



# AGENDA

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

November 18, 2010

Thursday

7 p.m.

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## **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), Chris Black (Vice Chair), Peter Deragon, Tim Gillham, Kristina Seley, and Jim Woolf.

**SWEARING IN:** Swearing in of new Bicycle Advisory Committee Member, Bill Bradlee.

**PUBLIC COMMENT:** At this time, the public is invited to address the Committee concerning items not on the agenda but are of interest to the public and within the subject matter jurisdiction of the Bicycle Advisory Committee. The Committee may not discuss or take action on issues that are not on the agenda other than to briefly respond to statements made or questions raised, or to ask staff to follow up on such issues.

**MINUTES:** September 16, 2010 (Attachment 1)

## **PRESENTATION ITEMS:**

1. 2009 Traffic Safety Report (Attachment 2)

## **ACTION ITEMS:**

2. 2011-2013 City Budget Goals- Final Recommendations (Attachment 3)

## DISCUSSION ITEMS:

- 3. Committee Items:
  - Circulation Element Update (Attachment 4)
  - Bicycle Transportation Plan Update Schedule (Attachment 5)
  - Proposed Jennifer St. Bridge Ramp Correspondence (Attachment 6)
  
- 4. Staff Items:
  - 2010 Bike Count Results
  - 2010 Bike Rodeo Recognition (Attachment 7)
  - Garden Street Bike Rack Dedication
  - BTA and Safe Routes to School Grant Submittal Updates
  - Sidewalk Riding Poster
  - Tentative agenda items for next meeting:
    - 1. Election of Officers



## **PRESENTATION ITEMS:**

### **Agenda Item #1: Annual Traffic Safety Report- Bicycle Activity**

City staff will present a summary of the bicycle activity in the 2009 Annual Traffic Safety Report. Attachment 2 is an excerpt from the report summarizing the bicycle collision data. Additionally, details on the top five bicycle collision locations have been provided as well as the number of overall collisions since 2005 by type. After the staff presentation, the Committee can discuss what efforts it may recommend the City pursue to reduce the number bicycle collisions by location and type.

## **ACTION ITEMS:**

### **Agenda Item #2: 2011-2013 City Budget Goals- Final Recommendations**

Final recommended City Goals for the 2011-2013 financial plan are due to the Finance and IT Department by December 29, 2010, for consideration by City Council. The BAC should review the draft recommended goals submitted by all of the City's advisory bodies (emailed to Committee members as soon as they are available during the week of Nov. 15), along with the BAC draft goals (see Attachment 3) that were developed at the September meeting, and consider if any refinements or revisions are desired. Additional background information regarding the advisory body goal process can be found in BAC agenda report and Attachments 2 and 3 from the 9/16/10 meeting agenda.

**Staff Recommendation:** The BAC shall formulate final goals and direct staff to forward them to the Finance and IT Department.

## **DISCUSSION ITEMS:**

### **Agenda Item # 3: Committee Member Items**

- **Circulation Element Update**

Last year the Bicycle Advisory Committee formed a sub-committee to develop recommended policies and objectives for the Circulation Element Update. The sub-committee has reviewed plans from other agencies and is now seeking input from the Committee. Prior to the BAC meeting, please review Attachment 4, Goals and Objectives from San Luis Obispo and Portland and note in the space provided whether you think the statement should remain, be deleted, be made stronger or weaker.

When reviewing the document, make note of any statements you would like the Committee to discuss during the meeting. Consider that these policies will lay the groundwork for future planning so you might want to envision how you would like the City to look in 10 or 20 years and then think of what policies are needed in order for your vision to be implemented. In addition to any items members wish to discuss, the sub-committee would like direction on the following:

- a. Do we want to propose a different method for setting benchmark criteria? Currently the Plan has modal shift objectives and a policy to increase the percentage of Cal Poly bicycle trips.
- b. Should recommendations be given for both bicycling and walking?
- c. Should bicycle and/or pedestrian easements be granted along utility corridors?
- d. Should recommendations for other jurisdictions such as Cal Poly and Cuesta College be included?
- e. Should we incorporate Portland's "greenway" policies or explore similar policies that address multiple issues (ie. more shade for pedestrians, runoff and drainage control) within the public right of way?

- **Bicycle Transportation Plan Update Schedule**

Staff has prepared a draft schedule (Attachment 5) for the 2012 Bicycle Transportation Plan Update for the Committee's consideration. As indicated in the schedule, the Update needs to receive State certification before the December 1, 2012 Bicycle Transportation Account (BTA) grant application deadline. The Committee should review the proposed schedule and work tasks and provide staff with any comments or suggestions.

- **Proposed Jennifer Street Bridge Ramp Correspondence**

Staff received a letter (see Attachment 6) from Brad LaRose, President of the San Luis Obispo Railroad Museum regarding the grant the City applied for to build a second ramp on the downtown side of the Jennifer Street bridge. The application was recommended by staff and supported by the Committee at its November 19, 2009 meeting. Although staff recently learned that the grant was not approved for funding, the Committee should discuss the letter and provide staff with input regarding the project in light of the Museum's position.

**Agenda Item # 4: Staff Items**

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- 2010 Bike Count Results
- 2010 Bike Rodeo Recognition (Attachment 7)
- Garden Street Bike Rack Dedication
- BTA and Safe Routes to School Grant Submittal Updates
- Sidewalk Riding Poster
- Tentative Items for next BAC meeting
  - Election of Officers
  - \_\_\_\_\_
  - \_\_\_\_\_

The next meeting will be held: January 20, 2011

## **ATTACHMENTS:**

1. Draft BAC Meeting Minutes of September 16, 2010
2. 2009 Traffic Safety Report Excerpts and Information
3. Draft City Budget Goals
4. Circulation Element Policies
5. Draft Bicycle Transportation Plan Update Schedule
6. Proposed Jennifer Street Bridge Ramp Correspondence
7. 2010 Bike Rodeo Recognition



# DRAFT MINUTES

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



September 16, 2010

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:

**Present:** Glen Matteson (Chair), Chris Black (Vice Chair), Tim Gillham, and Kristina Seley. CM Deragon, joined the meeting at 8:05 pm, following action taken on Agenda Item 1.

**Absent:** Jim Woolf

**Staff Members:** Kevin Christian and Peggy Mandeville

**PUBLIC COMMENT:** There were no comments from the public.

**MINUTES:** The July 15, 2010 minutes were approved as amended.

**Action:** CM Gillham moved, seconded by CM Seley to approve the minutes. The motion passed with Chair Matteson abstaining due to not being present at the July 15, 2010 meeting.

## ACTION ITEMS:

### Agenda Item #1: City Budget Goals - draft BAC recommendations

Staff summarized the City's overall process for public input and recommending goals.

CM Gillam questioned moving forward with railroad projects until Union Pacific Railroad approvals have been granted.

Chair Matteson suggested the Railroad Safety Trail goal should be more focused on the section between Hathway and Marsh streets.

CM Seley commented that she felt bicycle facility improvements should always be a high priority. Staff explained their inclusion in conjunction with the City's regular pavement management program provides for the most cost effective approach.

1 **CM Gillam** questioned what type of projects the current funding for bicycle facility  
 2 improvement goes towards. Staff identified the drain inlet changes made on California  
 3 Blvd. at Monterey St., and the island on Marsh St. at California Blvd., as examples.

4  
 5 Staff noted that the temporary part time staff position funded by the General Fund and  
 6 the Transit Fund applies for grants and therefore suggested it as a high priority. **CM**  
 7 **Gillam** questioned if the staff position also targeted non-bicycling grants. Staff noted  
 8 that this position applies for transportation related grants including transit.

9  
 10 Staff noted that the City could seek grant funding for bicycling education and if the City  
 11 is successful, the amount of City funding could be reduced. **CM Gillam** proposed that  
 12 the bike education funding be cut in half and suggested that the SLO County Bicycle  
 13 Coalition charge for classes to help fund them.

14  
 15 Helene Finger (resident) expressed that she felt that the priority of the temporary part  
 16 time staff person for grant funding makes sense because there are so many desired  
 17 projects needing funding. She also requested that the Bob Jones trail be connected to  
 18 Los Osos Valley Road.

19  
 20 **Action:** A motion was made by **CM Seley** and seconded by **Vice Chair Black** to set  
 21 the goals as listed and prioritized below, using the 2009-11 goal wording with changes  
 22 to reflect the following:

- 23
- 24 RRST trail - focus on Marsh Street to Hathway
- 25 Bicycle Facility Improvements - cost reduction proportional to overall street paving
- 26 reductions
- 27 Education - 50% of current
- 28

Goal	Amount	Source	Priority
Bicycle Programs Assistant	Current	General / Transit	High
Bike Facility Improvement	Proportional to Streets	General	High
Railroad Safety Trail (RRST)		Grant	Medium
Bob Jones, City to Sea Trail		Grant	Medium
Bicycling Education	50% current	General / Grant	Low

29  
 30  
 31 The motion passed unanimously.

1 **DISCUSSION ITEMS:**  
2

3 **Agenda Item # 2: Committee Member Items**  
4

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- Circulation Element and Bike Plan Update - Subcommittee Report

5  
6 **Chair Matteson** reported that part of the committee was able to meet, but more time is  
7 necessary to report back to the committee.  
8

9 **Agenda Item # 3: Staff Items**  
10

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- Bike Count October 5-6 – An announcement and request for volunteers was made.
- Bike Rodeo, October 9<sup>th</sup> – An announcement and request for volunteers was made.
- County Bicycle Transportation Plan update – Staff summarized comments forwarded to the County concerning their draft plan. **CM Gillam** gave a brief update on the County BAC meeting, stressing that the many comments were made concerning the lack of Class I projects and their mapping in the plan.
- Garden Street Bike Rack – The Public Works Director approved the parking space conversion request on September 15. If there are no appeals within 10 days, a new on-street bike rack will be installed on Garden Street.
- 2010 Bikeways Inspection – Staff reported that an intern is looking at all City bicycle facilities and documenting them as required by the Circulation Element.
- Bicycle Transportation Plan Update Correspondence – The City has not received word on funding for a grant that would fund the Jennifer Street bridge extension at this time. If this funding isn't granted, staff suggested that this project and the attached comments be considered during the next update of the Bicycle Transportation Plan.
- Staff requested input from the BAC concerning the possible need to put manhole covers on the Railroad Safety Trail. The BAC noted that covers should be fine as long as they are flush and located within straight away areas, but expressed concerns about degradation of the joints over time.
- Helene Finger (resident) requested an update on the Prefumo Creek Bridge crossing expressing concern that the bike lane on LOVR is like a parking lot during peak school commute hours. Staff provided an update and discussion.
- Staff updated the committee on the Madonna Inn bike path.
- **CM Gillam** noted that the Unmet Bikeway Needs project will begin again in October. A hearing will be held on 2/2/11, and the last day to submit is 2/9/11.
- Items for next BAC meeting
  1. Jennifer Street bridge extension correspondence

39 **ADJOURNMENT:**

40 **CM Gillham** motioned, and seconded by **CM Seley** to adjourn. The motion passed  
41 unanimously. The meeting adjourned at 8:30 pm. The next meeting will be held  
42 November 18, 2010.  
43

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## executive summary

### Annual Traffic Safety Report - 2009

In January 2002, the City initiated its first comprehensive Traffic Safety Program aimed at reducing collisions at the highest collision locations in the City. The program concentrates on identifying all intersections and roadway segments which have experienced three or more collisions in a one-year period and then prioritizes these locations based upon collision rates, as compared to similar locations within the City. Collision patterns at the highest collision rate locations are then analyzed using collision diagrams that are produced using state of the art computer software. Each of the locations is then reviewed by staff to determine if mitigation measures can be implemented to reduce the likelihood of occurrence for the identified collision patterns.

Mitigation measures for high collision rate locations for calendar year 2009 have been identified and are summarized in this report. The Annual Traffic Safety Report will be prepared each year to review and report on City traffic safety benchmarks, improve traffic safety performance and maintain high levels of service for our City residents, business owners and visitors.

Since the City initiated the Traffic Safety report in 2002, traffic collisions have been on a downward trend, with the exception of 2004 in which the City experienced a spike in accidents due in part to an influx of construction within the City right-of-way, namely the Foothill Bridge closure, substantial new construction in the downtown, and seismic retrofits in the downtown. In 2009, the number of reported collisions dropped and was the lowest in the 11 years of the safety program.

The number of fatality collisions in any given year is usually very random; in 2009 there were no reported traffic fatalities. There has also not been a reported fatality on streets under the City's jurisdiction since 2006. Since 2004 overall traffic collisions have continued to decline as a direct result of the program.

The overall pedestrian collision trend is down and this continued to be the case in 2009, pedestrian collisions declined by 4% from 2008 to 2009. Bicycle collisions on the other hand have increased; from 2008 to 2009 bicycle collision have increased by 22%. In response to the increasing collision rate and percent at which cyclist are at fault, the Public Works and Police Departments will develop a formal enforcement strategy aimed at reducing bicycle violations and subsequently bicycle collisions within the City.

### 3.7 Bicycle Collisions

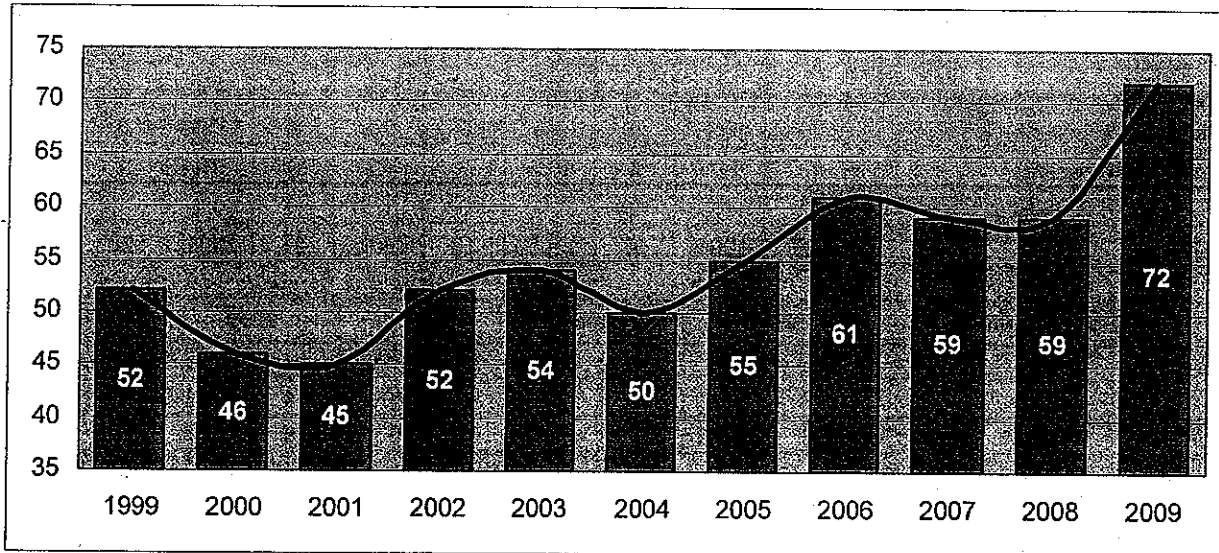
The number of bicycle collisions has also fluctuated over the past eleven years. There were 72 bicycle collisions reported in 2009, which is about 22% higher than the number of collisions in 2008. The 2009 number was slightly higher than the average number of collisions for the 11 years that the report has been published, which is 55 collisions per year.

**Table 3.7.1 – 1999-2009 Bicycle Collisions**

Year	Total Reported Bicycle Collisions on Public Streets	% Change
1999	52	-
2000	46	-12
2001	45	-2
2002	52	+16
2003	54	+4
2004	50	-7
2005	55	+10
2006	61	+11
2007	59	-3
2008	59	0
2009	72	+22

Source: City of San Luis Obispo Traffic Collision Database

**Figure 3.7 – 1999-2009 Bicycle Collisions**



Source: City of San Luis Obispo 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, which only 18 of occurred on City streets in 2009. In general, the majority of factors contributing to bicycle collisions in 2009 were cyclists losing control and motorists turning right in front of cyclists. Under *Party at Fault*, table 3.7.2 has an area for "Other / None" parties at fault, which represents bicycle mechanical failure, a roadway surface causing a bicycle to overturn, and cases where fault cannot be determined.

Table 3.7.2 – 2009 Bicycle Collision by Type & Fault

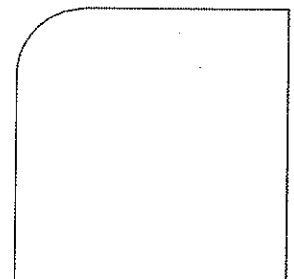
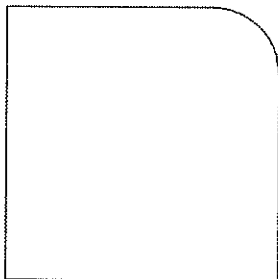
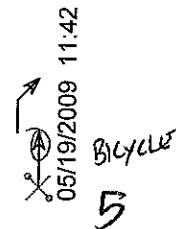
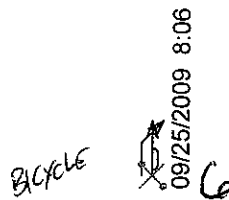
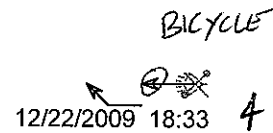
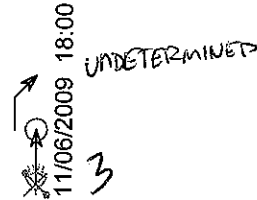
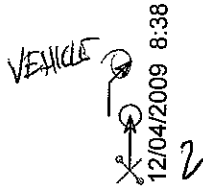
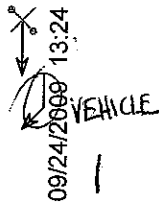
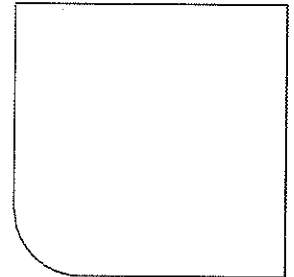
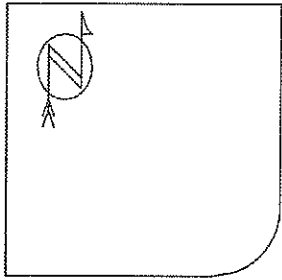
Collision Type	Number of Cases	% of Total	Cyclist's Position			Severity		
			Sidewalk	Road	X-Walk	Injury	Fatal	PDO
Motorist Right Turn - In Front of Cyclist	15	21%	0	15	0	11	0	4
Cyclist Lost Control	12	17%	4	8	0	11	0	1
Wrong Way Cyclist	7	10%	0	7	0	5	0	2
Other (Not classifiable)	6	8%	0	6	0	5	0	1
Bicyclist DUI	5	7%	0	5	0	5	0	0
Motorist Left Turn - Facing Cyclist	4	6%	0	4	0	3	0	1
Ride Out At Controlled Intersection	4	6%	0	3	1	4	0	0
Cyclist Left Turn In Front Of Motorist	4	6%	0	4	0	4	0	0
Bicyclist Strikes Parked Vehicle	4	6%	0	4	0	1	0	3
Motorist Overtaking - Failed to Detect	2	3%	0	2	0	1	0	1
Motorist Open Door Into Path of Cyclist	2	3%	0	2	0	2	0	0
Drive Out From Lane or Driveway	2	3%	0	1	1	1	0	1
Motorist Overtaking	2	3%	0	2	0	2	0	0
Bicyclist Overtaking	2	3%	0	2	0	2	0	0
Ride Out From Lane or Driveway	1	1%	0	1	0	1	0	0
<b>Total</b>	<b>72</b>	<b>100%</b>	<b>4</b>	<b>66</b>	<b>2</b>	<b>58</b>	<b>0</b>	<b>14</b>

Party at Fault	2005		2006		2007		2008		2009	
	Count	%	Count	%	Count	%	Count	%	Count	%
Cyclist	28	51%	30	49%	32	54%	43	73%	52	72%
Driver	27	49%	31	51%	27	46%	16	27%	20	28%
<b>Total:</b>	<b>55</b>	<b>100%</b>	<b>61</b>	<b>100%</b>	<b>59</b>	<b>100%</b>	<b>59</b>	<b>100%</b>	<b>72</b>	<b>100%</b>

Source: City of San Luis Obispo Traffic Collision Database



6 Accidents



Bicycle collisions, (0) accidents with insufficient data for display

- |              |                  |              |                |
|--------------|------------------|--------------|----------------|
| ← Straight   | ▬ Parked         | × Pedestrian | Fixed objects: |
| ← Stopped    | ⚡ Erratic        | ⊗ Bicycle    | □ General      |
| ← Unknown    | ⚡ Out of control | ○ Injury     | ▣ Signal       |
| ↔ Backing    | ↘ Right turn     | ⊙ Fatality   | ▣ Tree         |
| ↔ Overtaking | ↙ Left turn      | 👁 Nighttime  | ◁ 3rd vehicle  |
| ↔ Sideswipe  | ↪ U-turn         | 🚔 DUI        | * Extra data   |
|              |                  |              | ▣ Pole         |
|              |                  |              | ▣ Curb         |
|              |                  |              | ⊗ Animal       |

STATE OF CALIFORNIA  
NARRATIVE/SUPPLEMENTAL

Attachment 2'  
PAGE 6 of 21  
PAGE 4 of 4

Date	Time	NCIC	Officer ID	Case Number
09/24/09	1324	[REDACTED]	5095	[REDACTED]

1 NOTIFICATION: On 09-24-09 at 1324 hrs., I was contacted by D-2 [REDACTED] while in the  
2 800 block of Murray on an unrelated incident. [REDACTED] stated had he had been hit on his  
3 bicycle earlier in the day by D-1 [REDACTED].  
4

5 SUMMARY: D-1 [REDACTED] was south bound on California preparing to turn right onto west  
6 bound Monterey when he failed to see D-2 [REDACTED] who was along side him on his  
7 bicycle. D-1 [REDACTED] began his right turn when he struck [REDACTED] who was  
8 proceeding straight thru the intersection.  
9

10 STATEMENTS: D-1 [REDACTED] said that he was south bound on California approaching  
11 Monterey and the light was green and he signaled and then began to make a right turn onto  
12 west bound Monterey. D-1 [REDACTED] said that when he started his turn he heard and then  
13 saw D-2 [REDACTED] strike the right rear of his vehicle. [REDACTED] said he then pulled to the  
14 side and assisted [REDACTED].

15 D-2 [REDACTED] said that he was south bound on California approaching  
16 Monterey in the bike lane and the light was green. D-2 [REDACTED] said he was intending  
17 upon going straight thru the intersection and as he approached Monterey D-1 [REDACTED] turn  
18 right in front of him causing him to collide with the right rear quarter panel of V-1 [REDACTED].  
19

20 AREA OF IMPACT: The AOI was not determined due to the late filing of the collision after  
21 both parties had left the scene.  
22

23 CAUSE: D-1 [REDACTED] caused the collision by being in violation of 22107 VC. No person  
24 shall turn a vehicle from a direct course or move right or left upon a roadway until such  
25 movement can be made with reasonable safety and then only after the giving of an appropriate  
26 signal in the manner provided in this chapter in the event any other vehicle may be affected by  
27 the movement. The cause is supported by statements made by both parties.  
28

29 RECOMMENDATIONS: None.  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42

PREPARER'S NAME	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
J. CAUDILL	25285	09/24/09		

STATE OF CALIFORNIA  
NARRATIVE/SUPPLEMENTAL

Date	Time	NCIC	Officer ID	Case Number
12/04/09	0838	[REDACTED]	[REDACTED]	[REDACTED]

1 NOTIFICATION: On 12-04-09 at 0838 hrs., I was dispatched to a non injury traffic collision on  
2 California near Monterey. All times, speeds, & distances are approximate. Distances were  
3 measured with a roll-a-tape.

4  
5 SUMMARY: D-1 [REDACTED] was north bound on California just past Monterey when he made a  
6 right turn into a private driveway at 950 California in front of D-2 [REDACTED], who was also  
7 travelling north bound in the 900 block of California in the bike lane and they collided.

8  
9 STATEMENTS: D-1 [REDACTED] said that he was north bound on California just past Monterey  
10 when he began a right turn into at private driveway at 950 California, Franks Hotdogs. D-1  
11 [REDACTED] said that he turned directly from the north bound traffic lane into the driveway when V-2  
12 [REDACTED] struck the right rear of his vehicle. D-1 [REDACTED] said that he never saw V-2  
13 [REDACTED] approaching prior to his turn.

14 D-2 [REDACTED] said that he was north bound on California just past  
15 Monterey in the bike lane when suddenly V-1 [REDACTED] turned right in front of him into a private  
16 driveway at 950 California. D-2 [REDACTED] said that he was unable to avoid V-1 [REDACTED] but  
17 did slow prior to striking the right rear of V-1 [REDACTED] with his motorized bicycle.

18 W-1 [REDACTED] said that he saw V-1 [REDACTED] turn right from the north bound lane  
19 of California into the private driveway of 950 California in front of V-2 [REDACTED], and then  
20 saw V-2 [REDACTED] strike the right rear of V-1 [REDACTED]. W-1 [REDACTED] said that D-1 [REDACTED]  
21 turned from the traffic lane and had not moved over to the right side edge prior to making his  
22 turn.

23  
24 AREA OF IMPACT: The AOI was determined to be 3' west of the ECLP of California and 75'  
25 north of the NCLP of Monterey. The AOI was based on statements made by both drivers.

26  
27 CAUSE: D-1 [REDACTED] caused the collision by being in violation of 22100 (a) VC. Except as  
28 provided in Section 22100.5 or 22101, the driver of any vehicle intending to turn upon a  
29 highway shall do so as follows: (a) Right Turns. Both the approach for a right-hand turn and  
30 a right-hand turn shall be made as close as practicable to the right-hand curb or edge of the  
31 roadway. The cause is supported by statements made by both drivers and the witness.

32  
33 RECOMMENDATIONS: None.

PREPARER'S NAME	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
J. CAUDILL	25285	12/04/09		

STATE OF CALIFORNIA

**NARRATIVE/SUPPLEMENTAL**

PAGE 1 OF 2

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D. NUMBER
11/06/2009	1800	[REDACTED]	[REDACTED]

1 NOTIFICATION:

2

3 I was dispatched to Sierra Vista Hospital Emergency Room for a late traffic collision report at  
4 approximately 1859 hours.

5

6 INJURIES:

7

8 D-1 [REDACTED] sustained a raised swollen area and abrasions on left elbow, swelling and bruising on  
9 left ankle, large area on left side of torso had area of abrasions and bruising to his right eye lid. I  
10 photographed D-1's injuries and booked them into evidence at san Luis Obispo Police  
11 Department.

12

13 STATEMENTS:

14

15 D-1 [REDACTED] was riding his bicycle northbound on California. D-1 said he crossed the intersection of  
16 Monterey and was proceeding straight when D-2 [REDACTED] made a right hand turn into the parking  
17 lot of Splash Café directly into the path of D-1. D-1 struck the passenger side between the front  
18 door and the wheel well causing him to be thrown from his bike onto the ground. D-1 states he did  
19 not see a blinker used by D-2. D-1 refused medical treatment and exchanged information with D-  
20 2. D-1's bicycle received two bent wheels and bent handlebars. D-1 was able to ride away on the  
21 bike.

22

23 D-2 [REDACTED] was contacted by telephone due to the fact that he had returned to his home in  
24 Nevada. D-2 stated he was stopped at the red light on eastbound Monterey at California. After  
25 checking to make sure the intersection was clear and no vehicles were approaching, D-2 made  
26 the right hand turn onto northbound California. D-2 said he used his blinker indication he was  
27 about to make a right hand turn into the driveway of Splash Café. D-2 stated he checked over his  
28 shoulder because it was dark out and then made the turn. D-2's vehicle was halfway over the  
29 sidewalk with his two front tires on the asphalt of the parking lot when he heard a loud noise. He  
30 saw that a bicyclist had driven into the side of his vehicle. D-2 Stopped and got out to check on  
31 the bicyclist. D-1 got up and moved to the sidewalk and D-2 moved his vehicle into the parking lot.  
32 D-2 asked D-1 if he needed medical assistance and he refused. D-1 said he would just shake it off  
33 and be ok. D-2 exchanged information with D-1 and both parties left the scene. D-2 later  
34 discovered his vehicle had a dent on the passenger side between the front door and the front  
35 wheel well. D-2 stated he never saw D-1 at anytime until after the collision. D-2 also stated D-1 did  
36 not have a light on his bike and wore dark clothing.

37

38 AREA OF IMPACT:

39

40 Area of impact was undetermined due to the late report and both vehicles had left the location.

41

42 CAUSE:

UNDETERMINED DUE TO LATE REPORT

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
[REDACTED]	[REDACTED]	11/06/2009	[REDACTED]	11-15-09

STATE OF CALIFORNIA  
NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
12/22/2009	1833	[REDACTED]	[REDACTED]	[REDACTED]

1 **STATEMENTS:**

2

3 **PARTY # 1** [REDACTED]

4 D-1 said he was westbound on Monterey on the green light going straight. As he approached the  
5 light he saw D-2 making a right turn onto California. D-1 said upon seeing D-2 turning he applied  
6 his brakes however could not slow and in time and struck D-2.

7

8 **PARTY # 2** [REDACTED]

9 D-2 said she was exiting the parking lot at 950 California on the green light via the Monterey street  
10 exit. After exiting the driveway she started her right turn on to California when she was hit by D-1.  
11 D-2 said she never saw D-1 until the collision occurred.

12

13 **WITNESS # 1** [REDACTED] was contacted at the scene at 1838 hrs. [REDACTED]  
14 related that he was in eastbound straight lane of Monterey when he saw D-1 "hauling down"  
15 Monterey and hit D-2 as D-2 was completing the right turn.

16

17 **OPINIONS AND CONCLUSIONS:**

18

19 **SUMMARY:**

20 D-1 was westbound on Monterey at a high rate of speed in the turn lane going straight,  
21 when he did not slow in time and struck D-2. D-2 could not see D-1 due to the fact he was  
22 riding at night with out a bicycle light and wearing dark cloths.

23

24 **AREA OF IMPACT:**

25 The AOI was determined as 5 feet west of the east prolongation of California and 7 feet  
26 north of the north prolongation of Monterey.

27

28 **CAUSE:**

29

30 D-1 caused this collision in violation of section 22350 CVC No person shall drive a vehicle  
31 upon a highway at a speed greater than is reasonable or prudent having due regard for  
32 weather, visibility, the traffic on, and the surface and width of, the highway, and in no event  
33 at a speed which endangers the safety of persons or property.

34

35 **RECOMMENDATIONS:**

36 None

37

38

39

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
[REDACTED]	[REDACTED]	12/22/2009		

STATE OF CALIFORNIA  
NARRATIVE

Date	Time	NCIC	Officer ID	Case Number
05-19-2009	1142	[REDACTED]	37317	[REDACTED]

1 NOTIFICATION:

2 I was dispatched to a property damage only collision between an on-duty emergency police  
3 vehicle and a bicyclist. Both parties had cleared the scene prior to my arrival. The driver of the  
4 police vehicle was unaware of the collision. All times, speeds, and measurements are  
5 approximate.  
6

7 SUMMARY:

8 As the initial reporting phone call came in, Officer [REDACTED] (D-2) reported she had  
9 driven through the intersection but was unaware of a collision with a bicyclist. [REDACTED]  
10 and [REDACTED] searched the area but were unable to locate the bicyclist.  
11

12 I contacted the witnesses to the collision.  
13

14 STATEMENTS MADE BY W/ [REDACTED]:

15 W/ [REDACTED] an on-duty mail carrier driving a US Post Office Mail vehicle, was  
16 stopped at a red traffic signal in the left turn pocket of W/B Monterey at California. [REDACTED]  
17 watched as a black and white SLOPD police vehicle driven by a young female police officer  
18 began to make a right hand turn from N/B California onto E/B Monterey Street. [REDACTED]  
19 saw a bicyclist strike the passenger side of the police vehicle. The bicyclist fell to the ground.  
20 [REDACTED] saw the bicyclist stand up, shake his head in frustration, then ride away from the  
21 scene N/B on California. [REDACTED] said she looked at the officer's expression at the time the  
22 bicyclist went down. It was her impression that the officer never knew the officer was involved  
23 in a collision with a bicyclist. [REDACTED] said she did not hear the collision but based upon the  
24 abrupt halt of the bicyclist, it appeared contact was made with the police vehicle. [REDACTED]  
25 did not know if the police vehicle's right turn signal was activated at the time of the collision.  
26

27 [REDACTED] said it did not appear the bicyclist was hurt. [REDACTED] described the bicyclist as  
28 a WMA, approx 30 years old, wearing a bicycle helmet, light colored T-shirt, and shorts.  
29

30 STATEMENTS MADE BY W/ [REDACTED]:

31 W/ [REDACTED] was driving a vehicle that was stopped for the red signal in the left  
32 turn pocket of E/B Monterey at California. [REDACTED] attention was drawn to her right as  
33 she saw a bicyclist strike the rear passenger side of a police car. The police car had been  
34 making a right hand turn from N/B California onto E/B Monterey. The bicyclist was at the right  
35 road edge and appeared to intend to ride N/B on California through the intersection. The  
36 bicyclist was knocked to the ground by the impact. [REDACTED] said she could hear the  
37 impact and said it sounded as if the bicyclist's tire hit the police car. The police car continued  
38 E/B on Monterey. [REDACTED] did not know if the police vehicle's right turn signal was  
39 activated at the time of the collision.  
40

41 [REDACTED] spoke to the bicyclist and asked if he was okay. The bicyclist gave a "thumbs  
42 up" sign and continued riding N/B on California. [REDACTED] described the bicyclist as a  
43 WMA, mid 30s, brown hair, wearing a helmet, light colored shirt and tan cargo pants. He was  
44 riding a yellow unknown type bicycle.

PREPARER'S NAME	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
[REDACTED]	[REDACTED]	5-19-09	[REDACTED]	5-21-09

STATE OF CALIFORNIA

**NARRATIVE**

Date	Time	NCIC	Officer ID	Case Number
05-19-2009	1142	[REDACTED]	[REDACTED]	[REDACTED]

1 STATEMENTS MADE BY D-2/ [REDACTED]:  
 2 [REDACTED] i recalled driving through the intersection just prior to the call being dispatched  
 3 over the police radio [REDACTED] said she had been N/B on California. [REDACTED]  
 4 activated her right turn signal and merged to the right into the bicycle lane in order to make a  
 5 right hand turn. [REDACTED] made the right turn on to E/B Monterey and was unaware of any  
 6 impact with a bicyclist.

8 STATEMENTS FROM D-1/ UNKNOWN BICYCLIST:  
 9 I was unable to locate the bicyclist for an interview. According to witnesses, he indicated he  
 10 was uninjured and rode away from the scene.

12 EXAMINATION OF POLICE VEHICLE:  
 13 I examined the police vehicle involved in the collision. The surface of the car was clean. The  
 14 only indication of contact with an object was an approx 18 inch scuff mark to the rear of the  
 15 right (passenger) side quarter panel. Traffic Officer [REDACTED] agreed that it was consistent with  
 16 the end of handlebar grip. There was no permanent damage to the police vehicle and the scuff  
 17 mark would readily buff off.

19 EVIDENCE:  
 20 I took photographs of the police vehicle. The photographs were booked into evidence at the  
 21 SLOPD.

23 AREA OF IMPACT:  
 24 The area of impact was determined to be approx two feet W of ECLP California and one foot N  
 25 of SCLP Monterey Street. The area of impact was approximated by witness statements. There  
 26 was no debris in the roadway to indicate otherwise.

28 CAUSE:  
 29 It appears [REDACTED] activated her right turn signal and safely merged to the right into the  
 30 bicycle lane to make a right turn in accordance with 21209(a)(3)CVC. However, as [REDACTED]  
 31 [REDACTED] began the turn, for an unknown reason D-1 (Unknown Bicyclist) tried to pass unsafely  
 32 to the right in violation of 21755CVC. Since the collision did not occur until after [REDACTED]  
 33 slowed to begin the turn, it appears [REDACTED] was ahead of the bicyclist and lawfully  
 34 occupying the bicycle lane. The cause was determined by witness statements and the  
 35 statements of D-2. The bicyclist was never located and therefore could not be interviewed.

37 DISPOSITION:  
 38 Inactive. Pending contact with the unknown bicyclist.

PREPARER'S NAME	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
[REDACTED]	[REDACTED]	5-19-09	[REDACTED]	5-21-09

STATE OF CALIFORNIA

**NARRATIVE/SUPPLEMENTAL**

PAGE 5 OF 5

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
09/25/2009	0806	[REDACTED]	[REDACTED]	[REDACTED]

1 W-1 [REDACTED] said he saw V-2 making a right turn onto east bound Monterey. W-1 as V-1 was  
2 making his turn he saw D-1 attempting to pass on the right. W-1 said D-1 collided into the front of  
3 V-2 causing her to fall to the ground. W-1 said D-2 was in the intersection and had started his  
4 right turn prior to D-1 entering the intersection.

5

6 **AREA OF IMPACT:**

7

8 The AOI was located 5 feet south of the south curb line prolongation of Monterey and 2 feet west  
9 of the east curb line of California.

10

11 **SUMMARY:**

12

13 D-1 was north bound on California passing stopped vehicles in the bicycle lane due to a red traffic  
14 signal. D-2 was stopped waiting for the traffic signal to turn green so he could make a right turn  
15 and travel east bound on Monterey. As the traffic signal turned green D-2 proceeded with his right  
16 turn and entered the intersection. D-<sup>1</sup>~~2~~ was attempting to travel straight through the intersection.  
17 D-1 attempted to stop but was unable to and collided into V-2. (Vehicle of D2)

18

19 **CAUSE:**

20

21 Due to D-2 entering the intersection prior to D-1, D-2 had the right away and D-1 should have  
22 yielded. D-1 caused this collision by being in violation of section V.C. 21658. Whenever any  
23 roadway has been divided into two or more clearly marked lanes for traffic in one direction,  
24 the following rules apply: (a) A vehicle shall be driven as nearly as practical entirely within  
25 a single lane and shall not be moved from the lane until such movement can be made with  
26 reasonable safety. The cause was established by the statements of D-1, D-2, W-1 and the  
27 damage to the vehicles.

28

29 **RECOMMENDATION:**

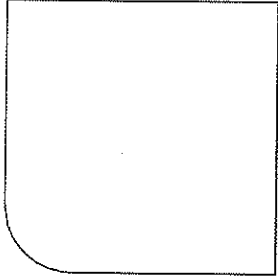
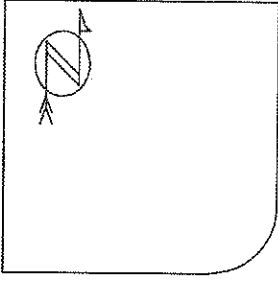
30

31 None.

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
[REDACTED]	[REDACTED]	09/25/2009		

<p>4. Accidents</p> <p>Foothill &amp; Santa Rosa      07/01/09 - 12/31/09</p> <p>Legend:      - Fatal      - Injury      - Property      - Other</p>	<p>Location Ranking: 3</p> <p>Foothill Blvd at Santa Rosa Street</p> <p>REV: 1437</p>	<p><b>PATTERN:</b> Right Turn Over Cyclist &amp; Cyclist Failing to Clear Intersection.</p> <p><b>RECOMMENDATION:</b> : As part of the Highway 1 Major Investment Study a grade separated bike and pedestrian crossing was identified for this location. Intersection under State DOT jurisdiction. Review signal clearance timing &amp; bicycle timing, make improvements as necessary.</p> <p><b>ACTION:</b> Forward findings to State DOT for review &amp; consideration. Continue to monitor in 2010. Continue to monitor in 2010.</p>
<p>4. Accidents</p> <p>Foothill &amp; Santa Rosa      07/01/09 - 12/31/09</p> <p>Legend:      - Fatal      - Injury      - Property      - Other</p>	<p>Intersection Ranking: 3</p> <p>Foothill Boulevard at Santa Rosa Street</p> <p>Rate: 0.72 / MEV</p>	<p><b>PATTERN:</b> Auto Right Turn Over Cyclist &amp; NB/SB Left Vs. Thru</p> <p><b>RECOMMENDATION:</b> Intersection under State DOT jurisdiction. Request State review of signal clearance timing &amp; bicycle signing with improvements as necessary.</p> <p><b>ACTION:</b> Forward findings to State DOT for review and consideration. Continue to monitor in 2010.</p>

4 Accidents  
Foothill & Santa Rosa  
01/01/09 - 12/31/09

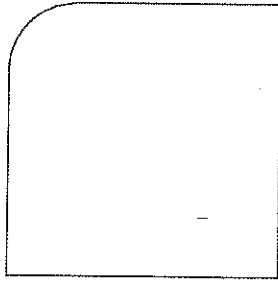
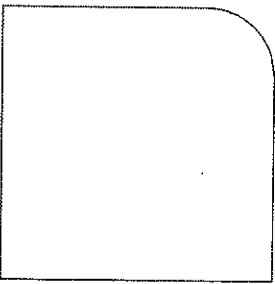


BICYCLE  
03/07/2009 18:26 2

BICYCLE  
10/02/2009 14:16 3

Bicycle  
10/08/2009 10:07 1

07/07/2009 12:48  
Bicycle  
4



Within 75' of Intersection, (0) accidents with insufficient data for display

- |              |                   |              |                |
|--------------|-------------------|--------------|----------------|
| ← Straight   | ▭ Parked          | × Pedestrian | Fixed objects: |
| ←  Stopped   | ←~ Erratic        | ⊗ Bicycle    | □ General      |
| ← Unknown    | ←~ Out of control | ○ Injury     | ▣ Signal       |
| ↔ Backing    | ↘ Right turn      | ⊙ Fatality   | ▣ Tree         |
| ↔ Overtaking | ↙ Left turn       | ⌚ Nighttime  | ◁ 3rd vehicle  |
| ↔ Sideswipe  | ↪ U-turn          | ⌚ DUI        | * Extra data   |
|              |                   |              | ▣ Pole         |
|              |                   |              | ▣ Curb         |
|              |                   |              | ⌚ Animal       |

STATE OF CALIFORNIA  
NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10-8-09	1007	[REDACTED]	[REDACTED]	[REDACTED]

**SUMMARY:**

Bicyclist (D-1) [REDACTED] was traveling E/B on Foothill toward California. The light for E/B and W/B Foothill began to cycle to red as [REDACTED] approached it. He attempted to ride through the intersection, because he was headed to class at CalPoly University. He said "I thought I could make it." A vehicle turned in front of him so he had to apply his brakes. He was thrown from his bike and landed on the asphalt in the crosswalk. He complained of his shoulder hurting due to the impact.

[REDACTED] did not request any medical attention and the driver of the vehicle did not stay on scene. [REDACTED] said he did not collide with the vehicle and he does not think the driver saw him fall.

I obtained his information to document the incident.

**AREA OF IMPACT:**

The AOI was located approximately 12 feet W of the WCL of Santa Rosa (HWY 1) and approximately 3 feet S of the SCL of Foothill. The involved vehicles were moved prior to my arrival, so the AOI was determined only by the involved parties' statements. Consequently, all measurements were taken by estimation.

**CAUSE:**

D-1 [REDACTED] caused this collision by violating 21453(a) CVC – Not stopping for a red light.

**RECOMMENDATIONS:**

None.

PREPARER'S NAME	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
B Inglehart	49251	10-09-09	J. Woodrum 16002	10/9/09

STATE OF CALIFORNIA  
NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
03/07/2009	1826	[REDACTED]	[REDACTED]	[REDACTED]

1 **FACTS:**

2  
3 **NOTIFICATION:** I was dispatched to a call of a minor injury traffic collision at 1823 hours.  
4 All times, speeds and measurements in this investigation are approximate. Measurements  
5 were taken by rolatape, except where otherwise indicated.  
6

7 **SCENE:** At the scene of this collision, Foothill is an eastbound/westbound city street  
8 consisting of four lanes. The roadway is straight and level. The surface is composed  
9 primarily of asphalt.

10  
11 **PARTIES:**

12  
13 **Driver # 1** [REDACTED] was located lying on his back at the corner of Santa Rosa and  
14 Foothill. [REDACTED] was conscious and did not appear to have any life threatening injuries.  
15 Party [REDACTED] was identified by verified statements.  
16

17 **JEEP 21 SPEED** Driver # 1's bicycle was located on its wheels. The bicycle had been  
18 moved prior to my arrival. There was major damage to the front tire.  
19

20 **Driver # 2** [REDACTED] D-2 was identified by a valid California driver's license. [REDACTED] was  
21 placed as a party by the following items:  
22 - Driver statements  
23

24 **TOYOTA Tercel** D-2's vehicle, was located on its wheels. There was no visible damage to  
25 V-2  
26

27  
28 **STATEMENTS:**

29  
30 **PARTY # 1** [REDACTED]  
31 Could not remember what happened but remembered riding his bicycle westbound on the south  
32 side of the street against traffic.  
33

34 **PARTY # 2** [REDACTED]  
35 D-2 was turning right on a red light from Santa Rosa onto Foothill when V-1 collided with the front  
36 of V-2. D-2 said he did not see D-1 until he made the turn.  
37

38 **OPINIONS AND CONCLUSIONS:**

39  
40 **SUMMARY:** D-1 was riding his bicycle westbound on Foothill on the south side of the  
41 street going against traffic. D-2 was turning from eastbound from Santa Rosa onto Foothill  
42 when V-1 collided with the front of the V-2 causing major damage to the front tire of V-1

STATE OF CALIFORNIA

**NARRATIVE/SUPPLEMENTAL**

PAGE 5 OF 5

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
03/07/2009	1826	[REDACTED]	[REDACTED]	[REDACTED]

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and no visible damage to V-2. D-1 was treated at the hospital for a small laceration to the back of his head requiring 3 stitches and released.

**AREA OF IMPACT:** The AOI was determined by fluid splatter to be 10' 07" north of the curb line prolongation of foothill and 1' west of the east curb line prolongation of Santa Rosa.

**CAUSE:** D-1 caused this collision by being in violation of 21202(a)V.C. – Operation of a bicycle on a roadway. The cause was established by D-1's statement and the matching damage between the two vehicles.

**RECOMMENDATIONS:**

None

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
[REDACTED]	25950	03/08/2009		

STATE OF CALIFORNIA

**NARRATIVE/SUPPLEMENTAL**

PAGE 4 OF 5

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10/02/2009	1416	4006	[REDACTED]	[REDACTED]

1 **NOTIFICATION:**

2

3 I was dispatched to this report of an injury collision call at 1416 hours. All times, speeds, and

4 measurements are approximate. Measurements were obtained using LIDAR.

5

6 **INJURIES:**

7

8 D-1 [REDACTED] had a visible laceration to her chin and possible broken bone near her elbow. D-1

9 was transported to Sierra Vista Hospital by private party.

10

11 **STATEMENTS:**

12

13 D-1 [REDACTED] said she was traveling west bound on the north sidewalk of Foothill on her bicycle.

14 D-1 said as she entered the intersection of Highway 1 and Foothill the front wheel of the bicycle

15 suddenly stopped moving. D-1 said due to the wheel stopping she was ejected forward, over the

16 handle bars of the bicycle. D-1 said she did not know what caused the collision but believed it had

17 something to due with a cable lock which was wrapped around the neck of the bicycle.

18

19 **AREA OF IMPACT:**

20

21 The AOI was located to be 6 feet west of the east curb line of Highway 1 (Santa Rosa) and 15 feet

22 north of the north curb line prolongation of Foothill.

23

24 **CAUSE:**

25

26 The cause of this collision was caused from a mechanical failure. The cable lock became wedged

27 between the front brake assembly and the tire causing the wheel to suddenly stop turning, causing

28 D-1 to be ejected from the bicycle. I looked at the cable lock and noticed that there was friction

29 wear across the face of the lock. I noticed there were scuffs in the rubber of the tire where the

30 face of the lock was grinding against the rubber of the tire.

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
[REDACTED]	[REDACTED]	10/02/2009	[REDACTED]	[REDACTED]

STATE OF CALIFORNIA  
NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
07/07/2009	1248	[REDACTED]	[REDACTED]	[REDACTED]

1 **FACTS:**

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**NOTIFICATION:** I was dispatched to a call of a non-injury collision at 1248 hours. I responded from Marsh and Garden and arrived on scene at 1255 hours. All times, speeds and measurements in this investigation are approximate. Measurements were taken by Lidar, except where otherwise indicated.

**SCENE:** At the scene of this collision, Hwy 1 (Santa Rosa) is a northbound/southbound city street consisting of two lanes. The roadway is straight and level. The surface is composed primarily of asphalt.

**PARTIES:**

**PARTY # 1** [REDACTED] was located at the scene.. Party [REDACTED] was identified by a valid California driver's license. [REDACTED] was placed as a party by the following items:

- Driver statements
- Witness statements

**PARTY # 2** [REDACTED] was located at the scene. Party [REDACTED] was identified by a valid California driver's license. [REDACTED] was placed as a party by the following items:

- Driver statements
- Witness statements

**STATEMENTS:**

**PARTY # 1** [REDACTED]  
D-1 said he was coming south through the intersection following his son when D-2 turned in front of him. He said he attempted to slow but struck D-2.

**PARTY # 2** [REDACTED]  
D-2 said he was traveling south on Hwy 1 crossing the intersection of Foothill when he started to slow to turn into the Shell gas station. D-2 said as he slowed, he started turning when his vehicle was struck by D-1.

**WITNESS # 1** [REDACTED] was contacted at the scene. [REDACTED] related that she was waiting at the light when she heard a loud noise coming from in front of her. As she looked forward she saw that D-2 was completing his turn and D-1 was lying on the ground.

PREPARED BY	I.D. NUMBER	DATE	OFFICER NAME	DATE
[REDACTED]	[REDACTED]	07/07/2009	[REDACTED]	7.8.09

STATE OF CALIFORNIA

**NARRATIVE/SUPPLEMENTAL**

PAGE 5 OF 5

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
07/07/2009	1248	[REDACTED]	[REDACTED]	[REDACTED]

1 **OPINIONS AND CONCLUSIONS:**

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**SUMMARY:**

D-1 was traveling south on Hwy 1 when he did not see D-2 who was turning into the parking lot and struck D-2.

**AREA OF IMPACT:**

The AOI was determined as 29 feet south of the south prolongation of Foothill and 3 feet east of the west prolongation of Hwy 1 (Santa Rosa)

**CAUSE:**

D-1 caused this collision in violation of section 21703 CVC - The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicle and the traffic upon, and the condition of, the roadway.

**RECOMMENDATIONS:**

**None**

PREPARED BY	I.D. NUMBER	DATE	DATE
[REDACTED]	16380	07/07/2009	7.8.09

Traffic Safety Program: 2005 - 2009 Bicycle Collision Type

Collision Type	Number of Cases					Total
	2009	2008	2007	2006	2005	
Motorist Right Turn - In Front of Cyclist	15	5	9	9	15	53
Cyclist Lost Control	12	15	14	11	5	57
Wrong Way Cyclist	7	9	6	8	3	33
Other (Not classifiable)	6	0	1	3	2	12
Bicyclist DUI	5	2	0	0	0	7
Motorist Left Turn - Facing Cyclist	4	9	8	1	4	26
Ride Out At Controlled Intersection	4	0	0	1	3	8
Cyclist Left Turn in Front of Motorist	4	2	1	4	0	11
Bicyclist Strikes Parked Vehicle	4	0	0	0	0	4
Motorist Overtaking - Failed to Detect/Misjudged	2	3	1	2	4	12
Motorist Open Door Into Path of Cyclist	2	2	4	2	0	10
Drive Out From Lane or Driveway/Intersection	2	8	7	7	5	29
Motorist Overtaking - Failed to Detect/Misjudged	2	0	0	0	0	2
Bicyclist Overtaking	2	0	0	0	0	2
Ride Out From Lane or Driveway	1	1	4	2	6	14
Motorist Left Turn - In Front of Cyclist	0	2	4	9	2	17
Motorist Right Turn - In Front of Cyclist	0	1	0	0	0	1
Cyclist Right Turn in Front of Motorist	0	0	0	1	2	3
<b>Total</b>	<b>72</b>	<b>59</b>	<b>59</b>	<b>60</b>	<b>51</b>	<b>301</b>



**DATE:** October 7, 2010

**TO:** Debbie Malicoat, Finance Manager

**FROM:** Peggy Mandeville, Principal Transportation Planner  
Staff Liaison to the Bicycle Advisory Committee

**SUBJECT:** Final Bicycle Advisory Committee Budget Goals for FY 2011-13

The Bicycle Advisory Committee met on September 16, 2010 and drafted their recommended goals for Council consideration. The following table presents the Committee's draft goals for FY 2011-13 ranked by high, medium and low priority. All goals are designed to implement Measure Y priorities of Traffic Congestion Relief, maintain the City's silver level "Bicycle Friendly City" designation by the League of American Bicyclists and make the best use of the City's limited financial resources.

Recommended Goal	Why Goal is Important	Measure Y/Major City Goal Relationship	Candidate Funding
<b>HIGH</b>			
Maintain part-time temporary staffing position for <b>Transportation Programs Implementation</b> (approximately \$38,000 annually)	This bicycle/transit funded position seeks out and applies for grants as well as assists in the implementation of the Bicycle Transportation Plan and Short Range Transit Plan.	Direct relationship: <b>Traffic Congestion Relief &amp; Bikeway Improvements</b>  Supplemental relationship: <b>Public Safety Service Levels &amp; Downtown Improvements</b>	<ul style="list-style-type: none"> <li>- ½ General Fund</li> <li>- ½ Transit Fund</li> </ul>
Continue improving the <b>maintenance &amp; safety of bicycling &amp; pedestrian facilities</b> in conjunction with Pavement Management projects. Funding (previously budgeted at \$25,000 annually) can be reduced proportionately with reductions in the Pavement Management CIP.	This goal increases the usability and safety of bicycle and pedestrian facilities which in turn promotes alternative transportation. The 2008 bi-annual bike counts indicate the demand for these facilities is increasing. By including these improvements in each years Pavement Management cycle, substantial cost savings are realized.	Direct relationship: <b>Bikeway Improvements &amp; Traffic Congestion Relief</b>  Supplemental relationship: <b>Public Safety Service Levels &amp; Downtown Improvements</b>	<ul style="list-style-type: none"> <li>- Streets Maintenance Budget</li> <li>- Pavement Management Program Funds</li> <li>- General Fund</li> <li>- Transit Fund</li> </ul>

<b>MEDIUM</b>			
<p>Continue design and construction of the <b>Railroad Safety Trail: Marsh Street to Hathway.</b></p>	<p>This goal provides a huge safety enhancement for a large volume of bicyclists, a safe bike route to the University, schools, &amp; parks: implements General Plan goals to increase bicycle use and supports Grand Jury recommendations to close gaps.</p>	<p>Direct relationship: <b>Traffic Congestion Relief &amp; Bikeway Improvements</b></p> <p>Supplemental relationship: <b>Public Safety Service Levels &amp; Downtown Improvements</b></p>	<ul style="list-style-type: none"> <li>- BTA grants</li> <li>- STIP funding</li> <li>- City debt financing for construction</li> <li>- Fundraising efforts</li> </ul>
<p>Develop a specific design for the <b>Bob Jones City to Sea Trail</b> alignment, from the existing section, to a County connection at the Octagon Barn. Design should be done in conjunction with the LOVR interchange project, and include a grade separated crossing.</p>	<p>Public input at two meetings has identified the need to connect the existing trail to LOVR and provide a grade separated crossing. The Land Conservancy, in concert with SLO County, is working to begin the county section of the trail at the Octagon Barn. Without a specific design, a gap in the trail may result.</p>	<p>Direct relationship: <b>Bikeway Improvements, Goals of four other Council Advisory bodies</b></p> <p>Supplemental relationship: <b>Public Safety Service Levels</b></p>	<ul style="list-style-type: none"> <li>- Prop. 1e funds</li> <li>- Transportation Planning grant</li> </ul>
<b>LOW</b>			
<p>Maintain \$7,500 in funding (50% of previous levels) for <b>Bicycling Safety Education.</b> Reduction proposed in response to budget constraints only.</p>	<p>Funding will continue the momentum established in FY 2007-09, help to meet the increased need reflected in the 2009 Traffic Safety Report, increased 20 bike count, and support the Grand Jury goal of promoting safe cycling.</p>	<p><b>Public Safety Service Levels (traffic safety) and Traffic Congestion Relief</b></p>	<ul style="list-style-type: none"> <li>- General Fund with a portion coming from Transportation Development Act (TDA) funds</li> </ul>

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THE GENERAL PLAN

**K= Keep**  
**D= Delete**  
**S= Stronger Language**  
**W= Weaker Language**

**Transportation Goals**

1. Maintain accessibility and protect the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles, with the goal of achieving State and Federal health standards for air quality.
2. Reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using car pools.
3. Provide a system of streets that are well-maintained and safe for all forms of transportation.
4. Widen and extend streets only when there is a demonstrated need and when the projects will cause no significant, long-term environmental problems.
5. Make the downtown more functional and enjoyable for pedestrians.
6. Promote the safe operation of all modes of transportation.
7. Coordinate the planning of transportation with other affected agencies such as San Luis Obispo County, Cal Trans, and Cal Poly.
8. Reduce the need for travel by private vehicle through land use strategies, telecommuting and compact work weeks.

**Overall Transportation Strategy**

Meet the transportation needs of current and planned-for population by:

1. Managing city and regional growth consistent with the Land Use Element;
2. Funding alternative forms of transportation;
3. Sponsoring traffic reduction activities;
4. Providing the infrastructure needed to accommodate the desired shift in transportation modes;
5. Focusing traffic on Arterial Streets and Regional Routes and Highways;
6. Accepting some additional traffic on Arterial Streets and Regional Routes and Highways;
7. Providing facilities that improve transportation safety.

**Transportation Objectives**

**1.6 Encourage Better Transportation Habits**

San Luis Obispo should:

1. Increase the use of alternative forms of transportation (as shown on Figure #1) and depend less on the single-occupant use of vehicles.
2. Ask the San Luis Obispo Regional Transportation Agency to establish an objective similar to #1 and support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation.

**1.7 Promote Alternative Forms of Transportation**

San Luis Obispo should:

1. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the city by 2000, and extend the system to serve new growth areas.
2. Complete improvements to the city's transit system serving existing developed areas by 2000, and provide service to new growth areas.



**THE GENERAL PLAN**

3. Support the efforts of the County Air Pollution Control District to implement traffic reduction programs.
4. Support and develop education programs directed at promoting types of transportation other than the single-occupant vehicle.

**1.8 Manage Traffic**

San Luis Obispo should:

1. Limit traffic increases by managing population growth and economic development to the rates and levels stipulated by the Land Use Element and implementing regulations. Limit increases in ADT and VMT to the increase in employment within the City's Urban Reserve.
2. Support county-wide programs that manage population growth to minimize county-wide travel demand.
3. Support county-wide programs that support modal shift while utilizing our existing road system and reducing air pollution and traffic congestion.
4. Provide a system of streets that allow safe travel and alternate modes of transportation throughout the city and connect with Regional Routes and Highways.
5. Manage the use of Arterial Streets, Regional Routes and Highways so that traffic levels during peak traffic periods do not result in extreme congestion, increased headways for transit vehicles, or unsafe conditions for pedestrians or bicyclists.
6. Ensure that development projects and subdivisions are designed and/or retrofitted to be efficiently served by buses, bike routes and pedestrian connections.
7. Consistent with the Land Use Element, allow neighborhood-serving business and provide parks and recreational areas that can be conveniently reached by pedestrians or bicyclists.
8. Protect the quality of residential areas by achieving quiet and by reducing or controlling traffic routing, volumes, and speeds on neighborhood streets.
9. Coordinate the management of San Luis Obispo County Airport and the planning of land uses around the airport to avoid noise and safety problems.

**1.9 Support Environmentally Sound Technological Advancement**

San Luis Obispo should:

1. Promote the use of quiet, fuel-efficient vehicles that produce minimum amounts of air pollution.
  - A. The City will continue to support the use and development of compressed natural gas fueling stations in the San Luis Obispo area.
  - B. When replacing any City vehicle or expanding the City's vehicle fleet, the City will consider purchasing alternative fuel vehicles that reduce air pollution.
  - C. The City encourages the use of alternative fuels on a regional basis.
2. Advocate the use of communication systems that enable the transmission of information to substitute for travel to work or meetings. Develop goals and policies for City employee participation in telecommuting systems.
3. Solicit ideas from private industry for the development and implementation of innovative transportation technologies in San Luis Obispo.
4. Support the use of alternative pavement materials for public streets, roads and other transportation corridors.

**1.10 Support a Shift in Modes of Transportation.**

San Luis Obispo will:



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1. Physically monitor the achievement of the modal shift objectives shown on Figure #1 and bi-annually review and adjust transportation programs if necessary.
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**1.11 Establish and maintain beautiful and livable street corridors.**

The City will:

1. Pursue changes to existing corridors and support the design of new corridors that create safe, attractive, and useful environments for residents, patrons of adjoining land uses and the traveling public.
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## BICYCLE TRANSPORTATION

### 4.0 Policies

#### 4.0.1 Bicycle Use

Bicycle transportation should be encouraged.

#### 4.0.2 Cal Poly Trips

At least 33% of all Cal Poly trips should be made by bicycle by the year 2000.

#### 4.0.3 Continuous Network

The City shall complete a continuous network of safe and convenient bikeways that connect neighborhoods with major activity centers and with county bike routes as specified by the Bicycle Transportation Plan.

#### 4.0.4 New Development

New development should provide bikeways, secure bicycle storage, parking facilities and showers, consistent with City plans and standards.

#### 4.0.5 Bikeway Design

Bikeways should be designed and maintained to improve bicycling safety, convenience, and encourage people to use bicycles to commute to work or school.

#### 4.0.6 Bikeway Development

Bikeways designated in the Bicycle Transportation Plan should be established when:

- A. The street section is repaved, restriped, or changes are made to its cross-sectional design; or
- B. The street section is being changed as part of a development project; or
- C. The construction of bike lanes or paths are called for by the City's Capital Improvement Plan.

#### 4.0.7 Arterial Streets

All arterial street projects should provide bicycle lanes. Residential Arterials may or may not be able to accommodate bike lanes; the evaluation of bike lanes on these streets will consider the neighborhood context.

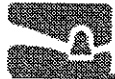
### 4.1 Programs

#### 4.1.1 Incentives

Cal Poly and Cuesta College shall be encouraged to provide incentives to all students, faculty and staff to use alternative forms of transportation.

#### 4.1.2 Bicycle Transportation Plan

The City will update its bicycle plan consistent with the objectives, policies and standards of this Circulation Element. The Bicycle Transportation Plan shall establish official city bike routes.



**THE GENERAL PLAN**

**4.1.3 Campus Bicycle Plans**

Cal Poly and Cuesta College shall be requested to adopt a bike plan, coordinated with other agency plans, that shows the location of all on-campus bike lanes and bike storage areas and includes programs that encourage the use of bicycles.

**4.1.4 Campus Master Plans**

In cooperation with the City, Cal Poly and Cuesta College shall be requested to revise their campus master plans to de-emphasize the use of automobiles and promote the use of alternative forms of transportation.

**4.1.5 Zoning Regulations**

The City will modify its zoning regulations to establish standards for the installation of lockers, and secured bicycle parking, and showers.

**4.1.6 Railroad Bikeway and Trail**

The City should obtain railroad right-of-way and easements to establish a separated bike path and pedestrian trail through San Luis Obispo.

**4.1.7 Funding Priority**

The City will give a high priority to using street funds for ongoing maintenance of bicycle lanes and paths or other public bicycle facilities.

**WALKING**

**5.0 Policies**

**5.0.1 Promote Walking**

Walking should be encouraged as a regular means of transportation for people who live within a 20-minute walk of school, work, or routine shopping destinations.

**5.0.2 Sidewalks and Paths**

The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into city and county open areas that avoid sensitive areas.

**5.0.3 New Development**

New development shall provide sidewalks and pedestrian paths consistent with City policies, plans, programs and standards.

**5.0.4 Pedestrian Access**

New or renovated commercial and government public buildings should provide convenient pedestrian access from nearby sidewalks and pedestrian paths, separate from driveways and vehicle entrances.

**5.0.5 Pedestrian Crossings**

To improve pedestrian crossing safety at heavily used intersections, the City should institute the following:

- A. Install crossing controls, where warranted, that provide adequate time for pedestrians to cross the street.

## **PORTLAND: BIKE**

### **Policy 6.12 Bicycle Transportation:**

*Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.*

#### **Objectives:**

*A. Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations.*

*B. Provide bikeway facilities that are appropriate to the street classifications, traffic volume, and speed on all rights-of-way.*

*C. Maintain and improve the quality, operation, and integrity of bikeway network facilities.*

*D. Provide short- and/or long-term bicycle parking in commercial districts, along main streets, in employment centers and multifamily developments, at schools and colleges, in industrial developments, at special events, in recreational areas, and transit facilities such as light rail stations and park-and-ride lots.*

*E. Provide showers and changing facilities for commuting cyclists. Support development of such facilities in commercial buildings and at "Bike Central" locations.*

*F. Increase the number of bicycle/transit trips. Support ~~Fri-Met's~~ "Bikes On Transit" program.*

*G. Develop and implement education and encouragement plans aimed at youth, adult cyclists, and motorists.*

*Increase public awareness of the benefits of bicycling and of available resources and facilities.*

*H. Promote bicycling as transportation to and from school.*

## **PORTLAND: WALKING**

### **Policy 6.11 Pedestrian Transportation**

*Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.*

#### **Objectives**

A. Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves Pedestrian Districts, neighborhood shopping, schools, and parks.

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B. Support walking to transit by giving priority to the completion of the pedestrian network that serves transit centers, stations, and stops; by providing adequate crossing opportunities at transit stops; and by planning and designing pedestrian improvements that allow adequate space for transit stop facilities.

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C. Improve the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that new public and private development meets a pedestrian quality standard and by developing special design districts for Pedestrian Districts and main streets.

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D. Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations; by making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use; and by supporting changes to adopted statutes and codes that would enhance pedestrian safety.

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E. Encourage walking by developing educational programs for both motorists and walkers and by supporting and participating in encouragement events for walkers.

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F. Explore a range of funding options for pedestrian improvements to supplement reliance on general transportation revenues.

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## Draft 2012 Bicycle Transportation Plan Update Schedule

Month	Tasks
<b>2011</b>	Identify goals and priorities for Update
January	Identify work tasks that are required for certification
February	Determine task responsibility- BAC or staff
	Schedule BAC and staff tasks for next 12 months
<b>March</b>	
April	
<b>May</b>	
June	
<b>July</b>	
August	
<b>September</b>	
October	
<b>November</b>	
December	
<b>2012</b>	
<b>January</b>	
February	
<b>March</b>	BAC final recommendations
April	Prepare public review draft Bicycle Transportation Plan
<b>May</b>	Prepare environmental document
June	Environmental document review period
<b>July</b>	Planning Commission Hearing/Recommendation
August	City Council Hearing/Adoption
<b>September</b>	
October	SLOCOG/State Certification
<b>November</b>	
December	BTA grant application deadline

### Potential Work Tasks and Timing:

Review/modify goals, objectives, and policies	2 meetings
Review/modify existing Bike Plan projects	2 meetings
Re-rank existing Bike Plan projects and rank any new projects	4 meetings
Update required elements in Bike Plan Appendices A-K	2 meetings

-----Original Message-----

From: blarose@co.slo.ca.us [mailto:blarose@co.slo.ca.us]  
Sent: Wednesday, September 01, 2010 12:35 PM  
To: Mandeville, Peggy  
Subject: RE: Proposed Bicycle Ramp for Jennifer/Osos St. Bridge

Peggy,

Thank you for bringing my previous email to my attention.

Yes, please provide this past email to the Bicycle Advisory Committee. This certainly will save me time on correspondence.

The San Luis Obispo Railroad Museum's position in regards to the bicycle ramp is still the same. We continue to believe other options are better alternatives than the currently proposed ramp.

In review, we suggest, in order of priority, either of the following alternatives:

1. Extension of the railroad station platform to connect with the city side walk on the track side of the bridge ramp. Currently there is an unpaved dirt area where people and bicycles are subjected to a very uneven walking/riding surface. This is certainly a liability for the city and is something that should have been completed years ago when the city constructed the sidewalk and parking lot. This seems like something Amtrak would want to support and possibly help fund as it also assists their passengers in addition to pedestrians and bicycle riders.

2. Creation of a side walk/bike path bypass around the bridge ramp, between the parking lot and the bridge ramp. This sidewalk bypass would be almost entirely in the landscaped area between the parking spaces and the bridge ramp. All of this option would be on city property and the only negative would be the shortening of 1 or 2 parking spaces. These spaces could be converted to "compact cars only" or "motor cycle parking" spaces.

We believe either of the above alternatives, compared to the ramp, would cost less, be constructed in a shorter time line, create no conflict with the museum project, reduce view shed issues and still solve all of the bicycle riders issues.

Brad

From: "Mandeville, Peggy" <pmandevi@slocity.org>  
To: <blarose@co.slo.ca.us>  
Date: 09/01/2010 11:59 AM  
Subject: RE: Proposed Bicycle Ramp for Jennifer/Osos St. Bridge

Below is the email you sent me late last year in case you did not keep a copy. If this is still current, I can use it unless you want to submit something else.

Peggy Mandeville  
Principal Transportation Planner  
City of San Luis Obispo  
805-781-7590

-----Original Message-----

From: blarose@co.slo.ca.us [mailto:blarose@co.slo.ca.us]  
Sent: Wednesday, December 09, 2009 6:12 PM  
To: Mandeville, Peggy  
Cc: Glen Matteson; Arnold Jonas; Aron Kahn; rohrdavid@alo.com; Karl Hovanitz  
Subject: Proposed Bicycle Ramp for Jennifer/Osos St. Bridge

Peggy,

We really appreciated you taking your valuable time to meet with us at the bridge on Tuesday, 12-8-09. It gave us an opportunity to fully understand what was potentially being planned. We appreciate having that information and having been given the opportunity to express our concerns and views.

As we concluded the track side meeting, I asked the museum board members, who were present, to express their opinions so that we could reach some consensus. That would then be given to you so that you would know our position on the project. Obviously, not all of the board members were present and those who were seemed to want additional discussion time with the full board. That opportunity occurred that evening with our museum general business meeting.

Our board of directors voted to revise our earlier statement to you. I have been directed to advise you, our position is to oppose the construction of the ramp.

We are very interested in supporting the use of bicycles in our community.

In fact, the sidewalk along our display track and around the railroad freight house is a bicycle path/sidewalk. Some of our members are frequent bicycle riders. This has caused us to look at the potential ramp construction very carefully. We want the "win/win" scenario to come true.

With much discussion and analysis of the situation, we concluded there are other options that should be explored, that potentially would eliminate the need for a ramp. Likely, another option would be less expensive and the excess grant funds could be utilized on other bicycle projects.

Pedestrian safety, in coexistence with the bicycles, needs to be addressed

in this project at this location, specifically, the need for additional sidewalk or station pedestrian platform. We do not see the present plan

addressing that issue. In addition to that, the ramp would obscure our "display" track from the public in the parking area. This display track is

something the city council approved of in our master plan. Lastly, and this is something we did not discuss with you, we had planned to use some of

the landscaped areas along the sidewalk, for display of railroad artifacts

commonly seen along railroad tracks. These items would address the need to

develop the city approved and city idea of a "Walk of history" along the sidewalk.

For all of the above reasons, the San Luis Obispo Railroad Museum does not support the construction of the bicycle ramp.

Please discuss with us any future planning on this project, as we want to support a mutually beneficial project for the safety and enjoyment of the people of San Luis Obispo.

Sincerely,

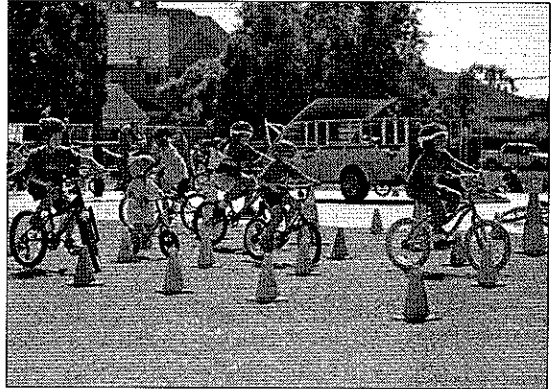
Brad LaRose, President  
San Luis Obispo Railroad Museum  
(805) 550-1836



# COUNCIL NOTES

DATE: October 29, 2010  
 TO: City Council  
 FROM: Katie Lichtig

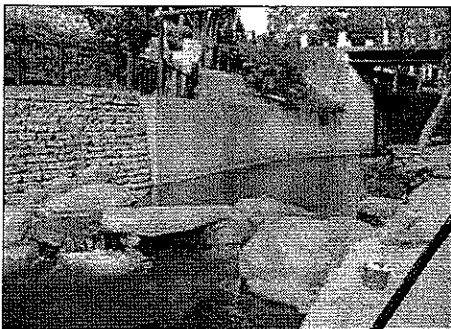
**Bike Rodeo 2010:** Emerson Park was transformed into 'Safety Town, USA' for the annual Bike Rodeo on Saturday, October 9th. Bike Rodeo brings the Police Department, Parks and Recreation Department and the Bicycle Advisory Committee (BAC) together to host a fun and educational event that emphasizes bicycle safety. Before riding through Safety Town, all the participants' bikes were tuned up by local bike shop mechanics and helmets were checked by BAC volunteers for proper safety standards. If standards were not met, the child was given a brand new helmet.



The kids were treated to a hot dog lunch and fabulous goody bags filled with reflective stickers, a t-shirt, activity book and flashing reflector. 150 kids attended and the day ended with a spectacular BMX stunt show and bike raffle.

Very special thanks to the BAC for supporting the event; thanks also to Costco, Best Bike Zone, Wally's Bicycle Works, Cambria Bicycle Outfitter, Foothill Cyclery, Art's Cyclery, K-Man Cycle and Run, and Sports Authority for their generous donations of bikes and mechanics.

**Good News from the Stormwater Front:** The Governor recently signed Senate Bill 346 to phase out copper and other metals in motor vehicle brake linings in an effort to improve and protect the State's aquatic environments. This bill was formally supported by the California Stormwater Quality Association (CASQA), which is financially supported by agencies such as the City of San Luis Obispo. CASQA is a cooperative water quality association advocating for agencies such as the City, for reasonable and feasible stormwater regulation.



Copper is one of the constituents in stormwater runoff that most frequently exceeds water quality standards. Elevated levels adversely affect salmon, mussels, and phytoplankton, which are the base of the aquatic food chain. Numerous waterways across the country are listed as impaired due to copper. Studies indicate that more than 1,000,000 lbs of copper are released from brakes into California watersheds per year and account for more than half of the copper in runoff from highly urbanized watersheds.

The good news is this will reduce the likelihood that the City will be tasked with trying to remove copper from the City's runoff. At this time, it remains uncertain if it is even technically feasible to remove copper from runoff, but it would certainly be expensive.