



AGENDA

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), Trevor Keith (Vice Chair), Jean Anderson, Tim Gillham, Ben Lerner, Glen Matteson and Tom Nuckols.

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: January 17, 2008 (see Attachment 1)

ACTION ITEMS:

1. Orcutt Area Specific Plan (Attachment 2 and 3)
2. Collision/Volume Location Review (Attachment 4)

DISCUSSION ITEMS:

3. Committee Member Items:
 - Speed Surveys (see Attachment 5)
 - Bicycle Boulevards- Measures of Success
 - Bikes on Buses Update (Gillham)
 - Other Committee Member items
4. Staff Items:
 - Madonna Bike Path- Next Steps
 - Santa Rosa/Foothill Update
 - Bicycle Safety Education Contract
 - 2007 Paving Projects Update
 - Tentative agenda items for next meeting:
 - Swearing in of BAC member
 - Election of Chair and Vice Chair

ADJOURN to the regularly scheduled meeting date of May 15, 2008.



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ACTION ITEMS:

Agenda Item #1: Orcutt Area Specific Plan

Attachment 2 includes the December 2007 Hearing Draft of the Circulation Chapter of the Orcutt Area Specific Plan for the Committee's review and comment. In March 2007, the Committee reviewed a previous draft and provided comments (see Attachment 3). The Committee's comments do not appear to be addressed in this hearing draft, so now is an appropriate time to reaffirm the Committee's previous comments and offer any other recommendations.

The Bicycle Advisory Committee should review and comment on the Plan's proposed bicycle facilities, Plan policies and the Plan's conformity with the 2007 Bicycle Transportation Plan.

The entire draft specific plan document is provided with your agenda packet. This document can also be viewed on the City's web site at www.slocity.org. The enclosed Specific Plan document will be shared by several advisory bodies so please bring the Plan document to the meeting unmarked.

Staff recommendation: Review the draft specific plan, reaffirm the Committee's previous comments and provide any additional comments and/or recommendations to staff that will be forwarded to the Planning Commission.

Agenda Item #2: Collision/Volume Location Review

Note: Depending on the amount of time spent on Item #1, this item may be continued to the next Bicycle Advisory Committee meeting scheduled for May 15, 2008.

With the completion of the Bicycle Transportation Plan Update, the Committee has been taking time to review high bicycle collision and volume locations for possible improvements. To date the Committee has reviewed the intersections of Santa Rosa/Olive, California/Foothill, McMillan/Orcutt, and Santa Rosa/Foothill. The next highest ranking intersections are Hathway/Longview for volume and Chorro/Higuera for collisions. Attachment 4 includes information about both intersections.

Staff Recommendation: Review information provided, observe the intersections operation and provide staff with any recommendations.

DISCUSSION ITEMS:

Agenda Item #3: Committee Member Items

- Speed Surveys (see Attachment 5)
- Bicycle Boulevards- Measures of Success
- Bikes on Buses Update (Gillham)

- Other Committee Member items

Agenda Item # 4: Staff Items

- Madonna Bike Path- Next Steps
- Santa Rosa/Foothill Update
- Bicycle Safety Education Contract
- 2007 Paving Projects Update
- Tentative agenda items for next meeting:
 - Swearing in of BAC member
 - Election of Chair and Vice Chair

ATTACHMENTS:

1. Draft BAC meeting minutes of January 17, 2008
2. Orcutt Area Specific Plan Excerpt
3. 2007 BAC Recommendations on Orcutt Area Specific Plan
4. Collision /Volume Information
5. Speed Survey Information

ENCLOSURE:

1. December 2007 Public Hearing Draft Orcutt Area Specific Plan



MINUTES

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 Council Hearing Room, City Hall
 990 Palm Street, San Luis Obispo

January 17, 2008

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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), Trevor Keith (Vice Chair), Jean Anderson, Ben Lerner, Glen Matteson and Tom Nuckols. Tim Gillham was absent.

Staff: Peggy Mandeville, Principal Transportation Planner, Jill Francis, Minutes Clerk

PUBLIC COMMENT:

Dale Sutliff, advocate for the San Luis Obispo Bicycle Club introduced himself.

No further comments were made on items not on the agenda.

MINUTES: November 15, 2007

Action: Committee Member Lerner moved and CM Matteson seconded to approve the minutes as submitted. The motion passed unanimously.

ACTION ITEMS:

1. Collision/Volume Location Review- Foothill/Santa Rosa

CM Lerner pointed out that some eastbound Foothill Boulevard cyclists are positioning themselves in the gutter next to the curb at the Santa Rosa intersection rather than transitioning to the through bike lane. Staff suggested that the intersection be observed and bicyclists interviewed to learn why bicyclists are not using the bike lane. Staff requested that any observations made by Committee members should be forwarded to staff. If an issue is identified, staff will take steps to address the issue and provide the Committee with any action taken. CM Anderson volunteered to develop a flyer for the intersection.

Action: The Committee continued action on developing recommendations for the Foothill/Santa Rosa intersection until additional information has been presented to the Committee.

DISCUSSION ITEMS:

2. Committee Member Items:

Morro Street Bicycle Boulevard

Dan MacKirdy, Morro Street resident, expressed concern regarding the impact of changing stop sign orientations on Morro Street to accommodate bicyclists. He advised the Committee that the vehicle traffic speeds have increased on Morro Street since the stop sign changes were made.

Dale Sutliff, SLO Bike Club, noted that he does not travel by bicycle on Morro Street as much as he would like because motorists accelerate past him.

The Committee discussed the issues raised and the information available from 2004 and 2007 traffic counts regarding traffic volume and speeds. Staff noted that bulbouts/curb extensions and a traffic diverter are scheduled to be installed on Morro Street this summer. It was suggested that adding a traffic island at the intersection of Church Street could be a solution to deter through traffic from continuing to the end of Morro Street.

Dan Mackirdy noted that he was pleased to learn of the traffic calming features that will be added to Morro Street.

The Committee recommended that the "measures of success" for bicycle boulevards be reevaluated and expanded to include neighborhood impacts. The Committee also recommended that staff return with information about how traffic counts are tabulated, including the 85th percentile speed.

Bike Riding on Sidewalks

Staff provided the Committee with the cost of fines for riding a bicycle on the sidewalk (\$66 to \$126). Chair Christian provided a Police Department listing of bicycle citations noting that most of the cyclists were not fined. CM Anderson spoke of witnessing frequent violations of the law. It was noted that police involvement and education should be the main focus regarding bicycles on sidewalks.

Suzie Kees, SLO resident, suggested that the Police Department insist that violators go to Bicycle Safety School instead of receiving them a fine.

Christina Seely, SLO resident, observed elementary school students riding on the sidewalk on Broad Street near Utopia Bakery and she suspected they felt safer on the sidewalk given the high volume and speed of the vehicle traffic.

Staff volunteered to discuss the issue with the Police Department and report their recommendations back to the Committee. Chair Christian volunteered to attend any meetings and seek input from Janice Goodwin, SLO Police Department, Bicycle Unit.

Bikes on Buses

This item was deferred to a future meeting.

Other Committee Member items

Chair Christian spoke of the author of "Bicycling and the Law" and the potential for him to speak to the residents of San Luis Obispo as part of his book tour.

CM Anderson notified the Committee of changes in the law that became effective on January 1.

CM Nuckols notified the Committee that he will be unable to attend the March BAC meeting.

Staff Items

Staff provided the Committee with updates on City projects related to bicycling.

Staff notified the Committee that there will be one opening on the advisory body and the Advisory Body recognition event is scheduled for March 13.

Staff notified the Committee that upcoming agenda items will include the Orcutt Area Specific Plan.

Staff notified the Committee that Adam Fukushima and Jill Francis have given notice and will be leaving their respective temporary positions at the City.

Staff requested that the March meeting be held one week later, on March 28 and the Committee concurred.

The meeting adjourned at 8:48 p.m. to the rescheduled meeting date of March 28, 2008.



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5 CIRCULATION

Intent

The primary objective of the circulation plan is to provide access to, and through, the Orcutt Area by developing a network of interior roadways and linking these to existing arterials adjacent to the Specific Plan Area. Development of circulation in the Orcutt Area also includes provision of circulation systems that support alternative modes of transportation.

The circulation plan provides direct connections between the existing arterials (Orcutt Road and Tank Farm Road) and the new roads in the Orcutt Area (**Figure 5.1**). These connections will facilitate access for Orcutt Area residents to downtown, the airport and Highway 1 via Broad Street and other major arterials. The Orcutt Area circulation plan incorporates specific recommendations of the City's General Plan (amended in 2006) and the City's recent area-wide traffic study for the southern portion of San Luis Obispo. While the proposed design provides connections to existing arterials, it seeks to minimize creation of new thoroughfares between Orcutt Road and Tank Farm Road or Johnson Avenue and Prado Road that would encourage substantial increases in traffic through the existing and future residential neighborhoods in the southern portion of the City. Internal circulation in the Orcutt Area is designed to promote traffic calming and moderate vehicle speeds while maintaining safe traffic flow. The traffic calming features, discussed in the following sections, will provide for the safety of pedestrians while maintaining circulation. The overall goals guiding the Orcutt Area Specific Plan's circulation are:

- Goal 5.1:** A circulation system that is conducive to efficiency and safety which accommodates new trips generated by development within the Orcutt Area.
- Goal 5.2:** Direct connection to existing arterial streets and access to other parts of the City.
- Goal 5.3:** Bicycle and pedestrian circulation routes, and access to public transit service that promotes these modes of transportation.

5.1 ARTERIALS

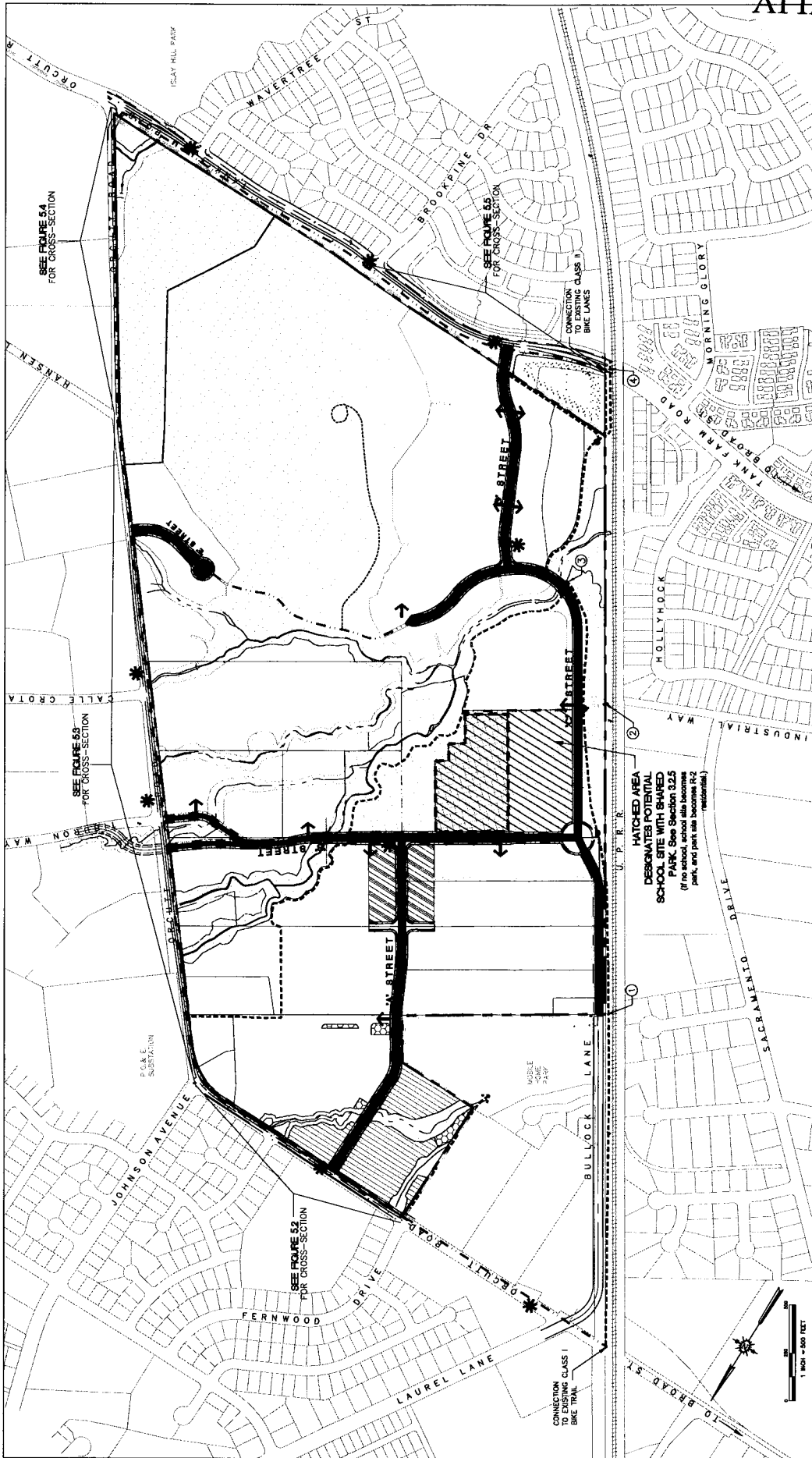
Orcutt and Tank Farm Roads are the arterial streets serving the Orcutt Area. Orcutt Road is contiguous with two sides of the Specific Plan Area and consists of two lanes with Class II bicycle lanes on both sides of the road from Johnson Avenue to Tank Farm Road. Per the Specific Plan, Orcutt Road will have connections with three new roads in the Orcutt Area: the residential collectors "A" and "B" and the local "E" Street. Traffic accessing the Orcutt Area from the north will use Orcutt Road and "A" Street or Bullock Lane. Tank Farm Road and "D" Street provide access from the south. Based upon preliminary traffic studies only, a minor increase in volumes on Orcutt Road is expected. Levels of service on Orcutt Road will not change and no additional through traffic lanes on Orcutt Road between Johnson and Tank Farm Roads are anticipated, though an additional turn lane will be added.

Tank Farm Road is four lanes between Broad Street and the proposed "D" Street intersection and two lanes between "D" Street and Orcutt Road. Based on a preliminary traffic study prepared by the City, traffic volumes are expected to increase a moderate amount on Tank Farm Road as a result of the new development. However, given the existing number of lanes on Tank Farm Road, no additional through lanes are required but a turning lane will be provided.

Policy 5.1.a: Existing arterial roadways should be improved where necessary in order to provide safe, adequate circulation.

*DRAFT ORCUTT AREA SPECIFIC PLAN**5 Circulation*

- Program 5.1.1: Orcutt Road shall be improved to include a continuous two-way left-turn lane, Class II bicycle lane, and curb and gutter between Johnson Avenue and Tank Farm Road (Figures 5.2A-B, 5.3A-B, and 5.4).
- Program 5.1.2: Tank Farm Road shall be widened at "D" Street, Brookpine Drive, and Wavertree Street to provide left-turn lanes. Widening of Tank Farm Road shall be consistent with City standards for Parkway Arterials which include installation of curb and gutter, sidewalks and bus pullouts (Figure 5.5).
- Program 5.1.3: Minor realignment of the Tank Farm Road/Orcutt Road intersection shall be completed in Phase I to correct the existing skewed alignment.
- Policy 5.1.b: *Intersection separation between the existing roads and new Specific Plan Area roads joining Orcutt Road and Tank Farm Road shall be no less than 150 feet and is recommended at 200 feet.*
- Policy 5.1.c: *New individual driveway access onto Orcutt Road shall be prohibited under the Specific Plan. Existing driveways with access onto Orcutt Road may be used either for the existing number of units already constructed on land under one ownership or up to a total of two units for each existing ownership if not now constructed. Additional units above these thresholds shall require new road and intersection improvements as provided in the Specific Plan.*
- Policy 5.1.d: *The City has determined that additional studies and funding from sources other than development in the Orcutt Specific Plan Area will be required for the UPRR over crossing. The costs and phasing of this project shall not delay the orderly progress of development within the Specific Plan.*
- Policy 5.1.e: *Applicants for projects within the Specific Plan Area shall pay their fair share of circulation improvements, some of which may not be 100% attributable to development of the Plan area, into the Traffic Impact Fee Program as determined by the Director of Public Works. For those improvements that are project specific, applicants for projects within the Specific Plan area shall pay fees, prepare, and submit necessary plan specifications for improvements in compliance with City standards. Projects funded by the TIF program include Orcutt Road widening between Broad Street and Laurel Lane, a grade separated crossing at the UPRR just west of Laurel Lane, Broad and South Street intersection, Broad Street and Tank Farm Road intersection, Orcutt Road and Johnson Avenue intersection and Orcutt Road and Tank Farm Road intersection.*
- Policy 5.1.f: *City shall work to develop additional funding sources for bicycle bridge construction connecting to points outside the specific plan area.*



NOTES

1. CLASS ONE BICYCLE PATH ADJACENT TO ROAD TO BE DESIGNATED AS CLASS ONE BICYCLE PATH
2. LOCATION OF BRIDGE GRADIENT SEPARATED PEDESTRIAN/BICYCLE RAILROAD CROSSING
3. CLASS ONE PATH CROSSES AT ROAD BRIDGE TO MINIMIZE WETLAND IMPACTS
4. SHOWING PROPERTY IS NOT A PART OF THE SPECIFIC PLAN RESPONSIBILITY.

- CLASS I BIKE PATH
- CLASS II BIKE LANE
- RECREATION TRAIL
- NEIGHBORHOOD PARK
- SCHOOL SITE
- OPEN SPACE
- DETENTION BASIN
- MIXED USE/NEIGHBORHOOD COMMERCIAL
- LINEAR PARK/FLOODABLE TERRACE
- R-1
- R-2
- R-3
- R-4

- COLLECTOR
- BUS STOPS
- APPROXIMATE CONNECTION LOCATION OF ESSENTIAL LOCAL STREETS
- CONNECTION POINT
- HATCHED AREA DESIGNATES POTENTIAL SCHOOL SITE WITH SHARED PARK. (If no school, school site becomes park, and park site becomes R-2 residential.)

LEGEND

ORCUTT EXPANSION AREA
SPECIFIC PLAN

DECEMBER 2007

FIGURE 51
CIRCULATION PLAN

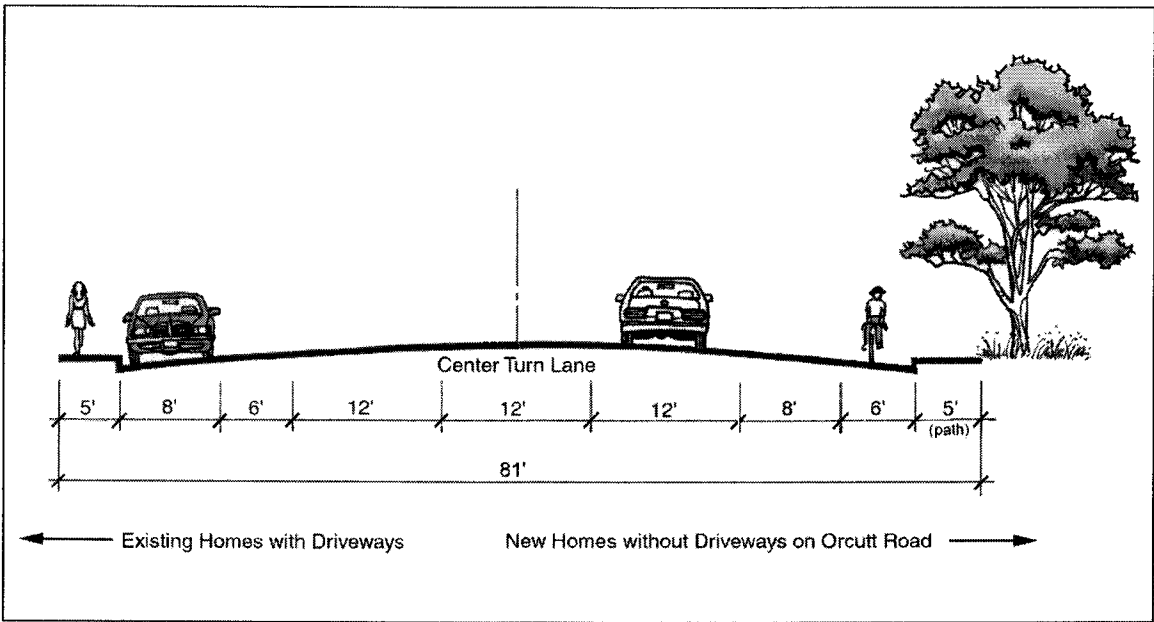


FIGURE 5.2A ORCUTT ROAD FROM LAUREL DRIVE TO JOHNSON AVENUE

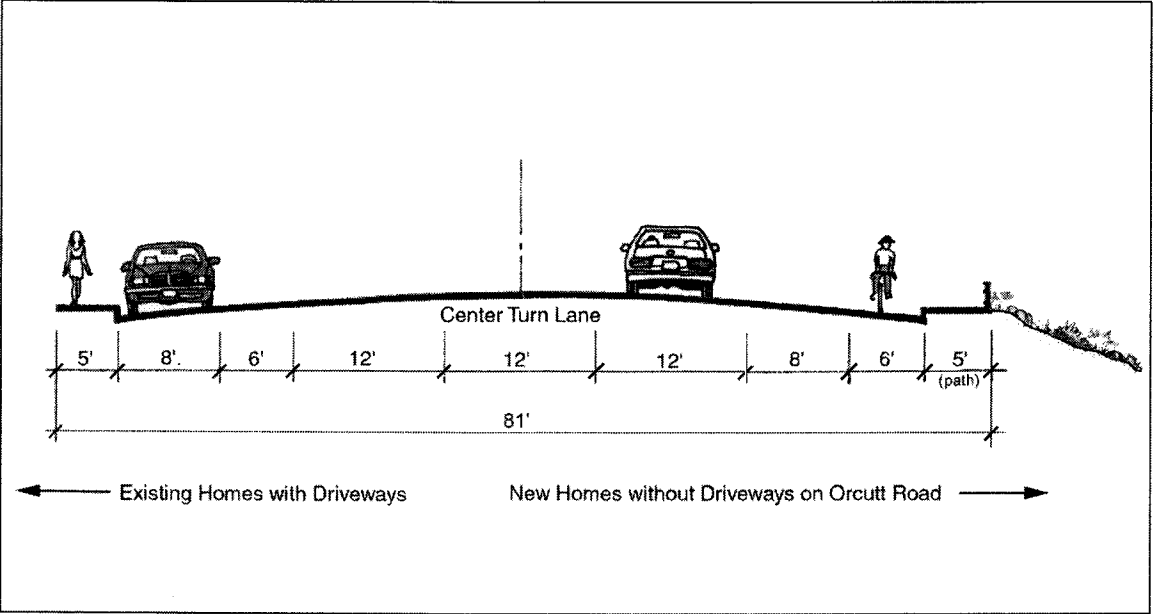


FIGURE 5.2B ORCUTT ROAD FROM LAUREL DRIVE TO JOHNSON AVENUE
AT CULVERT/CREEK CROSSING

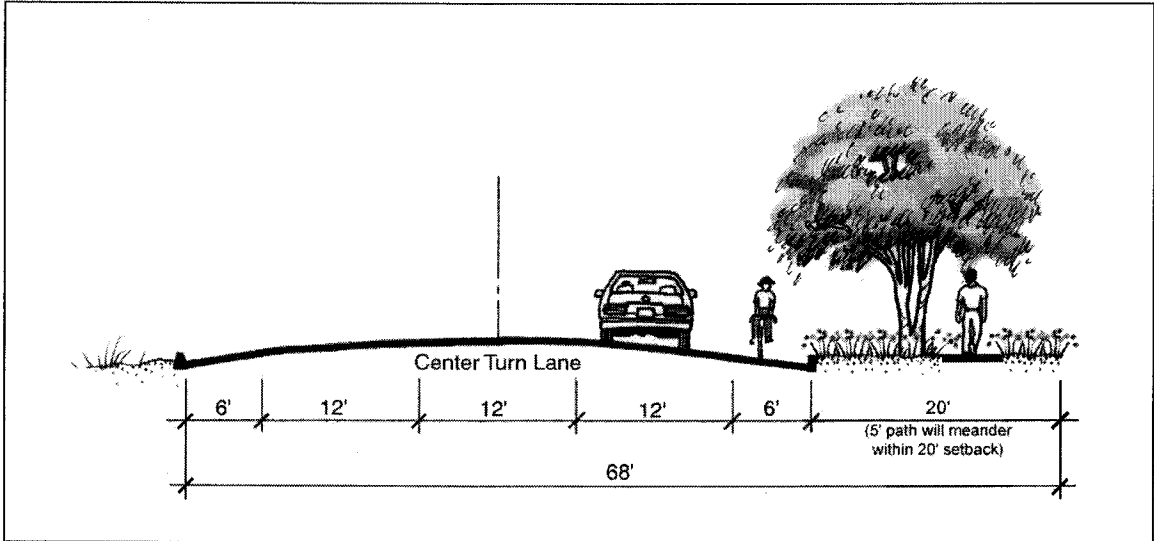


FIGURE 5.3A ORCUTT ROAD FROM JOHNSON AVENUE TO HANSEN LANE

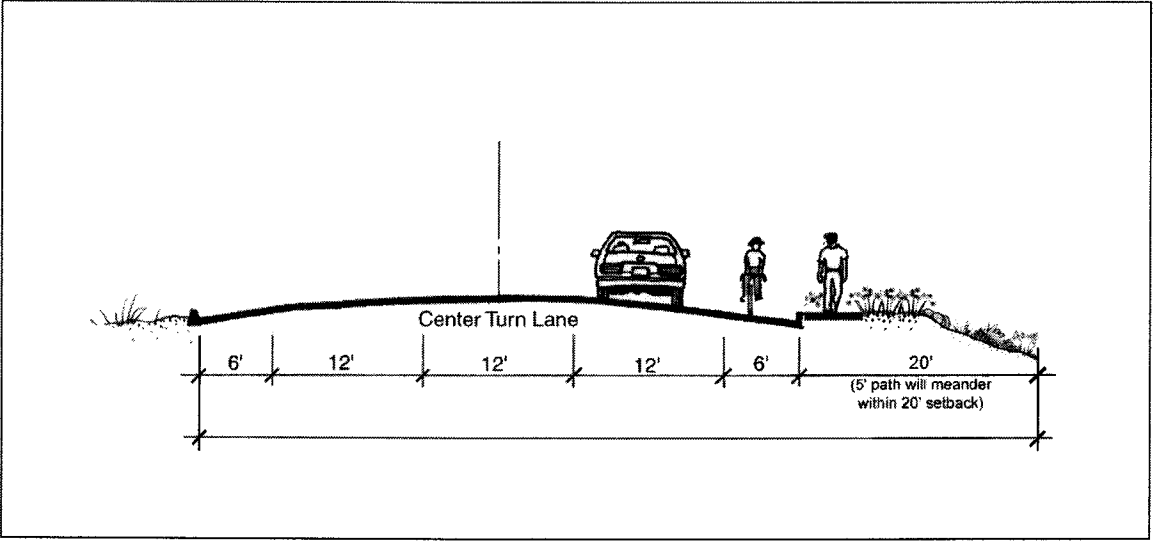
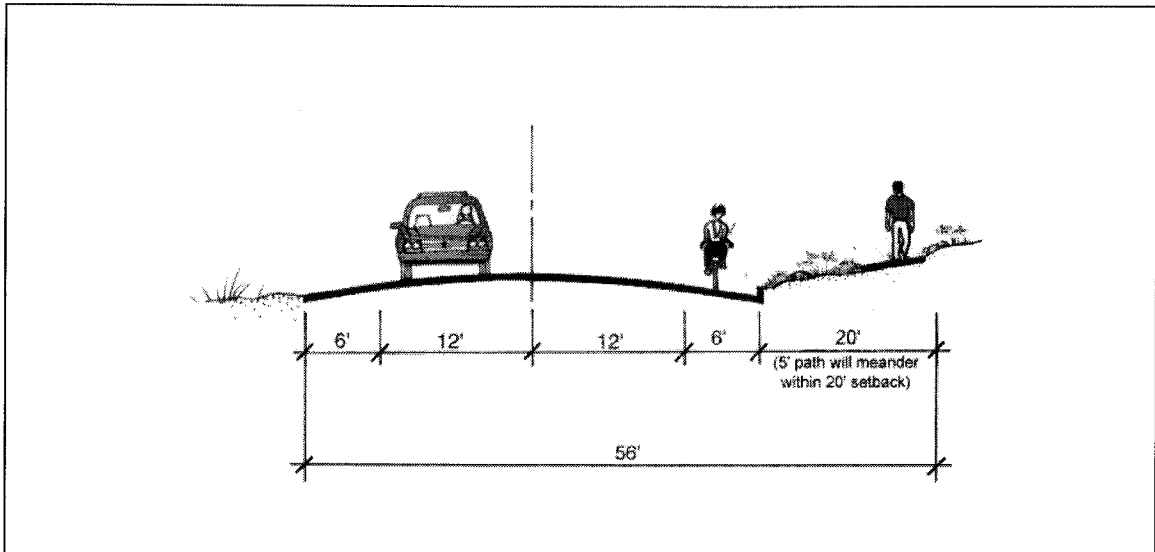


FIGURE 5.3B ORCUTT ROAD FROM JOHNSON AVENUE TO HANSEN LANE
AT CULVERT/CREEK CROSSING



**FIGURE 5.4 ORCUTT ROAD FROM HANSEN LANE TO TANK FARM ROAD
(AFTER TERMINATION OF CENTER LANE ON ORCUTT ROAD)**

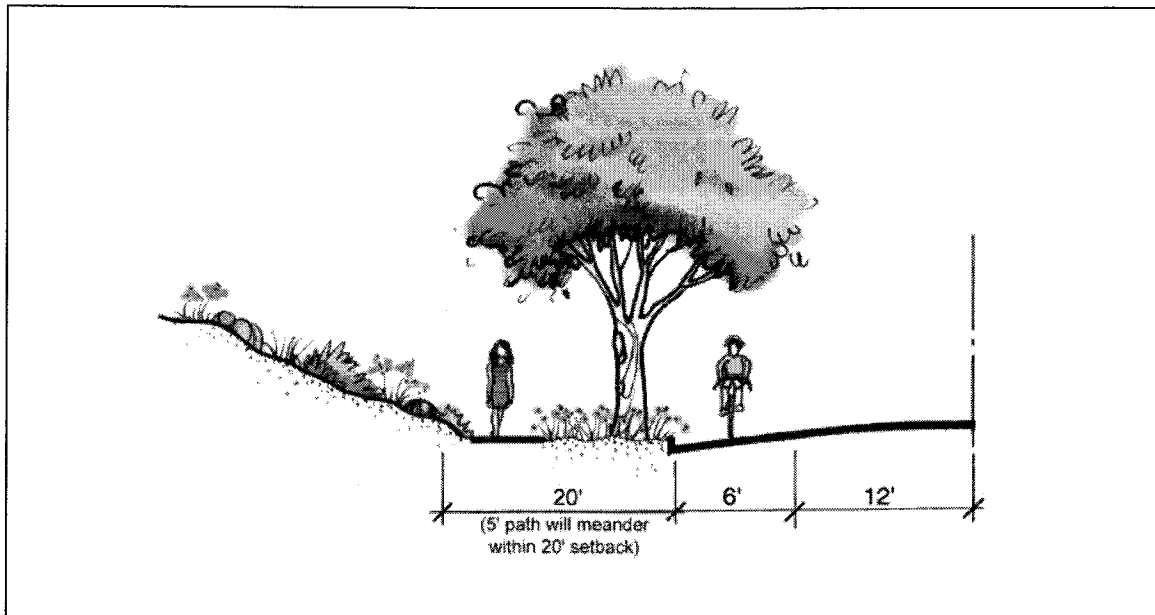


FIGURE 5.5 NORTH SIDE OF TANK FARM ROAD FROM RAILROAD TO BROOKPINE DRIVE

*DRAFT ORCUTT AREA SPECIFIC PLAN**5 Circulation***5.2 COLLECTOR STREETS**

New residential collector streets, "A", "B", "C" (including the Bullock Lane extension), and "D" Streets, network through the Orcutt Area to connect the residential areas to Orcutt Road and Tank Farm Road. These streets are the connecting links for the residential areas.

Policy 5.2.a: Four new collector streets shall be constructed within the Orcutt Area to provide connections to existing arterials.

Policy 5.2.b: Features shall be incorporated into the circulation plan to promote traffic calming consistent with the City's 25 mph standard in residential areas. The design of traffic calming devices will ensure adequate access and circulation for emergency vehicles and public transit and provide for underground utilities.

Program 5.2.1: All collector streets in the Orcutt Area will consist of a single lane of travel in each direction.

Street Specific Programs

Program 5.2.2: The entire "A" Street right of way shall include Class II bike lanes, and separated sidewalks on both sides of the street. No street parking will be allowed on "A" Street except along the neighborhood commercial frontage (**Figure 5.6**).

Program 5.2.3: The "B" Street right of way shall be developed as follows:

- a) Orcutt Road to Neighborhood park right of way shall include separated sidewalk, Class II bike lanes, and street parking on the north side of the street only, similar to **Figure 5.7**.
- b) Neighborhood park frontage shall include Class II bike lanes, and separated sidewalks on both sides of the street, except at the commercial area (refer to design concept plan). Street parking will be allowed on the south side of the street only (**Figure 5.7**).
- c) The neighborhood park to the traffic circle right of way shall include Class II bike lanes, and separated sidewalks on both sides of the street. No street parking will be allowed along this portion of "B" Street (**Figure 5.6**).
- d) Traffic calming features on "B" Street include landscaped bulb-outs at the "A" Street intersection, street trees along planting strips and textured paving for crosswalks (**Figure 5.8**).
- e) A pedestrian friendly intersection with "A" Street has been identified in the design section of the OASP. Specific improvements call for traffic calming paving and street alignment, special landscape features and urban amenities.
- f) Engineering review of the Specific Plan identified that "B" street must connect through to Orcutt Road either with a direct connection at Tiberon Way to the east, or with a 250 foot offset. Several alternatives for the direct connection exist including one that requires taking of property to the east of Orcutt and relocating Tiberon Way. Two of the most viable options for the intersection of "B" Street to Orcutt Road are shown on the Specific Plan map. The actual option selected will depend either on which property owner with requirements to connect to Orcutt Road develops first, or that a mutually satisfactory resolution to the alignment is reached between the adjacent property owners. The less costly and preferred alignment for providing both a standard intersection with Tiberon Way and

- allowing street access to the southeast parcel is option "A". However, if this owner does not annex and develop, then the owner of the northeast parcel shall have the right to exercise option "B" or pursue alternative means to implement option "A."
- Program 5.2.4: "C" Street right of way shall be developed as follows:
- a) Traffic circle to "C" Street Bridge right of way shall include separated sidewalk. No street parking shall be allowed along his section of "C" Street (**Figure 5.9**).
 - b) "C" Street Bridge to Righetti Hill open space right of way shall include Class II bike lanes on both sides of the street. No street parking will be allowed along this portion of "C" Street (**Figure 5.6**). (A separated Class I bicycle path is provided within the linear park.)
 - c) Traffic calming on "C" Street will be achieved through reduced sight distance with gently curving alignments.
- Program 5.2.5: The entire "D" Street right of way shall include Class II bike lanes, and separated sidewalks on both sides of the street. No street parking will be allowed on "D" Street. Traffic calming on "D" Street will be achieved through reduced sight distance with gently curving alignments (**Figure 5.6**).
- Program 5.2.6: Existing Bullock Lane will be extended south to connect with the traffic circle at the intersection of "B" and "C" Streets. The right-of-way shall include street parking and adjoining sidewalks (**Figure 5.10**).
- Program 5.2.7: A traffic circle should be constructed at the intersection of "B" and "C" Streets and Bullock Lane which will allow for safe flow of traffic through the 3-way intersection while promote traffic calming by slowing driving speeds.
- Program 5.2.8: Shared driveway access for multi-family developments and single-family residences will be allowed on "A", "B", "C", or "D" Streets. Private driveway access for single family residences will not be allowed on most of "A", "B", "C", or "D" Streets with the exception of limited private driveway access allowed on:
- a) The eastern portion of "B" Street from the "B" Street Bridge east to Orcutt Road.
 - b) "C" Street in the residential areas east of the "C" Street Bridge.

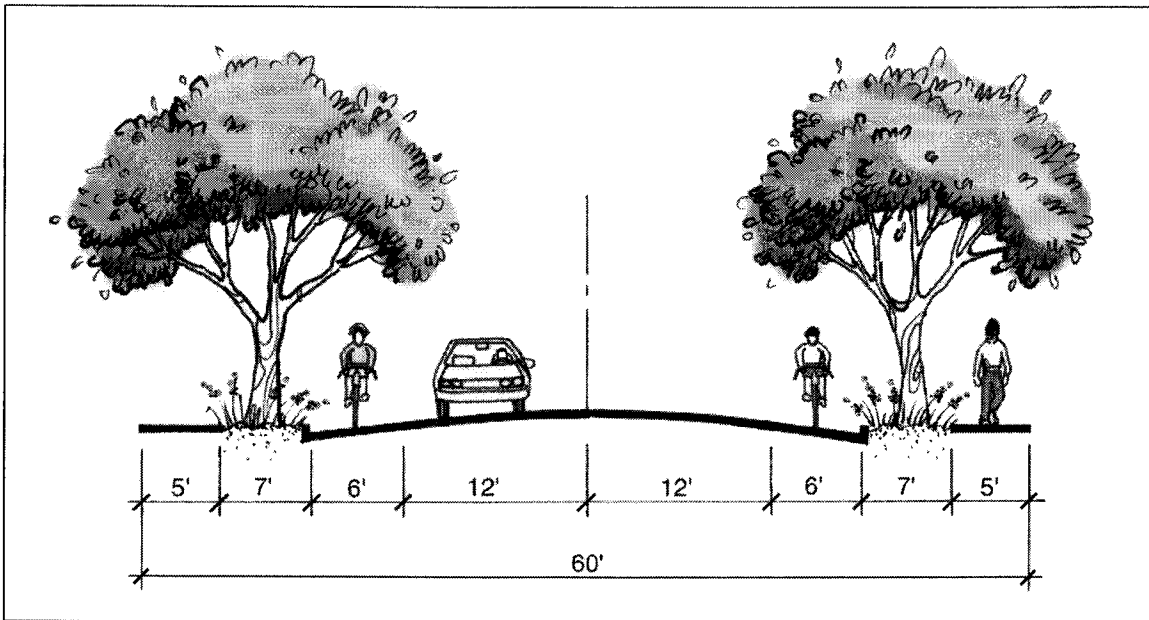


FIGURE 5.6 COLLECTOR: 'A' STREET, 'D' STREET, AND A PORTION OF 'B' & 'C' STREETS EXCEPT AT MIXED USE AREA - SEE FIGURE 3.1

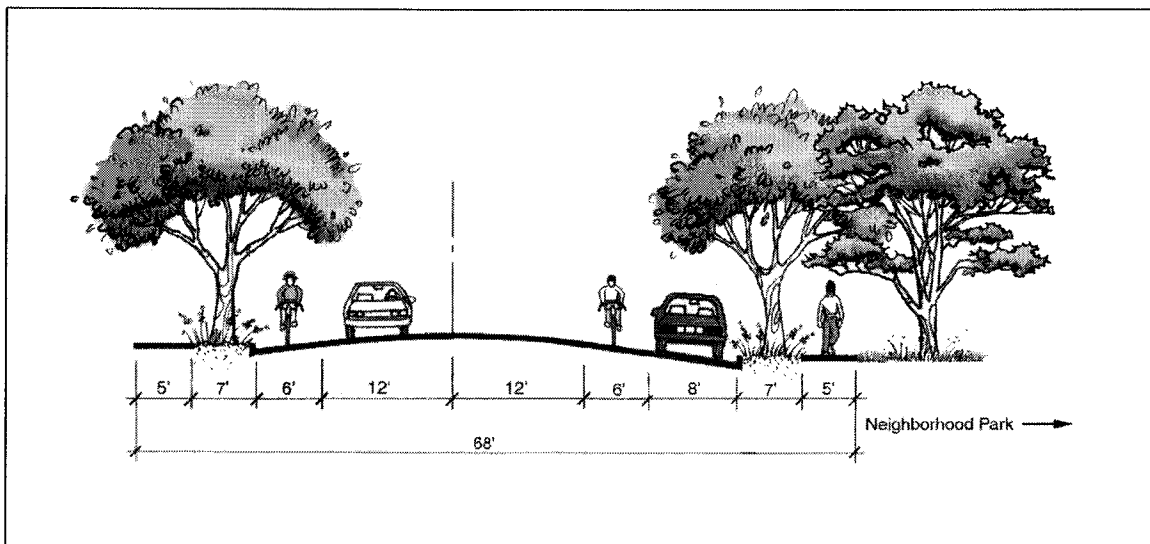


FIGURE 5.7 COLLECTOR: 'B' STREET FRONTING NEIGHBORHOOD PARK

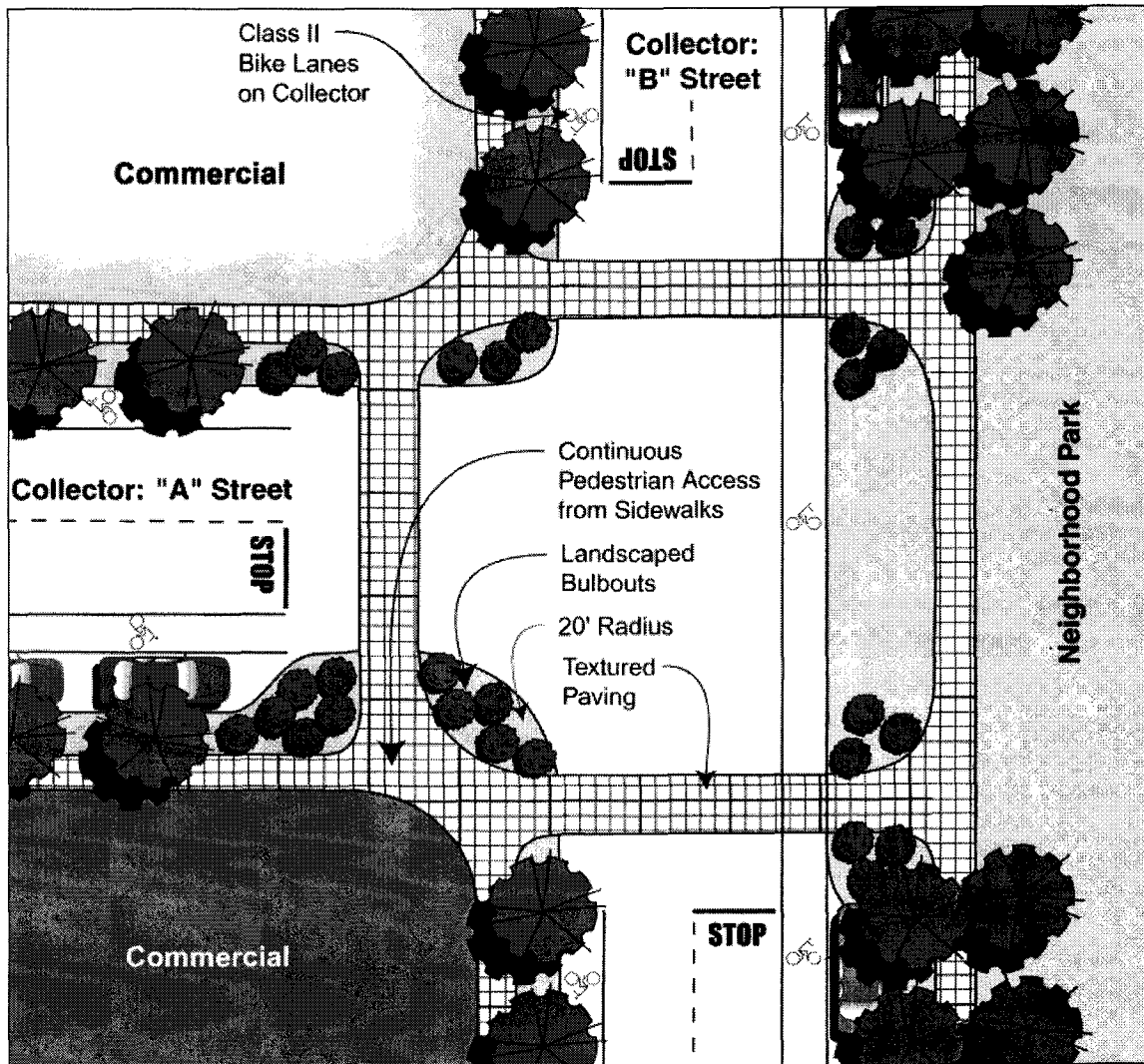


FIGURE 5.8 TRAFFIC CALMING FEATURES ON 'B' STREET

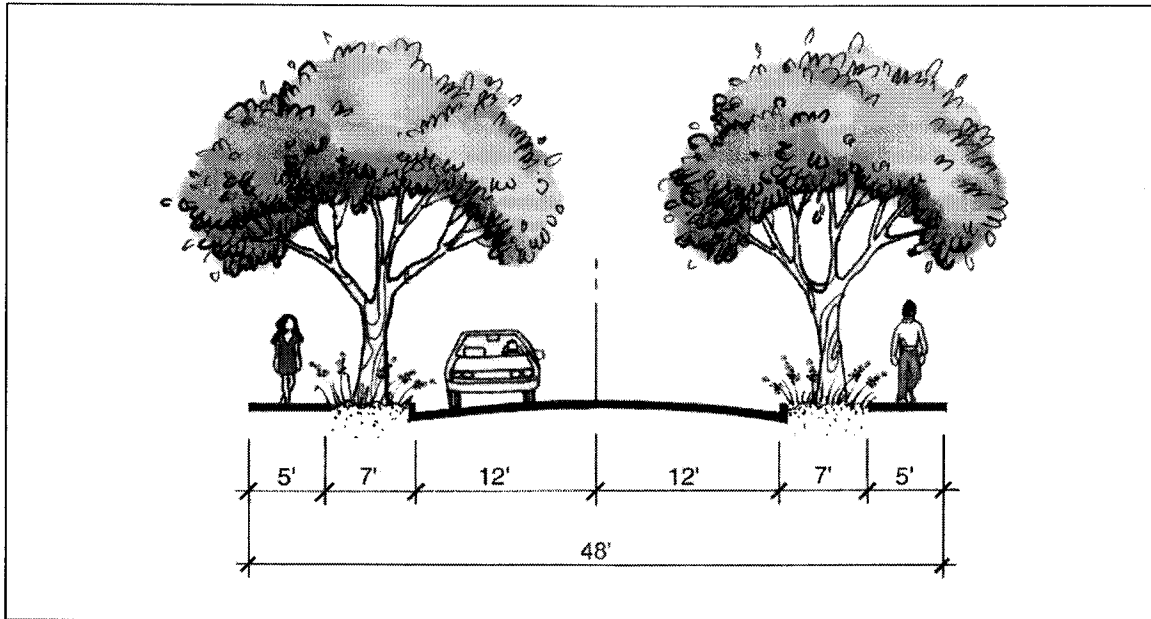


FIGURE 5.9 COLLECTOR: 'C' STREET FROM TRAFFIC CIRCLE TO BRIDGE

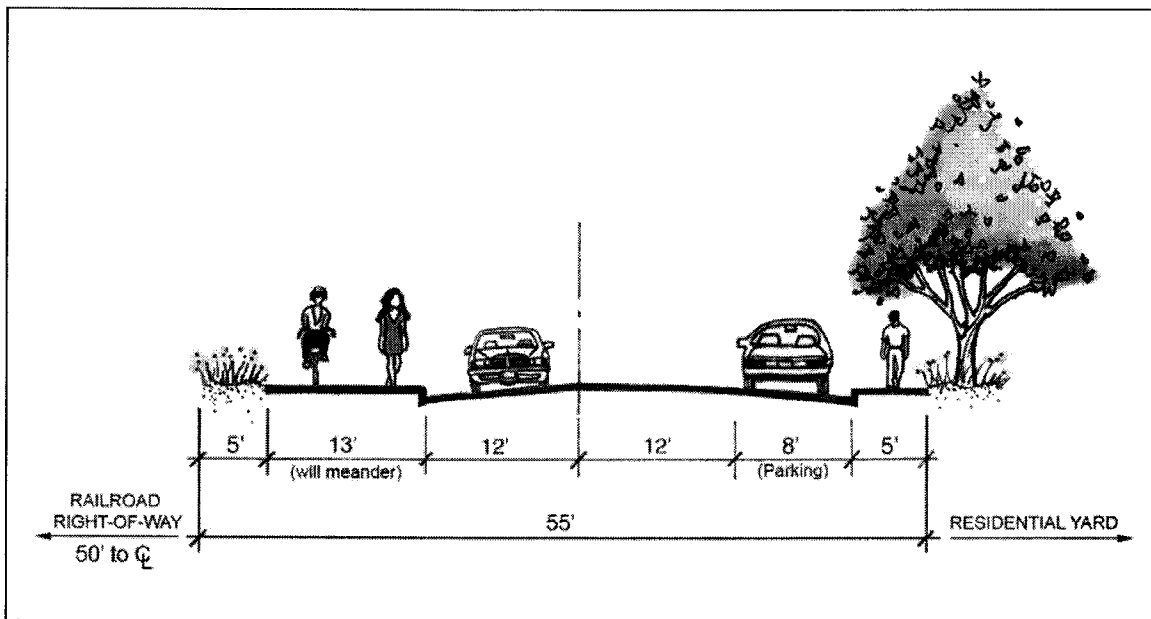


FIGURE 5.10 COLLECTOR: BULLOCK LANE

5.3 LOCAL STREETS

The function of local streets is to move traffic from the residential areas to collector streets. While exact locations and layout of local streets are not established by the Specific Plan, certain connection points for local streets have been identified which are necessary to provide for adequate property access and interior neighborhood circulation.

*Policy 5.3.a: The points of connection of local streets indicated in **Figure 5.1** shall be included in the engineering design of the local streets layout in residential developments. The exact location of local streets points of connection may vary from the location shown provided that the intent of the connection is met.*

Policy 5.3.b: Detailed layout of local streets shall be designed and constructed as development occurs and will adhere to standards identified in the street sections included in the Specific Plan.

*Policy 5.3.c: Curbside parking and private driveway access shall be permitted on local streets. A cross-section of a typical local street is shown in **Figure 5.11**.*

Program 5.3.1: "E" Street right of way shall be developed as follows:

From residential area/Righetti Hill open space trailhead to Orcutt Road right of way shall include Class II bike lanes, and adjoining sidewalks on both sides of the street. Street parking shall be permitted along this portion of "E" Street (**Figure 5.12**).

5.4 PUBLIC TRANSPORTATION

The City currently provides daily public transportation to the Orcutt Area via Route 3. Route 3 follows Broad Street to Tank Farm Road, and then continues on Orcutt Road to the downtown area. Routes 1 and 8 provide access to Orcutt Road between Broad Street and Johnson St during the week and the school year respectively.

Goal 5.4: **User friendly public transit service in the Orcutt Plan Area that is safe and facilitates the City's public transit goals and programs.**

Policy 5.4.a: Provide bus routes and bus stops within the Plan Area for inclusion on existing City bus routes or future bus routes.

Programs 5.4.1: Final location of bus routes, bus stops, and bus pullout areas will be determined in conjunction with the City transit authority at the time of development approvals. **Figure 5.1** provides suggested bus route and bus stop locations to serve the Orcutt Plan Area.

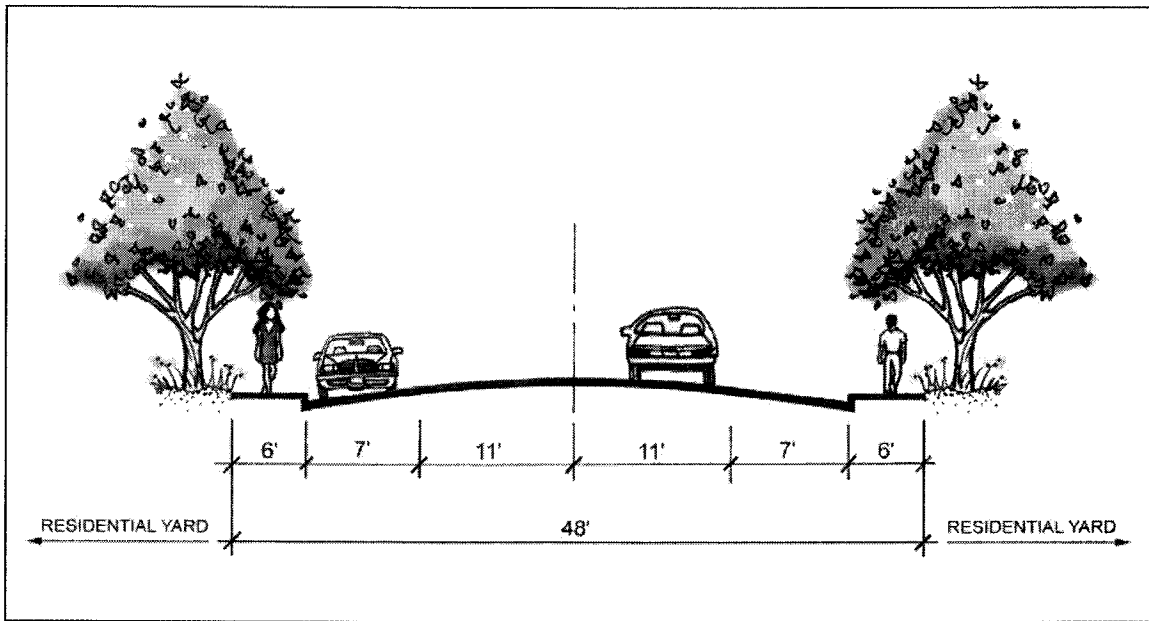


FIGURE 5.11 LOCAL STREETS IN RESIDENTIAL AREAS

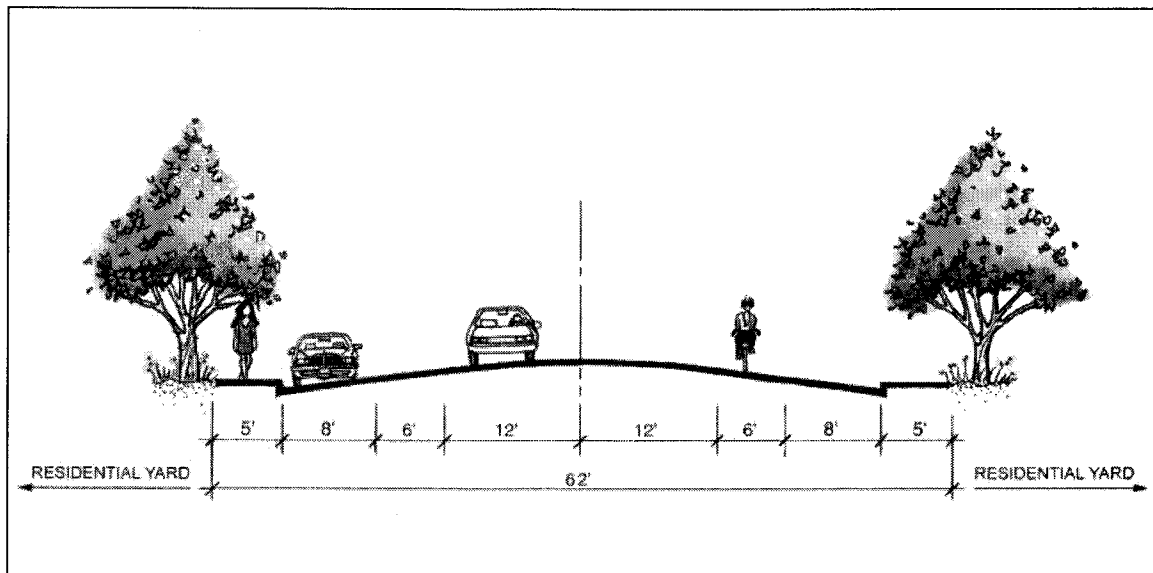


FIGURE 5.12 COLLECTOR: 'E' STREET THROUGH EASTERN RESIDENTIAL AREA

5.5 PEDESTRIAN AND BICYCLE PATHS

Consistent with the Circulation Element's goal of promoting alternative modes of transportation this Specific Plan includes bicycle and pedestrian circulation routes which provide access throughout the interior of the Orcutt Area and connect to the existing pedestrian and bicycle network outside the Orcutt Area. Pedestrian circulation is provided along arterial, collector, and local streets in the Orcutt Area.

Goal 5.5.: A safe and user friendly bicycle circulation system within the Specific Plan Area.

Policy 5.5.a: All Class I bicycle/pedestrian paths will utilize paving materials for an all-weather surface. **Figure 5.13** illustrates a typical cross-section for all proposed Class I bicycle paths.

Policy 5.5.b: Bicycle path development standards in the City Bicycle Transportation Plan shall apply unless superceded by standards set forth in this Specific Plan.

Policy 5.5.c: Bicycle path width, paving, signs and other features shall be as specified in the Bicycle Transportation Plan.

Policy 5.5.d: Construction of bicycle paths and lanes through various portions of the Orcutt Area will be concurrent with phasing of development construction. (**Figure 10.2 and 10.3**)

Class I Bike Paths

Policy 5.5.e: A north-south Class I bicycle path parallel to the railroad shall connect the Class I Railroad Bicycle path and Class II bike lanes on Orcutt Road (at Laurel Lane) to the north with Class II bike lanes on Tank Farm Road to the south (**Figure 5.1**).

Policy 5.5.f: Provision will be made for the continued connection of the north-south Class I bicycle path from the southeast of "C" Street bridge to the railroad bridge at Tank Farm Road for a connection to the Arbors area should the bicycle path be extended by the City to the Arbors neighborhood via the railroad bridge.

Program 5.5.1: The north-south bicycle route will connect with existing Class II bike lanes along Orcutt Road and Tank Farm Road. The Class I bicycle path through the linear park will run parallel to the railroad tracks from the "C" Street Bridge to Bullock Lane. From Bullock Lane the Class I bike path will continue parallel with Bullock Lane and the railroad tracks, north to the Orcutt Road/Laurel Lane intersection to connect with the Railroad Bicycle Path and Class II lanes on Orcutt Road. (**Figures 2.1 and 5.1**) The Class I bike path through the linear park will connect with "C" Street to utilize the roadway bridge in crossing the creek. The roadway bridge will provide a separated pedestrian/bike lane. From the "C" Street Bridge to Tank Farm Road Class II bike lanes on "D" Street will be provided to complete the north-south connection (See Policy 5.5.6 above). The length of the Class I bike path from Orcutt Road through the linear park to the creek will be constructed in Phase I. The Class I path through the linear park will also connect with the Class I bicycle path through the neighborhood park at the "C" Street bridge.

Policy 5.5.g: A Class I bicycle path shall provide a single east-west connection through the Orcutt Area (**Figure 5.1**).

Program 5.5.2: The Class I bike path through the neighborhood park will follow the course of the creek corridor from "C" Street north through the park to "B" Street. At "B" Street it shall become a Class II path which in turn connects to the Class II lanes at the Orcutt Road intersection. (**Figure 5.6**)

Class II Bike Lanes

*DRAFT ORCUTT AREA SPECIFIC PLAN**5 Circulation*

Policy 5.5.8: Class II bicycle lanes shall be provided along Orcutt Area collector streets, Orcutt Road and Tank Farm Road and "E" Street..

Program 5.5.3: Figure 5.5 shows a cross-section of Tank Farm Road with a 6-foot-wide Class II bicycle lane, the landscaped buffer, and sidewalk added along the north side of the road. Figures 5.2, 5.3 and 5.4 show cross-sections of Orcutt Road with the Class II bicycle lane landscaped buffer and separated pedestrian path along the west side of the road. Bicyclists will connect to Broad Street and the Marigold Center via Tank Farm Road.

5.6 CIRCULATION STANDARDS

Established City standards apply unless superceded by specific standards in this Specific Plan. Lane widths, surfaces, signage, lighting, curb, gutter, sidewalks and driveways shall be as specified in the City's Circulation Element. City standards for hillside streets will be used for all streets on hillsides.

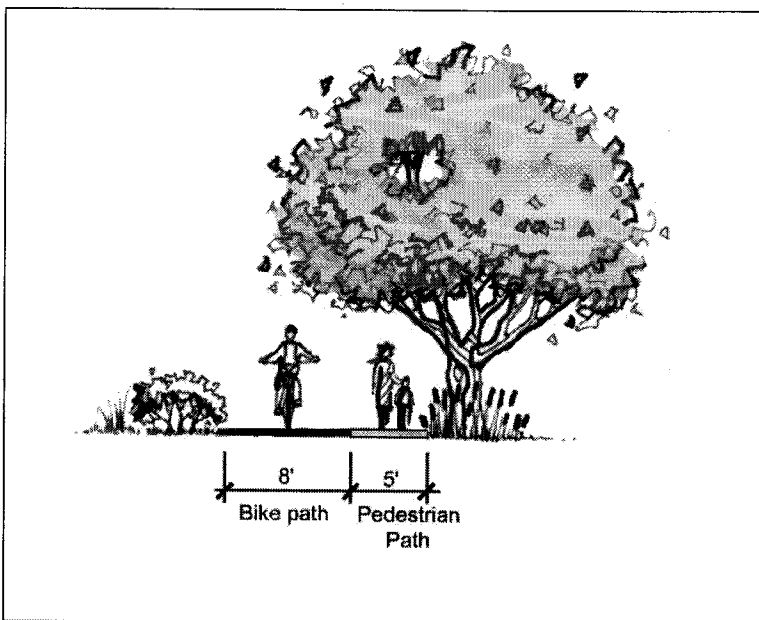
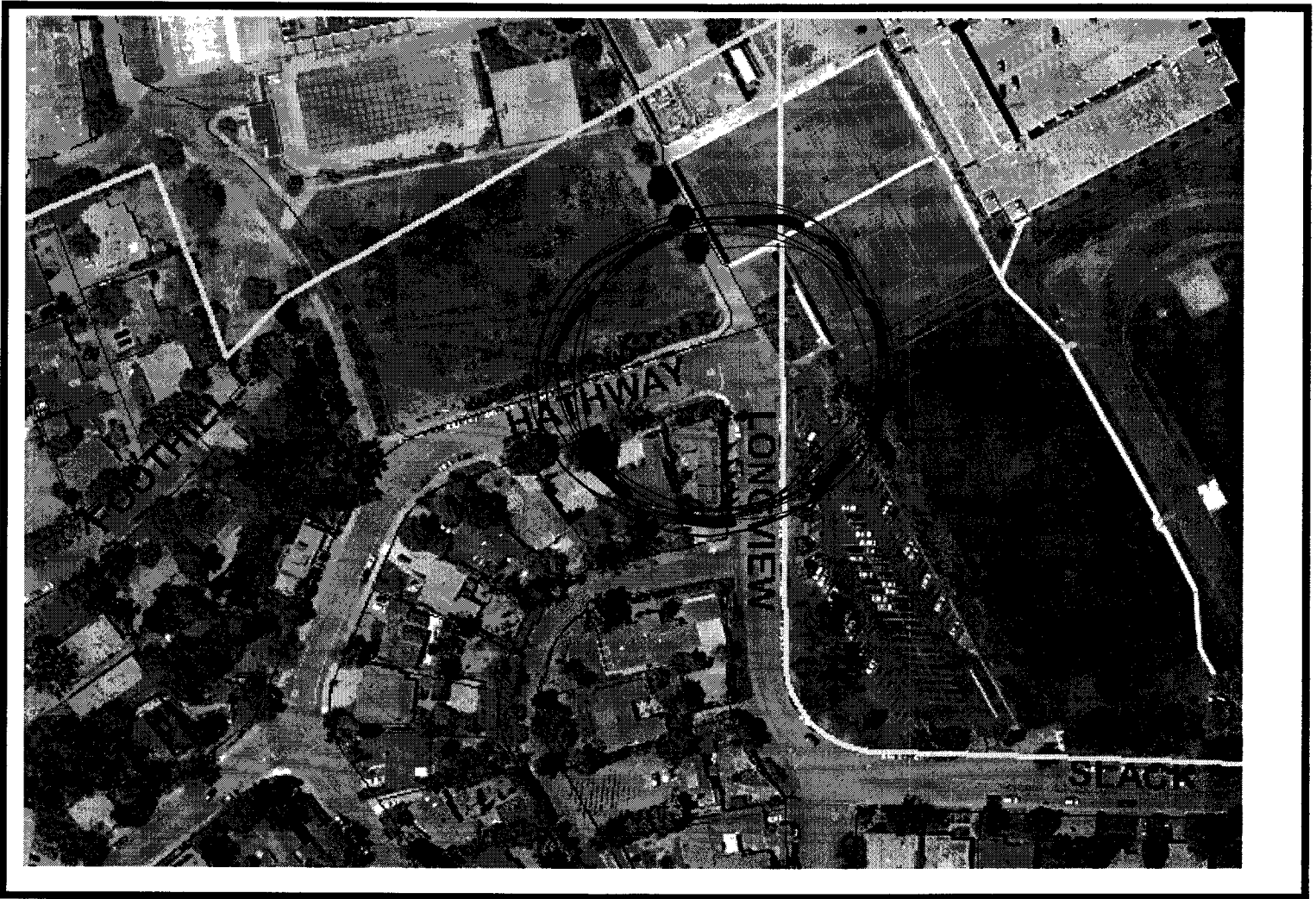


FIGURE 5.13 BICYCLE AND PEDESTRIAN PATHS

**Orcutt Area Specific Plan
Circulation Recommendations
From the Bicycle Advisory Committee
March 22, 2007**

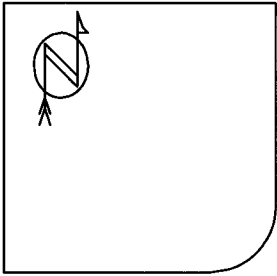
1. Provide a continuous Class 1 bicycle facility adjacent to the railroad tracks. To do this, the Class 2 facilities can be eliminated over the bridge on "C" Street and the detached sidewalk widened to include the Class 1 facility.
2. Circulation Plan shall show Class 1 facility from Orcutt Road at Laurel Lane to Ironbark cul-de-sac, south of Tank Farm Road
3. Class 1 facilities along creek corridors should continue along street frontage until it can connect at the street at a street intersection. If that cannot be accomplished, the City may approve an alternative location if adequate sight distance shall be provided.
4. Where Class 1 facilities cross streets, traffic calming measures (such as bulbouts, raised decorative paving, and signage) shall be provided.
5. Policy 5.1.d should be clarified so the reader will know which UPRR over crossing is being referred to. Is it Orcutt Road?
6. Policy 5.2.b should include Bullock Lane inside and outside of the Specific Plan Area.
7. Policy 5.4.1 last sentence should be revised to read, "Figure 5.1 provides suggested bus route and bus stop locations (envisioned when the Plan was adopted) to serve the Orcutt Plan Area."
8. Section 5.5 should be revised to read, ... "existing and planned pedestrian and bicycle ..."
9. Goal 5.5 should be revised to read, "Provide a safe and user friendly bicycle circulation system on traffic calmed streets within the Specific Plan Area."
10. Policy 5.5.b should be revised to read, "Bicycle path development standards in the City Bicycle Transportation Plan and Railroad Safety Trail Project Description shall apply ~~unless superseded by standards set for in this Specific Plan.~~
11. Program 5.5.1 should be per comments above.
12. Policy 5.5.g should be deleted.



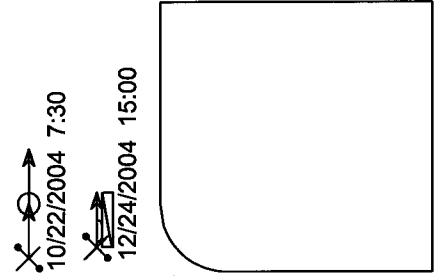
CITY OF SAN LUIS OBISPO
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6 Accidents **Chorro & Higuera**
01/01/01 - 12/31/06



04/17/2003 18:02



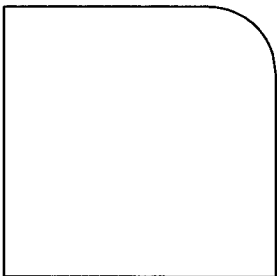
10/22/2004 7:30

12/24/2004 15:00

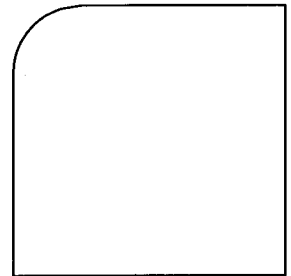
11/17/2006 15:01

06/04/2003 16:11

CHORRO



03/14/2004 10:20



HIGUERA

((Distance <= 75))&((Involved With = With Bicycle)), (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 |

Chorro & Higuera Intersection Bicycle Collisions

04/17/2003 – Case ID# 030417054

Auto at fault. Parked and opened door into bicycle lane. Bicycle runs into door. Other visible injuries to bicyclist.

06/04/2003 – Case ID# 030604068

Bicyclist ran red light southbound on Chorro, broadsided vehicle. Possible medical reasons (seizure) for collision. Visible head injury to bicyclist.

03/14/2004 – Case ID# 040314036

Auto at fault. Parked and opened door into bicycle lane. Bicycle runs into door. Other visible injuries to bicyclist.

10/22/2004 – Case ID# 041022020

Auto at fault. Pulled into traffic as bicycle was passing. Collided with bicycle. Other visible injuries to bicyclist.

12/24/2004 – Case ID#050113039

Report not investigated by SLOPD. Auto pulled into traffic as bicycle was passing. Collided with bicycle. Property damage only. No fault determined.

11/17/2006 – Case ID# 061117067

Bicyclist at fault. Following too closely, was thrown over handlebars and into auto when trying to stop at the light. No injuries.

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 pedestrian 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.)