



AGENDA

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

May 15, 2008

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: Trevor Keith (Vice Chair), Jean Anderson, Tim Gillham, Glen Matteson Tom Nuckols, and Kristina Seley. There is one vacancy on the Committee.

PRESENTATION: 2007 Bicycle Transportation Plan Award of Excellence

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: March 27, 2008 (see Attachment 1)

ACTION ITEMS:

1. Election of Officers
2. Safe Routes to School Grant Application (see Attachment 2, 3 and 4)
3. Unmet Bicycle Needs (see Attachment 5)

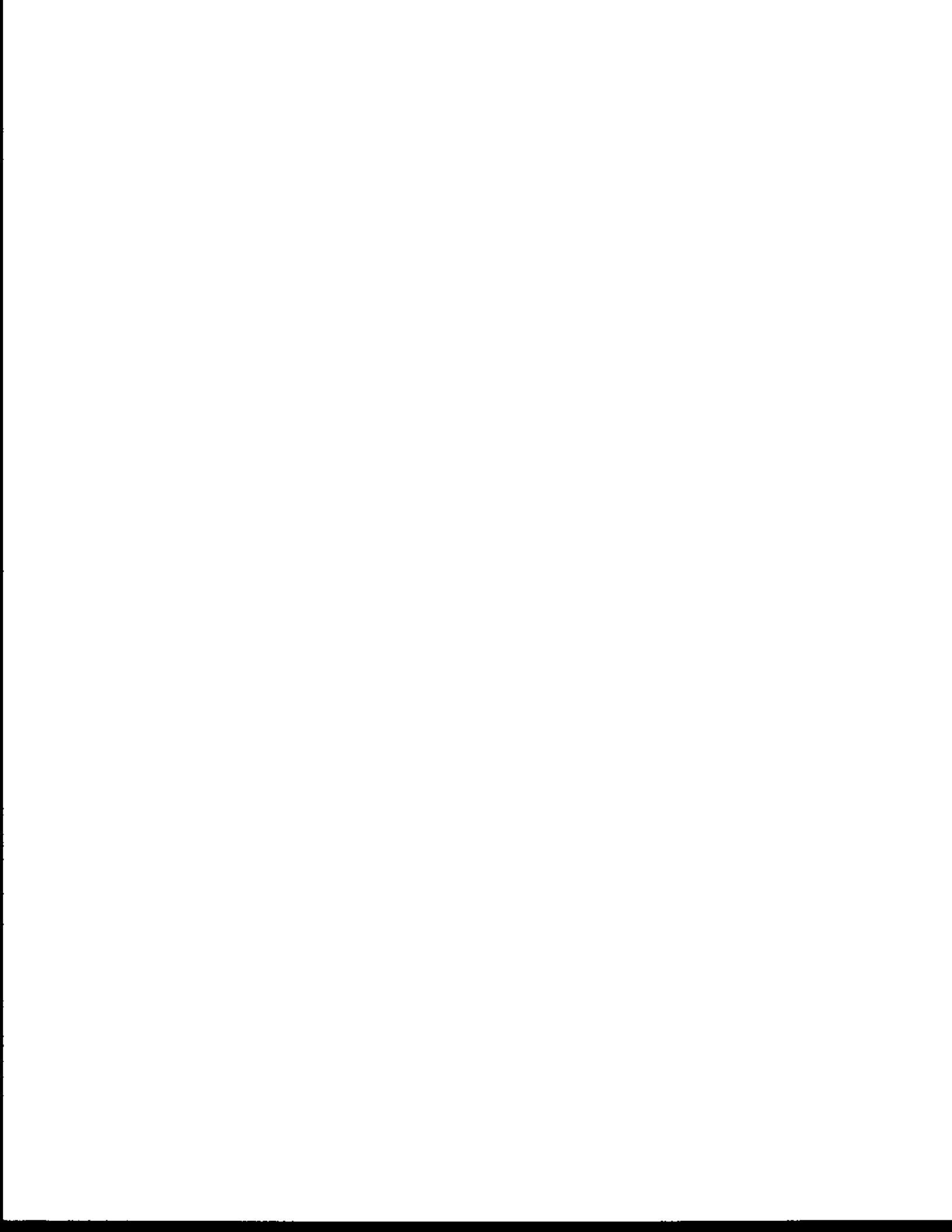
DISCUSSION ITEMS:

4. Committee Member Items: Speed Surveys (see Attachment 6)
Other Committee Member items
5. Staff Items: Madonna Bike Path- Next Steps
California/Foothill and Santa Rosa/Foothill Update
Bicycle Rodeo 2008
Railway Conference Update
Tentative agenda items for next meeting
 - Bicycle Boulevards- Measures of Success
 - Collision/Volume Location Review

ADJOURN to the regularly scheduled meeting date of July 10, 2008.



The City of San Luis Obispo is committed to including the disabled in all of its services, programs, and activities. Please contact the Clerk or staff liaison prior to the meeting if you require assistance



ACTION ITEMS:

Agenda Item #1: Election of Officers

Each year after the advisory body appointments have been made, the Bicycle Advisory Committee (BAC) elects a chairperson and a vice chairperson. Committee member Christian was serving as Chair until he resigned from the Committee last month. Committee member Keith is completing his second term as Vice Chair. The term of election is for one year, commencing upon election. No person shall serve in the office of chairperson or vice chairperson for more than two consecutive terms.

With the absence of a Chair, the Committee Vice Chair should open the floor for nominations for the office of Chairperson, close the floor for nominations, then ask members to vote for one of the nominees. If only one nominee is offered, then a voice vote can be taken. However, if more than one person is nominated, the BAC may want to cast a secret ballot. The same process should be followed for the office of Vice Chairperson.

Agenda Item #2: Safe Routes to School Grant Application

Grant applications for the Federal Safe Routes to School program are due July 18, 2008 (see Attachment 2, Application Notice). The program requires that physical improvements be located within a 2-mile radius of a school. A total of \$46 million is available and each of the 12 Caltrans Districts will receive a minimum of \$1 million. Additional information about the program and previously approved projects can be found on line at www.dot.ca.gov/hq/LocalPrograms/. Projects approved for funding last year in District 5 are included as Attachment 3.

Before identifying a project or program to apply for, City staff would like the Bicycle Advisory Committee's input. To assist the Committee in identifying potential projects, the Bicycle Transportation Plan projects have been sorted by "School Criteria" (see Attachment 4). Staff recommends that the Committee limit their consideration to high priority "School Projects" that cannot be completed by City maintenance crews. This would eliminate projects such as bike lane striping. The Committee should review the priority listing for discussion at the BAC meeting. This listing should be considered somewhat dated because priorities could have changed now that the Madonna bike path between the Madonna Inn and the Cerro San Luis trail head has been funded.

Staff Recommendation: The BAC should recommend one of the following projects for a Safe Routes to School grant application:

- a. Madonna Bike Path extension (information on this potential project will be provided at the meeting)
- b. Cerro Romauldo bicycle boulevard
- c. Safe Routes to School program

Agenda Item #3: Unmet Bicycle Needs

Each year the San Luis Obispo Council of Governments (SLOCOG) solicits comments from the community regarding unmet bicycle needs. This year SLOCOG received 24 comments for the City of San Luis Obispo. Staff has provided SLOCOG with a response to the comments (see Attachment 5). Several requests for bicycle facilities are not consistent with the adopted Bicycle Transportation Plan and therefore would require an amendment to the Plan.

Staff Recommendation: Review information provided and refer comments to next Bicycle Transportation Plan Update for Committee consideration.

DISCUSSION ITEMS:

Agenda Item #4: Committee Member Items

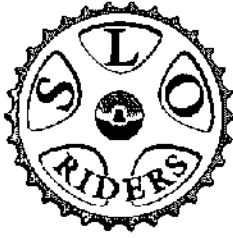
- Speed Surveys (see Attachment 6)
- Other Committee Member items

Agenda Item # 5: Staff Items

- Madonna Bike Path- Next Steps
- Santa Rosa/Foothill Update
- California/Foothill Update
- Bicycle Rodeo 2008
- Railway Conference Update
- Tentative agenda items for next meeting:
 - Bicycle Boulevards- Measures of Success
 - Collision/Volume Location Review
 -

ATTACHMENTS:

1. Draft BAC Meeting Minutes of March 27, 2008
2. Caltrans Application Notice for Safe Routes to School
3. District 5 Previously Approved Projects
4. Bicycle Transportation Plan Ranking of School Projects
5. Unmet Bicycle Needs Listing
6. Speed Survey Information



DRAFT MINUTES

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

March 27, 2008

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

Staff: Peggy Mandeville, Principal Transportation Planner, Michael Codron, Associate Planner, Michelle Lakey, Minutes Clerk.

PUBLIC COMMENT:

Adam Fukushima, Bike Coalition, noted that he presented Congresswoman Lois Capps with photos of the Bob Jones trail dedication and spoke to her about some of the community's bike trails and their current condition. The Coalition asked her for an earmark and explained that the community's support for these projects. The Rotary Club is working on a fundraiser asking people to contribute money to finish a bike path from Foothill to Campus Way. The fundraiser will help provide the missing link to finish this bike path. This will also help to get awareness out for the Railroad Safety Trail bike path. Adam introduced a new member of the Coalition staff. He is an Americorps member and their bike valet coordinator.

MINUTES: January 17, 2008

Action: Committee member (CM) Jean Anderson moved, and CM Matteson seconded to approve the minutes as amended. The motion passed unanimously.

ACTION ITEMS:

Agenda Item #1: Orcutt Area Specific Plan

Planner Mandeville introduced the project noting that the Committee reviewed a previous draft of the project and provided comments last year. Because the Committee's comments do not appear to be addressed in this hearing draft, staff suggested now is an appropriate time to reaffirm the Committee's previous comments and offer any other recommendations.

Michael Codron, Project Planner, provided the Committee with a summary of the Specific Plan's, circulation components. He noted that he will add a note to the circulation plan explaining it is a conceptual alignment. Planner Codron explained that the current Orcutt Area Specific Plan is a Public Hear Draft. He noted that item 5 on the Committee's previous comments, can be clarified to identify a specific bridge and include wording that bicycle bridges as being suitable facilities for supplemental funding. He explained that future bus stops will be determined once rider usage can be determined. Due to grades and feasibility, Planner Codron stated that the Industrial Way location for the bridge would work the best. He also explained the issues with the proposed alignment of the bike trail that currently ends at Johnson Avenue.

Public Comments

Phil Gray, owner of one of the Specific Plan properties, supports everything that has been showed in regards to Class 1 and 2, except for the bicycle/pedestrian bridge over the railroad tracks that connects to Industrial way. He feels that the cost is too high for the benefits to be received. The houses will be priced higher if this goes through. He would like this taken off of the Specific Plan. He feels that the bridge will cause a lot of safety problems. He feels that in the long run it will not be bicycle/pedestrian bridge, but a danger for children living in the area.

Jean Helphenstine, represents the 144 acres of the Righetti property, commends the work of Andrew Merriam and Michael Codron in developing the Specific Plan. She hopes that the Specific Plan will be received well by the Committee. She stated that thirteen owners are involved in this proposed project and that the property owners do not support the bike bridge over the railroad tracks. She understands the desires of the bicycle community in this regard, but feels that it will not be cost effective. She also stated that she does not feel that the bridge is connecting riders to a safe neighborhood. She does not feel that the bridge would be used for recreational purposes. She also does not feel that the bridge would add to the neighborhood. Overall she feels that there is little demand for the bridge.

Dale Sutliff, SLO Bicycle Club, feels that there are a lot of missing unsafe pieces to the puzzle. He would like to see clear connections from east to west from Orcutt to the proposed area. He questioned that even with the Bullock lane extension with the Class 1 what would connect the two. He noted that no clear point of connection to the Class 1 trail that goes from Johnson and Orcutt to the railroad trail. He would like to eliminate confusion for the bicyclists and drivers. He feels a better option would be to take the Class 1 and turn it east to the Tiburon drive connection and connect it to Orcutt Road.

Dick Muick, representing property owners in the Orcutt area, brought up some history of car accidents in the area. He is worried about safety in regards to some of the paths on the Conceptual Circulation Plan. Mr. Muick supports the suggestion that the text should be clearly stated about the bike path that it shall take a reasonable alignment in regards to future development.

No further public comments were given.

Committee Comments

Chairperson Christian, stated that site distance and traffic volumes are important in determining if the bike trail should be mid-block. He noted that the Plan should follow same guidelines as when planning a regular street. He is concerned about the marked Class 2 where there is no road currently being proposed. He wonders why there cannot be a tunnel under the railroad tracks. He doesn't agree that there should be a Class 1 continuing at B Street to Tiburon. He feels a parallel to the road Class 1 would only create problems. He would like staff to look at potential realignment of paths ending near Johnson/Orcutt area. He would like to see the Class 1 path behind the proposed site for a school to connect to the path right at the boundary behind the park/school and residential area. This would eliminate a bad intersection with the currently proposed path.

Committee member Lerner, appreciates the public's comments about the bridge over the railroad connecting Industrial Way to the new planned community. He feels that the only way to get around these tracks would be to go way out of the way causing an island in the middle of the area. He understands that Industrial Way being a location for a bridge might not be the best location, and would like to see if there could be one placed farther north possibly aligned with the Prado Road creating a continuous route. He does not want to isolate this neighborhood by not having the bridge over the railroad tracks.

Committee member Gillham, feels that eliminating the proposed bridge at Industrial Way would be an option to consider. He stated that the distance between Orcutt and Tank Farm is not so great that bicyclists could not be directed over to Sacramento through the neighborhood. He feels costs should be factored into making a decision. He would like to see the Class 1 path realigned at Johnson and Orcutt.

Committee member Anderson, agrees that the Industrial Way bridge is not the ideal solution. She is not sure what the solution or a better alternative would be at this time.

Committee member Matteson, is concerned about the cost of the bridge and feels it would be used by children and people wanting to get to the Marigold Center. He supports keeping a grade separating crossing at that location and would like to see a correction to the creekside trail to keep it parallel to the creek and make the future crossing at Industrial Way open to funding from other people. He feels that putting the price burden of the bridge solely on the property owners in the project is not necessarily the best idea since it will benefit people on both sides of the railroad tracks. He would like to eliminate the Class 1 path north of B street.

Committee member Lerner moved to motion, seconded by Committee member Matteson to keep a crossing over the railroad tracks.

Ayes: Committee members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motioned passed 5:0.

Committee member Matteson moved to motion, seconded by Committee member Gillham to leave the option open to share the cost for the grade separating crossing by more than just the residents in the new proposed neighborhood.

Ayes: Committee Members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motioned passed 5:0.

Committee member Lerner moved to motion, seconded by Committee Member Anderson to research potential locations for a crossing other than at Industrial Way.

Ayes: Committee Members Lerner, Gillham, Anderson & Chairperson Christian.

Noes: Committee member Matteson

Absent: Vice Chair Keith & Committee member Nuckols.

Motioned passed 4:1.

Committee member Lerner moved to motion, seconded by Anderson to realign east/west Class 1 path to generally follow the Bicycle Transportation Plan and determine the final alignment at the time of future subdivisions with the goal of developing a reasonable alignment with respect to the development and providing bike path connections at intersections (and not at mid-block locations).

Ayes: Committee Members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motion passed 5:0

Committee member Matteson moved to motion, seconded by Committee member Lerner to eliminate the Class 1 facility between C Street and the potential school site and align it to what is currently shown as the Class 2.

Ayes: Committee Members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motion passed 5:0

Committee member Anderson moved to motion, seconded by Committee member Lerner to drop the Class 2 in the traffic circle.

Ayes: Committee Members Lerner, Gillham, Anderson, Matteson & Chairperson Christian.

Noes:

Absent: Vice Chair Keith & Committee member Nuckols.

Motion passed 5:0

Agenda Item #2: Collision/Volume Location Review

Given the time, Committee member Matteson moved to motion, seconded by Committee Member Lerner to continue Item #2 to the next BAC meeting scheduled for May 15, 2008. The motion passed unanimously and the item was continued without discussion.

DISCUSSION ITEMS:

Agenda Item #3: Committee Member Items

- Speed Surveys- Item continued without discussion.
- Bicycle Boulevards- Item continued without discussion.
- Bikes on Buses Update- Committee member Gillham explained that 280 surveys were completed and submitted to Ride Share. The survey showed that 45% of people who filled out a survey are using a bike/bus combination in their commute to work. This survey was done to see if there was enough room on the bike racks on the city buses.
- Other Committee Member items-
 - Committee Member Anderson noticed that the "wave" bike racks that are not permitted for use in the City are being used at the new businesses next to Trader Joe's. She also would like the Committee to think about who their audience is when passing out flyers or brochures and what the design should be.
 - Committee Member Gillham has noticed construction signs in the bike lane on Laurel Lane.
 - Committee member Matteson provided staff with an old newspaper article. Staff will copy the article and share it with the Committee.

Agenda Item # 4: Staff Items

- Madonna Bike Path- Planner Mandeville noted that the City Council has approved a memorandum of understanding with the property owner wanting to donate the bike path as an air quality mitigation and Cal Trans has contacted the City to request they be included in discussions as the design moves forward.

- Santa Rosa/Foothill Update- Planner Mandeville has been unable to observe the intersection, but will try to do so before the next meeting.
- Bicycle Safety Education Contract- The San Luis Obispo County Bicycle Coalition has been hired to perform these duties for the City.
- 2007 Paving Projects Update- Planner Mandeville noted that she meetings with the paving engineers on a quarterly basis.
- Tentative agenda items for next meeting:
 - Swearing in of BAC member
 - Election of Chair and Vice Chair

Meeting adjourned at 10:00 pm to the next regular meeting at 7:00 pm on May 15, 2008 at 990 Palm Street, San Luis Obispo.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.gov/dist05>



Flex your power!
Be energy efficient!

May 1, 2008

Jay Walter
Director of Public Works
City of San Luis Obispo
919 Palm Street
San Luis Obispo, CA 93401

Dear Mr. Walter:

We are now accepting applications for the second cycle of the Federal, Safe Routes to School Program (SRTS). Applications for Infrastructure or Non-Infrastructure projects are due to our office by July 18, 2008.

Infrastructure projects are capital improvements within a two-mile radius of a grade school or middle school that make it safer or more convenient for children and adults who walk or bicycle to school. Non-infrastructure projects are education, encouragement, and enforcement activities that promote walking and bicycling to school.

The maximum amount available for Infrastructure projects is \$1 million, for Non-Infrastructure projects the amount is \$500,000 and both are 100 percent reimbursable.

Please note that with this cycle, Non-Infrastructure project applications are to be submitted to our local District office rather than Headquarters, and that a top official from a city, county, MPO, or RTPA must sign the application and that entity must act as the responsible agency.

Details about the SRTS Program, including the new Federal guidelines, are available on our website, www.dot.ca.gov/hq/LocalPrograms/.

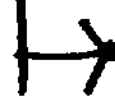
If you have any questions, please contact Mikie Wickersham, Program Coordinator, at (805) 549-3074.

Sincerely,

MICHAEL A. GIULIANO
District Local Assistance Engineer

Selected Safe Routes to School Applications in FFYs 2006/07 and 2007/08

No.	Proj_ID	Agency	Caltrans District	MPO	Project Type*	Project Location	Description of Work	Federal Funds
41	SRTSD04_0031	San Jose	04	MTC	I	San Jose Citywide	Citywide improvements of school crosswalk warning signs.	\$790,000
42	SRTSD04_0036	San Rafael	04	MTC	I	Happy Lane, adjacent to Sun Valley Elementary School.	Construct sidewalk facilities on the east side of Happy Lane, on the segment of roadway adjacent to Sun Valley Elementary School.	\$362,179
43	SRTSD50_0034	Santa Clara County	04	MTC	NI	Representative schools across Santa Clara County.	Provide selected pilot schools a foundation to create ongoing changes in walking/biking behaviors. A SRTS Coordinator will assist schools in conducting assessments. In addition, Traffic Safe Communities Network will provide at least one workshop for school site representatives.	\$500,000
44	SRTSD50_0041	Santa Rosa	04	MTC	NI	City of Santa Rosa.	Develop a 2-year pilot SRTS program, utilizing and built upon the techniques and successes of federally recognized SRTS program. Include events such as walk and bike to school days. Establish a task force.	\$250,000
45	SRTSD04_0061	Sebastopol	04	MTC	I	Sebastopol Union School District office (7601 Huntley Street).	Construct approx 260 feet of new sidewalk to close a gap fronting the Sebastopol Union School District office located at 7601 Huntley Street; install a new high-visibility crosswalk and signage	\$76,769
46	SRTSD50_0045	Sebastopol	04	MTC	NI	Park Side School, Pine Crest School, Brook Haven School and the Sebastopol Independent Charter School in the City of Sebastopol.	Establish a formal and ongoing SRTS Program for the 4 elementary schools in the Sebastopol Union School District, addressing the five E's, based on the national model program in neighboring Marin County.	\$250,000
47	SRTSD04_0070	Sunnyvale	04	MTC	I	Sunnyvale citywide	Install pedestrian countdown signals for 39 intersections, 3 in-roadway crosswalk lights and 4 vehicle speed feedback signs, at locations on walking routes to schools throughout the City of Sunnyvale.	\$295,600
48	SRTSD04_0056	Tiburon	04	MTC	I	Vicinity of Del Mar Middle School	Upgrade/enhance 18 crosswalks, install approximately 22 ADA compliant sidewalks/ramps, and install 1 traffic control device.	\$362,165
49	SRTSD05_0005	San Luis Obispo	05	SLDCCOG	I	Pathway connecting Oceanaire Drive and Vista Lago across Perfumio Creek.	Bicycle/Pedestrian bridge (minimum 180 ft. long x 8 ft. wide) across Perfumio Creek.	\$799,600



Selected Safe Routes to School Applications in FFYs 2006/07 and 2007/08

No.	Proj_ID	Agency	Caltrans District	MPO	Project Type*	Project Location	Description of Work	Federal Funds
50	SRTSD05_0007	San Luis Obispo County	05	SLOCOG	I	Price Street in the vicinity of Nipomo Elementary School.	Construct sidewalk, curb and gutter on the south side of Price Street, install bulbouts, flashing crosswalk system signs, and pedestrian bridge segments.	\$605,000
51	SRTSD05_0004	Santa Barbara	05	SBCAG	I	Jake Boyse Multipurpose Pathway	Construct an off-street multipurpose pathway separated from the roadway for exclusive use by bicyclists and pedestrians.	\$901,700
52	SRTSD05_0018	Santa Cruz County Health Services Agency	05	AMBAG	NI	Santa Cruz County and cities in the County	The Santa Cruz County Health Services Agency and the Santa Cruz Area Transportation Management Association are collaborating to motivate more students to safely walk and bike to school.	\$410,550
53	SRTSD05_0013	Seaside	05	AMBAG	NI	Coe Avenue	The Coe Avenue Enforcement and Education Program is a follow-on to the Office of Traffic Safety project specifically designed for Fitch Middle School. Help to reduce pedestrian accidents with a combination of enforcement, education and community involvement.	\$36,000
54	SRTSD05_0009	Watsonville	05	AMBAG	I	Various locations near elementary schools in residential neighborhoods	Install driver feedback signs and count-down pedestrian signals at various locations near schools.	\$297,000
55	SRTSD06_33	Fresno	06	COFCG	I	The intersection of Belmont Avenue and Mariposa Avenue	Install traffic signal light at the intersection of Belmont Avenue and Mariposa Avenue.	\$388,058
56	SRTSD05_0001	Fresno	06	COFCG	NI	Tehipite Middle School	Implement an educational program on bicycle and pedestrian safety to students through the services of the Volunteer Center of Fresno, including: a) High Visibility School Based on Events for "Keeping Kids Safe Day"; b) School assembly and classroom activities. c). School-Parent safety meetings.	\$23,500
57	SRTSD06_2	Kern County	06	KCOG	I	Stine Road at Bianchi Way and Wood Lane (Curran Middle School & Munsey Elem. School).	Construct curb, gutter, sidewalk, drive approaches, wheelchair ramps and AC tie-ins along Stine Road at Bianchi Way and Wood Lane.	\$243,000
58	SRTSD06_25	Lindsay	06	TCAG	I	Alameda St., Lafayette Ave., Sierra View St. and Stanford Ave	In the Page-Moore Tract subdivision, construct approximately one mile of new sidewalks over a ten-block area.	\$810,304
59	SRTSD06_28	Lindsay Unified School District	06	TCAG	I	Alameda St., Laurel Ave. and Sycamore Ave	In the Page-Moore Tract subdivision, construct approximately 1.2 miles of new sidewalks over a seven-block area.	\$833,756



* I: Infrastructure;
NI: Non-Infrastructure.

<p>SLO City</p>		<p>Request continued expansion of Rail Road Safety Trail (i.e. southward in SLO).</p>	<p>4</p>	<p>Request bike lane on Monterey St. between Grand Ave. and downtown.</p>	<p>1</p>	<p>downtown.</p>	<p>1</p>	<p>Request for centralized bike racks with surveillance in downtown SLO.</p>	<p>1</p>	<p>Request Class I adjacent to LOVR and Tank Farm Rd.</p>	<p>1</p>	<p>Request a water fountain be installed along Rail Road Safety Trail in SLO.</p>	<p>1</p>	<p>Request a bike path between Westmont Ave. and Highland Dr. parallel to Hwy 1.</p>	<p>1</p>	<p>Request bike lanes on both sides of Orcutt Rd. between Broad and Laurel Ln.</p>	<p>1</p>	<p>Request to improve crossing of Orcutt Rd. where Railroad Safety Trail currently ends.</p>	<p>1</p>	<p>Request a Class I connecting Railroad Safety Trail and Bob Jones Trail.</p>	<p>1</p>	<p>Request for a bike lane on upper Pismo St. in SLO.</p>	<p>1</p>	<p>Request improved maintenance/sweeping of bike lanes in and around South/Higuera St. and Higuera/Madonna Rd.</p>	<p>2</p>	<p>Request restriping bike lanes in both directions on Madonna Rd. overpass.</p>	<p>1</p>	<p>Request for a bike lane on Hathway St. and more regular street cleaning/maintenance.</p>	<p>1</p>	<p>Request improvements to S. Higuera St. southbound around right turn onto Madonna Rd. towards Hwy 101 overpass in front of Caltrans equipment yard (i.e. storm drain grate).</p>	<p>1</p>	<p>Request lighting be installed along RRST south of railroad station.</p>	<p>1</p>	<p>Request restriping center line on RRST.</p>	<p>1</p>	<p>Request bike lane striping on Orcutt Rd. b/w RRST and Johnson Ave.</p>	<p>1</p>	<p>Request more frequent maintenance of RRST.</p>	<p>1</p>	<p>Request bike lane be restriped on Santa Rosa St. at Olive St. (i.e. in front of Taco Bell).</p>	<p>1</p>	<p>Request Class II on California Blvd. b/w Foothill and Monterey St. be cleaned more frequently.</p>	<p>1</p>
<p>Consistent with City Bicycle Transportation Plan. Constructing the trail south of Orcutt Road is a requirement of the Orcutt Area Specific Plan.</p>																																											
<p>Consistent with City Bicycle Transportation Plan. Bike lanes will be installed if/when the street is widened or on-street parking removed. In the meantime, the City will be installing shared lane markings to notify motorists where bicyclists are sharing this roadway.</p>																																											
<p>In lieu of surveillance, the City is currently working with SLOCOG to provide bike lockers in downtown.</p>																																											
<p>The City's Bicycle Transportation Plan identifies a portion of Tank Farm Road and all of Prado Road for a Class 1 facility. Requests for changes to the Bicycle Transportation Plan should be submitted to the City's Transportation Division of Public Works.</p>																																											
<p>Not included in City Bicycle Transportation Plan. Will be costly if water meter is required. Request can be made to the City as part of FY 2009-11 Financial Plan goal setting process.</p>																																											
<p>Located outside of City limits, but within County and Caltrans jurisdiction. Comment should be forwarded to appropriate jurisdiction.</p>																																											
<p>Consistent with City Bicycle Transportation Plan. Widening, including bike lanes, currently under construction</p>																																											
<p>City Bicycle Transportation Plan identifies improvements. Crossing of Orcutt Road is included in Orcutt Road widening project.</p>																																											
<p>Not included in City Bicycle Transportation Plan. Request can be considered in next Bicycle Transportation Plan Update.</p>																																											
<p>Not included in City Bicycle Transportation Plan. Request can be considered in next Bicycle Transportation Plan Update.</p>																																											
<p>Comment noted and forwarded to appropriate City staff. Street sweeper schedule can be found on the Public Works Department page of the City's web site (www.slocity.org)</p>																																											
<p>Within Caltrans jurisdiction. Comment should be forwarded to Caltrans.</p>																																											
<p>Not included in Bicycle Transportation Plan. Request can be considered in next Bicycle Transportation Plan Update. Street sweeping comment will be forwarded to appropriate City staff. Street sweeper schedule can be found on the Public Works Department page of the City's web site (www.slocity.org)</p>																																											
<p>Comment should be forwarded to Caltrans who has jurisdiction over Hwy 227.</p>																																											
<p>Issue was raised last winter. In response City staff will propose additional lighting as part of the FY 2009-11 Financial Plan goal setting process.</p>																																											
<p>Comment noted. Staff will evaluate the need for re-striping.</p>																																											
<p>Consistent with City Bicycle Transportation Plan. Striping will be refreshed with maintenance of roadway.</p>																																											
<p>Bike path is maintained on a routine basis. Specific issues can be directed to "Service Request" on the City web site (www.slocity.org) or by contacting the Transportation Division at 781-7590.</p>																																											
<p>Caltrans will re-stripe bike lane as part of their Highway 1 rehabilitation project currently underway.</p>																																											
<p>Comment noted and forwarded to appropriate City staff. Street sweeper schedule can be found on the Public Works Department page of the City's web site (www.slocity.org)</p>																																											

85th Percentile Speed

Road engineers and traffic studies have shown that the best speed limit to post on a given road is the 85th percentile speed. The following description of the 85th percentile speed is taken from the publication titled "SPEED LIMITS" produced by the Maryland Department of Transportation and Maryland State Highway Commission.

What is the 85th Percentile Speed?

The 85th percentile speed is the speed at or below which 85 percent of the motorists drive on a given road unaffected by slower traffic or poor weather. This speed indicates the speed that most motorists on the road consider safe and reasonable under ideal conditions. It is a good guideline for the appropriate speed limit for that road.

Will crashes increase if the speed limit is raised?

Probably not. Research has shown that the posted speed limit has little effect on the speed at which most motorists drive. Raising the speed limit does not significantly raise the speed at which motorists drive, and lowering the limit generally does not appreciably reduce speeds. However, the more motorists learn that from their driving experiences that speed limits are set at speeds they consider safe and reasonable, the greater the chances that motorists will heed them. Speed limits significantly lower than the 85th percentile speed are ignored by many drivers and difficult to enforce.

In most instances, a speed limit based on the 85th percentile speed best reflects the expectations of the largest proportion of drivers; is found by most to be a safe and comfortable limit; facilitates speed enforcement; and offers the greatest chance of achieving some uniformity in speeds on a given road. When motorists drive at a relatively uniform speed, tailgating, lane changing, and overtaking are reduced. As a result, collisions are less likely to occur.

Those who drive much faster or slower than most of the drivers around them place themselves and others at considerable risk of a collision. When the posted limit is reasonable, enforcement can be targeted to the relatively small number of drivers who exceed the limit.

85th Percentile Speed

Q: What is the 85th percentile speed?

ANSWER: If the speeds of all motorists are ranked from slowest to fastest, the "85th percentile speed" separates the slower 85% from the fastest 15%.

(Similarly, the average speed separates the fastest 50% and slowest 50% of motorists in a normal speed distribution. In other words, the average speed is typically the "50th percentile speed").

Q: Why the 85th percentile? Why not the 99th, or 75th or 30th percentile?

ANSWER: Two reasons.

1. Most motorists travel at about the same speeds, so setting the speed limit at the 85th percentile legalizes the vast majority of motorists. About 70% of motorists travel in a 10-mph grouping (called the "pace"), which generally covers all but the fastest 15% and slowest 15%. If the speed limit were set at the average speed, only 50% of motorists would be legalized. Setting the speed limit about 5-mph higher (at the 85th percentile) legalizes the vast majority of motorists. Raising the speed limit another 5-mph wouldn't legalize that many more drivers, because the fastest 15% slowest 15% tend to more widely dispersed in traffic speeds.
2. Long standing research suggests that motorists far outside the normal traffic flow have higher accident rates. A speed limit at about the 85th percentile ("about" because speed limits are posted in 5-mph increments) legalizes consensus of most motorists, and after a reasonable enforcement tolerance, focuses law enforcement on motorists far outside the normal flow.

Q: Why the 85th percentile? What about other factors? For example, the number of driveways, or traffic volume, or pedestrain counts, or the distance of sidewalks from the road, or design speed, or roadside residents' opinions?

ANSWER:

1. Most motorists evaluate the existing road conditions, and adjust their travel speeds accordingly. If a speed limit is set at the 85th percentile of free-flowing traffic under favorable conditions, all relevant factors are accounted for in the motorists' speeds. Past research shows motorists adjust their speeds based on lane width, access points, etc. ("Free-flowing" traffic means traffic is light enough that only normal key factors are reflected in motorists' choices, not bad weather conditions, or congestion, or rush hour.)