thank you

Tom Nuckols
Jean Anderson
Tim Gillham

CC: <slohpver@charter.net>, <tsgillha@calpoly.edu>

Staff Report
Bicycle Advisory Committee

Date: November 4, 2005
Prepared by: Linda Fitzgerald, Recreation Manager
Subject: Tour of California

Staff Recommendation:

Receive information on the AmGen Tour of California, an international cycling event to be held in San Luis Obispo February 24 – 25, 2006.

Background:

The AmGen Tour of California, a week-long rolling festival through the state features a "Tour de France" style of cycling (stage) race. Over 125 professional cyclists from around the world will participate in the 700+ mile racing event.

Medalist Sports, a sports marketing and event promotion firm, approached the City of San Luis Obispo in June to be a possible stage finish and start venue. City Council gave their conceptual approval of the event and a letter of participation has been signed by the Mayor. In giving their approval, the Council agreed to absorb the costs for city services related to the event and in return, the City would see positive economic impacts, media exposure, and a potential draw for travel and tourism promotions.

The race schedule is provided below to show the scope of the event:

Sunday, February 19 – San Francisco – Time Trials
Monday, February 20 – Starts in Sausalito, finish in Santa Rosa
Tuesday, February 21 – Starts in Martinez, finish in San Jose
Wednesday, February 22 – San Jose – Time Trials
Thursday, February 23 – Starts in Monterey, finish in San Luis Obispo
Friday, February 24 – Starts in San Luis Obispo, finish in Santa Barbara
Saturday, February 25 – Starts in Santa Barbara, finish in Thousand Oaks
Sunday, February 26 – Redondo Beach – Circuit Race

A local organizing committee is in place and is beginning to plan for the logistics needed for the race to come and leave San Luis Obispo, provide hotel rooms, promote the event in the community and surrounding areas, offer hospitality areas for the athletes and sponsors, and recruit over 400 volunteers. The group is comprised of City Parks & Recreation staff, Chamber of Commerce employees, and interested community members. An informational meeting for interested sponsors and volunteers is scheduled for November 16. The response so far has been very positive and a high level of community involvement is anticipated.

Attachment - General Overview of Tour of California

* LUDWICK CENTER, 6:30 PM.



WWW.AMGENTOUROFCALIFORNIA.COM

- OVERVIEW:** A unique week-long "rolling festival" through California that will become one of the nation's largest and most recognized annual special events. This international, Tour de France-style bicycle (stage) race will feature 15-16 professional cycling teams from around the world competing for the highest prize purse in North America. It will be the focal point of cultural festivals and recreational events in cities and towns across the state.
- WHEN:** The inaugural Tour of California is scheduled for February 19-26, 2006.
- WHERE:** Scheduled over eight (8) consecutive days, the Tour of California will showcase nearly 700 miles throughout California.
- WHY:** ***Broad Participation Base:***
There are more recreational cyclists in the United States than skiers, golfers and tennis players *combined*. Cycling is consistently ranked one of the country's top three participation sports and California leads the nation in cycling participation.
- SANCTION:** The Tour of California has received a 2.1 rating from the UCI (governing body for sport of cycling). In addition, sanctioning will be provided by USA Cycling, Inc. Anticipated teams and riders participating in the inaugural Tour of California include Tour de France competitors, World champions and Olympic medalists.
- ATTENDANCE:** It is expected that over 1 million spectators will attend the inaugural Tour of California, with millions more via television broadcast. As similar platforms, the 2004 Dodge Tour de Georgia captured the attention of the sports industry as nearly 750,000 fans, enthusiasts and visitors from across the U.S. and around the world attended and the San Francisco T-Mobile International plays host to over 400,000 spectators annual for this one-day classic.
- TELEVISION:** Nightly primetime broadcast on ESPN2, eight (8) hours total. Also planned are nightly world-wide Video News Releases, as well as Europe and other targeted international markets.
- EXPO:** The Tour of California will have a health/fitness lifestyle expo attached to the finish of each race. This setting will provide a multitude of platforms for activation of health based and educational initiatives from nutrition/obesity education to physical screening etc.

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Laguna Hills, CA 92653
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City of San Luis Obispo
Public Works Department
Attn: Peggy Mandeville
C/O Bike Advisory Committee
955 Morro Street
San Luis Obispo, CA 93401

October 7, 2005

Re: UPS Support for a Class III Bicycle Lane on Sacramento Drive.

Dear Mrs. Mandeville:

The purpose of my letter is to express UPS support for a Class III Bicycle Lane on Sacramento Drive. A Class III Bicycle Lane will allow our local employees to use the street for overflow parking. Alternative Classes of Bike Lanes would eliminate all street parking on Sacramento Drive.

We ask that if a Bike Lane is approved, that it be one that does not interfere with the local businesses. We respectfully request from Bicycle Advisory Committee to consider available street parking and to designate Sacramento Drive a Class III Bicycle lane.

We appreciate your time and consideration on this matter. Let me know if I can be of any assistance during your decisions process.

Yours Truly,

A handwritten signature in black ink, appearing to read "Luis M. Torres", with a long horizontal flourish extending to the right.

Luis M. Torres
Representative
UPS Corporate Real Estate
(949) 452-2119