



*Draft report for Bicycle and Pedestrian Commission
review on March 20, 2008*

Council Meeting: April 8, 2008

SUBJECT: Tasman/Fair Oaks Area Parking Issues

REPORT IN BRIEF

This report responds to an inquiry made by former Councilmember Dean Chu regarding on-street public parking conditions in the Tasman/Fair Oaks area. Staff was asked to investigate if there are steps that can be taken to improve public on-street parking conditions/supply in the area. Former Councilmember Chu made this inquiry in the context of a parking dispute at the Danbury Place development on Karlstad Drive, but other issues in the area, particularly with the Hindu temple on Morse Avenue, warrant a more comprehensive description of conditions. Public Works staff has coordinated relevant input from Community Development, Public Safety, Office of the City Manager, and Office of the City Attorney staff.

Staff concludes that it is physically possible to provide additional on-street parking on certain streets in the Tasman/Fair Oaks area within the existing roadway cross-sections. There may be a negative impact on traffic operations and safety if turn lanes on Tasman Drive are eliminated to create space for additional parking. Reconfiguration of roadways would require a budget modification to increase the Department of Public Works Field Services operating budget. Staff does not believe that conditions warrant the reconfiguration of streets to provide additional on-street public parking. Staff recommends that the City Council take no action on the Tasman/Fair Oaks parking issues at this time.

BACKGROUND

Public On-Street Parking Conditions in the Vicinity of Danbury Place

Danbury Place is a series of four developments located on Fair Oaks Avenue, Tasman Drive, and Karlstad Drive. It is one of several townhome style developments that are being constructed and occupied in the area. An area map is included as Attachment A.

The City received complaints from some residents who feel there is not enough parking for residents because: 1) the private common stalls within the project are currently marked for guest parking only; and 2) the streets abutting the project do not allow on-street parking. The speakers felt that Tasman and perhaps another abutting street are quite wide and should be studied to

evaluate if on-street parking is feasible. The Council asked staff to investigate these issues.

Planning staff in the Community Development Department has coordinated with the Homeowners Association on the guest parking issues and a Council update was provided on this. The most recent action was to recommend to the Homeowners Association to provide some flexibility in marking parking spaces and defining what constitutes guest parking (Attachment B).

The Department of Public Works was asked to study the potential of on-street parking and report back to Council.

Public on-street parking exists on Karlstad Drive adjacent to Danbury Place. There is no parking currently on Tasman Drive or Fair Oaks Avenue.

On the east side of Karlstad between Tasman Drive and Toyama Drive which is where Danbury Place is located, there is parking available for approximately 44 vehicles. Other land uses on the east side of the street include other townhome developments. A recent count showed that this parking is well utilized during the day, with 40 vehicles parked. An evening count found 21 vehicles parked.

On the west side of Karlstad, land uses are mixed townhome and industrial uses. Approximately 45 vehicles can be parked on-street. Parking occupancy during the day was 33 vehicles. Evening parking occupancy was 13 vehicles.

Because several parcels are currently under construction and construction workers and construction vehicles are utilizing much of the on-street parking during the daytime it is difficult to determine what the ultimate parking demand will be upon completion of redevelopment. At the current time, it appears that there is unutilized parking supply in the evening hours, and sufficient parking supply during the daytime hours.

Other Parking Issues in the Area - Hindu Temple Special Events

The Hindu temple at the corner of Morse Avenue and Persian Drive has a continuing issue with special event permitting, violation of restrictions on the size of special events, and consequent mass violation of parking regulations on public streets in the area, particularly Morse Avenue.

In 1995, a Special Development Permit was approved for the Hindu Temple at 420 Persian Drive. The permit allowed a previous industrial building to be converted for use as a place of worship. At the same time a Special Development Permit was approved for an adjacent industrial parcel (425 Tasman) for the Korean Presbyterian Church. The two permits required a shared parking agreement between the two facilities to assure adequate parking for large gatherings (neither site had sufficient parking available to

accommodate the projected attendance at their larger functions). The conditions of approval for the Hindu Temple site stated that "occupancy at any single occasion shall not exceed 600 persons."

The Hindu Temple has grown since the original approval and has held special events that attract well in excess of 600 persons. Starting in 2001, staff required a planning permit for these one to three day events through a Miscellaneous Plan Permit. In the past few years the application process has been coordinated through the Office of the City Manager. Up to four special events that bring in many people have been held within a year.

In November 2006, the Hindu Temple received a Special Development Permit (SDP) to revise and upgrade the architecture of their building. As part of that SDP a condition of approval was added to specifically remind the applicants of the need to obtain approval for large events (in excess of 600 people) indicating the type of reviews that would be conducted. This permit has not been officially exercised as no remodeling work has taken place, however, there remains the need for city approval in advance of a special event.

The Hindu Temple has, on several occasions, held events with attendance significantly in excess of what their use permit allows and what the site can accommodate. Impacts of this behavior include:

- DPS receiving complaints of parking violations as well as traffic congestion and pedestrians in the street.
- Multiple requests for DPS enforcement at private parking lots where cars blocked in other cars.
- Parking issues for night patrol with dozens of illegal parkers on Morse.
- Events far exceeding the capacity for the site and the neighborhood.
- Negative impacts on surrounding neighborhoods (blocked driveways, etc).

As stated on the Community Event Application Form, applications for special events should be submitted at least 60 days before the event. For the past three years, the application for the Diwali Mela Festival held at the Hindu Temple has been submitted less than 60 days before the event. In each case, the applicant was informed of the time requirement.

- In 2005, applicant Harry Patel submitted the Community Event Application Form on October 18, 2005 for the Diwali Mela to take place October 28 - 30. Ten days prior to the event.
- In 2006, applicant Harry Patel submitted the Community Event Application Form on October 10, 2006 for the Diwali Mela to take place October 20 - 22. Ten days prior to the event.
- In 2007, applicant Sanday Agarwal submitted the Community Event Application Form on October 17 for the Diwali Mela to take place on November 2 - 4. 17 days prior to event.

The information on the anticipated attendance has been underestimated for the past three years. As a condition of the Temple's Use Permit, special events are limited in size to no more than 600 people over the course of any 24 hour period.

- In 2005, anticipated attendance was "400 to 500 per day" on the application.
- In 2006, anticipated attendance was "500 per day" on the application.
- In 2007, anticipated attendance was "500 per day" on the application.

According to the India Post News service, over 20,000 people attended the Diwali Mela in 2006.

The Departments of Public Safety, Community Development, and the Office of the City Manager have been working with Temple Leaders over the last three years in an attempt to find parking alternatives for their special events. DPS officers and the Chief of Public Safety have met with Temple leaders several times. Community Development and Office of the City Manager staff have worked extensively on the processing of event permits. Public Safety has offered to work alongside Leaders to see if adjacent businesses would allow parking on their properties, but Temple Leaders have not enlisted the City's assistance.

Public Safety also came to a verbal agreement that Temple Leaders would notify Public Safety of any upcoming special events, and have in fact assigned a liaison to make contact on a regular basis. To date, the Temple has continued their pattern of failing to notify Public Safety of special events.

In 2007, an extraordinary effort was made by staff to work with the Temple Leaders collaboratively to resolve their parking issues in advance of the Diwali Mela festival. Several specific conditions were identified to assist the Temple in reducing the festival's impact on the neighborhood, including providing a remote parking location and shuttle service, providing advance notice of the availability of off-site parking, notifying festival attendees that parking regulations would be enforced, and providing staff to manage parking. These conditions were not sufficiently implemented, and parking problems continued. As a result, the City required the Temple to pay the cost of extra law enforcement services that were required.

EXISTING POLICY

Land Use and Transportation Element C3.2.4, Continue to evaluate transportation impacts from land use proposals at a neighborhood and City-wide level.

Land Use and Transportation Element C3.4.6 Manage on-street parking to assure safe, efficient traffic flow.

DISCUSSION

Opportunities to Provide Additional Public On-Street Parking Supply

Staff investigated opportunities to provide additional public on-street parking in the area. The results are as follows:

- Fair Oaks Avenue is a six lane, heavily traveled arterial in the area with a narrow painted shoulder. To provide on-street parking, the roadway would need to be modified by either removing a travel lane or narrowing/eliminating the landscaped median. Removal of a travel lane would cause severe traffic congestion. Modification of the median would be a relatively high cost capital improvement.
- Tasman Drive is a two lane street with center turn lane and bike lanes. On-street parking could be provided by eliminating the two way left turn lane. This could provide approximately 16 spaces on one side of the street between Fair Oaks Avenue and Morse Avenue. Elimination of the two way left turn lane would result in increased delays to vehicles traveling on Tasman Drive, and would have the potential to increase rear end and 90 degree collisions. It is likely that the bicycling community would be concerned with the additional on-street parking adjacent to bike lanes. Cost of re-striping the roadway would be approximately \$1,500.

The bike lanes are mitigation for the Tasman light rail transit project. Elimination of bike lanes would necessitate re-visiting the environmental documentation for the Tasman West project, including both CEQA and NEPA concerns. A new environmental analysis would be necessary, likely including Federal Transit Administration review.

- Morse Avenue is a two lane street with bike lanes. On-street parking exists between Persian Drive and Tasman Drive, and between the John W. Christian Greenbelt crossing and Weddell Drive. Additional public on-street parking could be provided on one side of the street without eliminating bike lanes or travel lanes. Approximately 52 additional spaces could be accommodated. On the east side of the street, there are three townhome developments on this stretch of Morse, as well as the Parkinson's Institute and industrial development. The Willow Ranch mobile home community and a townhome development are on the west side of the street. It is likely that the bicycling community would be concerned with the addition of on-street parking adjacent to bike lanes. Cost of re-striping the roadway would be approximately \$2,000.

Parking could be provided on both sides of the street with the elimination of bike lanes. This is likely to draw significant opposition from the bicycling community

Staff would recommend that any proposal to modify the roadway reconfigurations of Morse Avenue or Tasman Drive be reviewed by the Bicycle and Pedestrian Advisory Commission.

As an aside, the City currently has a project under design to complete sidewalks on both sides of the street on this stretch of Morse Avenue, as well as on the east side of Fair Oaks Avenue between Tasman and Weddell drives.

Current or Potential Actions to Address Parking Issues in the Tasman/Fair Oaks Area

Public Parking in the Vicinity of Danbury Place

The Danbury Place development actually consists of four "phases", some of which are physically separated from each other by streets or other developments. Danbury Place is one of several townhome or condominium developments existing or recently approved for the area. Staff is focusing the discussion of parking issues on the Danbury Place development because this development is the source of the recent parking dispute. Staff has not investigated whether other parking problems exist or are perceived with other developments in the area.

Streets immediately adjacent to the Danbury Place developments are Karlstad Drive, Tasman Drive, and Fair Oaks Drive. As previously stated, there is already public on-street parking on Karlstad Drive, and no opportunities exist to increase the parking supply. Provision of on-street parking on Fair Oaks Drive would require removal of a travel lane or modification of a landscaped median. These actions would either cause significant traffic congestion or would have significant capital costs. Only one phase of the Danbury Place development fronts Fair Oaks Avenue. Public on-street parking could be added on Tasman Drive by removing a center turn lane. This would provide approximately 16 parking spaces adjacent or near two of the Danbury Place phases. There are approximately 100 residential units of the Danbury Place development in close proximity to the location where additional parking could be provided on Tasman Drive. Additionally, there are 72 units under construction at another site on Tasman, and the Traditions town home complex and a church is also adjacent to this location. It is unlikely that provision of 16 additional spaces will accrue much benefit to any one site, and only marginal benefit to the totality of land uses along this stretch of Tasman Drive. All of these sites conform to off-street parking requirements.

The most significant opportunity for increasing the supply of public on-street parking is on Morse Avenue. Approximately 52 parking spaces could be created through reconfiguration of the roadway. However, this parking would be a block or more away from the Danbury Place developments. To the extent that increasing the parking supply in the neighborhood might re-distribute the on-street parking demand, providing parking on Morse might provide a small

increase in on-street parking supply that could serve Danbury Place. However, staff believes that any benefit would be negligible. Observed parking demand does not exceed supply on Karlstad, so shifting demand elsewhere would be of little benefit. As previously stated, staff is unaware of any other parking issues with other developments in the area, including those located on Morse Avenue or in close proximity to Morse.

Hindu Temple Special Events

To date, the City has taken a proactive approach to working with the festival organizers and informing them of the issues and concerns related to the large-scale events held at the Hindu Temple. Needs and actions identified and communicated to the temple leaders relative to the parking situation include the following:

- Need to find plenty of off-site parking and provide convenient shuttle services, if the parking is not within walking distance.
- Possibility of Economic Development staff introducing festival organizers to businesses in Moffett Park.
- Discussed protocols in controlling the number of people on-site at a given time and the need to check with attendees on arrival if they have parked legally.
- Notification of homeowners associations of the nearby residential complexes so that temple guests were not parking in their developments
- Emphasizing/requiring early planning and that advertising for the event needs to clearly show where to park.
- Establishment of a liaison to facilitate ongoing communications with the Temple.
- Requirements for special events have been strengthened in a pending use permit for improvements at the site.

Staff is not encouraged by the response to date by the temple leaders. However, staff believes that the measures identified to date, if effectively implemented by the Temple, would adequately mitigate the parking impacts of the Temple festivals.

Other options to address festival parking demand exceeding the available parking supply would involve taking steps to increase the amount of available public on-street parking. Reconfiguration of roadways to provide additional on street parking, or temporarily lifting parking restrictions during special events (effectively allowing people to park in bike lanes in the area) is not likely to provide sufficient parking to meet the overall parking demand created by the Temple's special events. Also, it is possible that the closure of the bike lane combined with increased traffic as a result of a festival could create a hazard to bicyclists using the street. This may increase the City's liability exposure

should a cyclist be injured. A bike lane should not be closed if doing so would potentially create a dangerous condition.

Upcoming Study Issue Related to Parking Issues

The City Council approved as the Department of Public Safety's highest study issue priority a study that deals specifically with exemptions for regulated parking in conjunction with special events.

FISCAL IMPACT

There is no fiscal impact associated with receiving information on parking issues in the Tasman/Fair Oaks area. Should the City Council desire to increase the on-street parking supply on Tasman and Morse Avenues, an increase in the Department of Public Works Field Services operating budget would be required in the amount of \$3,500. Should the City Council direct staff to close bike lanes and allow for on-street parking in the bike lane space during special events at the Hindu Temple, there would be an associated operating cost for bagging No Parking signs, but this cost could be passed on to the special event permit holder.

PUBLIC CONTACT

Public notice of this City Council public hearing was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, and the availability of the report in the Library, Community Center, Senior Center and the City Clerk's Office.

ALTERNATIVES

1. Direct staff to modify the roadway configurations of Tasman Drive and Morse Avenue, and to return to the City Council with a budget modification to increase the Department of Public Works Field Services operating budget by \$3,500.
2. Direct staff to close bike lanes and allow parking in bike lanes in the vicinity of the Hindu Temple during Temple special events, and pass the operating cost for implementing these closures to event permittees.
3. Do not take action on Tasman/Fair Oaks parking issues at this time.
4. Other action as directed by Council.

RECOMMENDATION

Staff recommends Alternative 3 – do not take action on Tasman/Fair Oaks parking issues at this time.

Staff concludes that actions to temporarily or permanently increase the public on-street parking supply in the Tasman/Fair Oaks area would not provide significant relief to the parking issues perceived in the area. Requiring and enforcing parking management and other measures for Hindu Temple festivals can be effective in addressing parking issues. The Danbury Place development meets City parking standards, and provision of additional on-street parking on Tasman Drive and Morse Avenue will not noticeably augment the off-street parking supply for this development. Existing public on-street parking demand does not exceed the existing parking supply.

Reviewed by:

Marvin A. Rose Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Reviewed by:

Hanson Hom, Director, Community Development Department

Approved by:

Amy Chan
City Manager

ATTACHMENTS:

- A) Map of Tasman and Fair Oaks area.
- B) Letter to Danbury Place Home Owners Association

Public Hearing/General Business Item 5.

Santa Clara County Bicycle Plan

A draft copy of the County's Bicycle Plan, Map and List of Projects are enclosed for BPAC feedback. A draft copy of the City's comments on the Plan is also enclosed for reference. These draft comments will be finalized following the BPAC meeting. Staff will consider BPAC's comments in preparing the technical response to VTA. The BPAC members should also flag any issues that they believe warrant the City Council's attention.

Draft Comments
February 29, 2008 Draft Santa Clara Countywide Bicycle Plan

Page 1-1, first paragraph – suggest that some data be presented to support the conclusions drawn in the first paragraph

Page 1-1, second paragraph – stating that individuals that bike improve their quality of life is highly subjective. Many could find that biking can be less convenient, more dangerous, more restrictive, etc. than other modes.

Page 1-1, third paragraph – To what degree did development of side paths occur in Santa Clara County? I would think this was a minor trend, if a trend at all. Also, in the last sentence of this paragraph should side paths be differentiated from Class I bikeways?

Page 1-4, Goal A Policy 5 – suggest that multi modal transportation demand models be considered, not utilized.

Page 1-4, Goal B Policy 2 – Suggest adding the words as appropriate to this policy as not all new developments present needs or opportunities for new bikeways.

Page 1-10 – Please incorporate more information regarding trails planning by cities in Santa Clara County. This section over-emphasizes the County trails planning efforts.

For example, Sunnyvale has done extensive trail planning and implementation, as has San Jose, Campbell and other cities. There is virtually no notice of these efforts.

Page 2-1 – The first sentence of the Physical Setting section appears to be out of context.

Page 2-2, Creeks/Rivers – please mention Calabazas Creek, San Tomas Aquino Creek, and Saratoga Creek trails.

Page 2-3, Land Use Obstructions. Please provide more detail on what types of land use obstructions may exist, or delete this section. I am not aware that this is a significant issue, other than the San Jose Airport issue.

Page 2-3, Road and Traffic Conditions – Roadway design historically has favored cars over bikes and peds, but there now exist well defined design standards and technical guidance on bicycle and pedestrian-friendly design. I do not think it is accurate to say that there is a tradition of favoring cars anymore, and I do not believe that standards are lacking.

Page 2-4 – Sunnyvale was the focus of an MTC SafetyTAP study on bicycle collisions. We urge the VTA to consider the results of that study in their planning.

Page 2-7 – The City of Sunnyvale conducted bicycle counts at the Stelling Road/Highway 280 bridge to assess the potential use of a bike/pedestrian bridge over Highway 280 at Mary Avenue. The City counted 460 bicyclists on a weekday and 281 on a weekend day.

Page 3-9, Table 3-4 – The City of Sunnyvale suggests that bike access projects to Sunnyvale transit facilities be considered. El Camino Real is a major transit corridor identified by the VTA, but does not currently feature bike lanes. Bike lanes would enhance access in this transit corridor. Mathilda Avenue is the primary arterial closest to the Sunnyvale Caltrain station, but also does not currently feature bike lanes. Bike lanes would enhance access to this transit station. Bike access to the Lawrence Caltrain station is also less than ideal and could be enhanced.

Page 3-9 – Should a bike project wish list of an advocacy group be discussed or highlighted in this document? Shouldn't project lists be generated by professional staff?

Page 3-10 – Sunnyvale has a project to bridge the barrier of Stevens Creek to connect Sunnyvale to a future Stevens Creek Trail reach. This project should be noted.

A number of Appendices were not included in the Draft. Several of these appendices are to provide key information. It is difficult to comment on a report that is substantially incomplete. Please provide sufficient review time for a complete draft document.

Page 4-6 – Fredericksburg Drive is a minor street. It is surprising that this would be considered a regional priority. What criteria were used to determine priorities?

Page 5-10, Reduced Bail for Bicycle Citations – How would a consistent policy countywide be appropriate and fair? Please justify or delete this opinion.

Page 6-2, last sentence – providing short term lockers can be very problematic from a management and expense perspective. More information on how to successfully do this should be provided if the Plan is going to advocate for this approach.

Page 6-4, Table 6-1 – Sunnyvale references the VTA Bicycle Technical Guidelines when requiring bike parking.

Earth Day

The City's recognition of Earth Day will take place on Saturday, April 26th. The event's staff will be setting 20 exhibit spaces (10' x 10') on Washington Avenue as part of the Farmers Market which typically takes place between 9:00 a.m. and 1:00 p.m. An exhibit space will be ready as of 8:30 a.m. to accommodate BPAC members who will be able to participate. Staff liaison will provide sufficient copies of the City's Bicycle Plan and other information/products to be offered to the public.

Information Item 7.

BPAC E-Mail Messages

Please find enclosed e-mail messages received since the last BPAC meeting held on February 21st, 2008.

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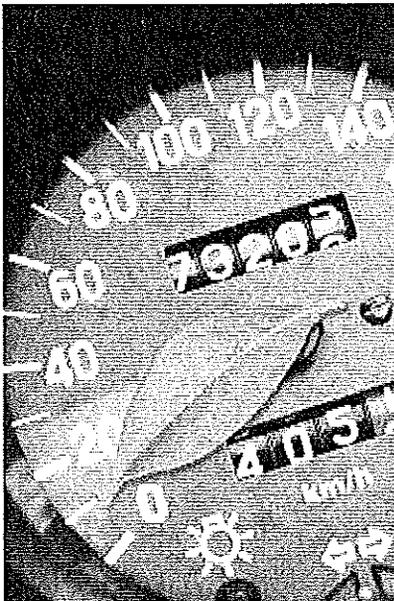
denver and the west

How green do you drive?

Motorists volunteer to have habits monitored, be steered to environmentally friendly commute

By Steve Lipsher
The Denver Post

Article Last Updated: 03/13/2008 06:05:41 AM MDT



(Photo illustration by Linda Shapley, The Denver Post)

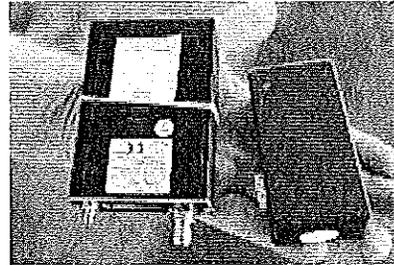
Denver officials unveiled a program Tuesday aimed at taming lead-footed drivers to save the environment, one car at a time.

The Driving Change pilot program uses an acceleration meter and wireless technology to monitor a driver's gas-guzzling jackrabbit starts, hard braking and idling time.

"Driving Change can help . . . reduce fuel consumption and greenhouse-gas emissions simply by changing the way we drive," Mayor John Hickenlooper said at a City Park news briefing.

The 400 volunteer drivers in the pilot program — including 200 city employees — will have access to personal websites charting their ability to drive efficiently compared with others, and highlighting bad habits.

"This provides us a

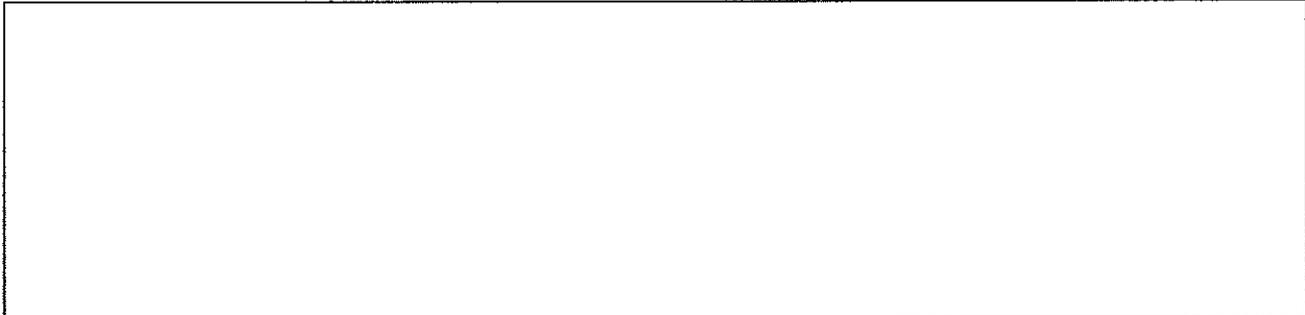


The Driving Change program uses an acceleration meter under the dashboard and wireless technology. (John Prieto, The Denver Post)

feedback loop so we can see if we are operating in the most responsible and conservative manner," said David Armitage, chief executive of Cartasite, which created the devices, which are placed under the dashboard.

The \$400,000 pilot program is funded by EnCana Oil and Gas Inc.

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"It was such a great fit for us in terms of minimizing our environmental footprint," company president Jeff Wojahn said. "It will improve driving behavior."

Building on monitoring efforts already used in the shipping and oil-field industries, the new technology aims to correlate individual behavior with the generation of greenhouse gases, such as carbon dioxide, which is linked to climate change.

The effort will monitor fuel efficiency by noting any occurrence when the vehicle pulls a quarter of a G-force.

That's equivalent to accelerating from zero to 60 mph in less than 11 seconds or stopping fast enough to throw a laptop computer off the seat.

Armitage described it as "a hard enough stop that everyone in the car would look at you and say: 'Are you paying attention?'"

Automobiles generate an estimated 30 percent of greenhouse gases in major cities like Denver, and the program seeks to quantify the pounds of carbon released by wasted fuel.

A gallon of gasoline produces 19.4 pounds of carbon dioxide, according to the U.S. Environmental Protection Agency. The aggressive driving targeted by the program can lower gas mileage by as much as 20 percent.

Idling is another big waste of fuel — it earns

zero miles per gallon, Armitage notes — and the average vehicle burns about 8 ounces of gas for every five minutes of idling.

The motorist program is accepting Denver-based volunteers for slots in the year-long pilot effort through its website, drivingchange.org. The aim is to cut fuel consumption by 20 percent among participants.

Although individual driver records are kept private, participants will be able to see how they measure against averages established by other drivers, and they may start to compete with one another, said Larry Goldenhersh, president of software firm Enviance.

"If you get into the city and you're driving like Mario Andretti, at the end of the week . . . you would be able to see that you had 30 hard-braking incidents and that you sped, and instead of hitting your target of 60 pounds, you created 80 pounds," he said.

The program, Goldenhersh said, may be offered nationally as a paid-subscriber service.

Hickenlooper added: "This program will show that when you give citizens the tools . . . what you're doing is changing the entire environment."

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Bay Area's 25 deadliest roads for cyclists

Erin McCormick, Chronicle Staff Writer
Sunday, March 16, 2008

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POINT SIZE

They are the deadliest stretches for Bay Area bicyclists - the chaotic city thoroughfares, the narrow, winding roads and the speed-demon highways.

A Chronicle analysis of accident reports has identified the most perilous roads and highways for Bay Area cyclists, including San Francisco's Market Street and Sonoma County's country roads.

>>Look up recent bicycling fatalities in the Bay Area<<

In the past decade, 195 cyclists have been killed and 1,812 severely injured while riding the region's roadways, collision records from the California Highway Patrol show. In 2006, both fatalities and severe injuries rose slightly over the preceding years.

The cyclists who were killed last Sunday after being struck by a Santa Clara County deputy sheriff's patrol car were riding on Stevens Canyon Road, a rural route in Cupertino that is frequently used by cyclists in training. In 2003 and 2004, three other cyclists sustained severe injuries in crashes on the road.

The Chronicle's examination found that the 25 most dangerous routes consist of a wide variety of roads - ranging from thoroughfares in urban San Francisco, Oakland and San Jose to semi-rural routes on the Peninsula and in Marin and the Wine Country.

"We probably have an increase in cyclists on roads with high volume and high speed," said David Ragland, director of UC Berkeley's Traffic Safety Center. "If trends continue, we're going to see even more. So we have an obligation as a society to make these arterials safe for bikes."

On San Francisco's Market Street, three cyclists have been killed and 14 severely injured since 1997. A total of 215 bicycle collisions were reported on Market.

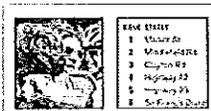
On Middlefield Road, a long and busy corridor through the heart of the Silicon Valley from Redwood City to Mountain View, there were two deaths and 12 severe injuries.

Concord saw one bicyclist killed and 13 severely injured on a 7.5-mile stretch of Clayton Road.

Thirteen crashes severely injured bike riders on Sir Francis Drake Boulevard, which starts near San Quentin State Prison, becomes a traffic-choked thoroughfare in San Anselmo and then winds through redwoods out to the coast. Many were on the rural stretches of the road, including four severe-injury accidents at Baywood Canyon Road in the last four years.

And two riders have died and 10 sustained major injuries on the bucolic stretches of Highway 12, which passes along rolling hills through valleys in Sonoma County.

The more than 2,000 deadly and near-deadly accidents reviewed by The Chronicle are just



Cyclists Killed

- Analysis of accidents (3/22)**
- Cyclist files claim (3/19)**
- Memorial for 2 cyclists (3/15)**
- Bay Area's 25 deadliest roads for cyclists (3/15)**
- Deputy gives blood sample (3/15)**
- Survivor happy to be alive (3/13)**
- Lawyer cites deputy's 'brutal' schedule (3/12)**
- Deputy faced DUI case in 2001 (3/11)**
- Bicycle fatalities on the rise in Bay Area (3/11)**
- Deputy said he was asleep (3/11)**
- Sheriff's deputy hits cyclists, killing 2 (3/10)**
- Victim 'always trying to do the hardest thing' (3/10)**
- Kristy Gough: champion triathlete (3/10)**
- Bay Area cycling accidents database**
- Bike crashes in the Bay Area -- Who's at fault**

- MOST READ MOST E-MAILED TOP STORIES
1. Keep your hands off the cell phone come July
 2. MARTINEZ Teen killed on I-680 may have slain man
 3. SAN FRANCISCO In black churches, fiery sermons are the norm, not exception
 4. 31-year-old man found slain in abandoned S.F. public housing unit
 5. Man slain with wife had energy, enemies
 6. Good Works: Monks build multimillion-dollar business and give the money away
 7. McCain faces risky topics in California trip

TopJobs

GOVERNMENT
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San Mateo County Transit District (SamTrans)

SALES
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NAVISTAR

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Affymetrix, Inc.

BEAUTY
Station for Rent Great Location
J Hair Studio

DIRECTOR
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GOVERNMENT
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the most serious of 31,334 collisions involving bicycles on Bay Area roads in the last decade, according to the CHP records. But the data show that, even as the number of collisions with minor or no injuries has dropped substantially in the Bay Area and statewide, the deadliest and most dangerous ones have remained steady with a slight uptick in 2006, the most recent year for which data were available.

That year in the Bay Area, there were 23 bicyclist fatalities and 173 severe injuries, defined by the CHP as injuries involving loss of consciousness, broken bones, dislocated limbs or severe lacerations.

In December 2006, Haight-Ashbury resident Michael Borden learned the hard way about what is considered to be one of the Bay Area's most dangerous spots for bicyclists: the intersection of Market and Octavia streets in San Francisco.

He was cycling to work in the wide bike lane along Market when a driver disobeyed the "No Right Turn" sign and turned from Octavia onto Market.

"The car turned right into me and threw me like 10 feet forward," said Borden, a managing clerk at a law firm, who ended up out of work for several months with fractured ribs and a shoulder injury.

In 2006 and 2007, three other bicyclists were severely injured in collisions at that intersection, according to the CHP data. In two of those cases, the driver was cited for making an illegal turn. In the other, the bicyclist got a citation for failing to follow traffic signals.

"That's one of the most dangerous intersections in the city," said Leah Shahum, executive director of the San Francisco Bicycle Coalition. "We call it the 'right hook' - all of a sudden, a car makes an illegal right and boom."

Yet Shahum said the number of accidents is small considering the surge in cyclists on the roads - a trend many bicycle advocates say has been inspired by factors like the popularity of the Tour de France and the push to prevent global warming. Considering the increase in bike ridership, Shahum said she believes it is actually getting much safer to ride a bike in the Bay Area.

Many of the Bay Area's most dangerous roadways are hugely popular stretches for bicyclists - whether they're commuters trying to get to work in downtown San Francisco or cycling enthusiasts out for a weekend ride in the hills of San Mateo County. So it may not be surprising that they have so many accidents, said Sean Co, bicycling coordinator for the Metropolitan Transportation Commission.

He said it is often not the roadways that cause accidents but the behavior of drivers and cyclists.

"Ninety percent of accidents are caused by human behaviors," said Co, "whether that's using drugs and alcohol, failure to yield or aggressive driving. Everyone has to be careful and not get complacent on the road."

Tracking bicycle fatalities

A searchable database on biking injuries and fatalities in the Bay Area is available at www.sfgate.com/webdb/bikedeaths.

Memorial ride for cyclists

Friends and fellow riders remember Matt Peterson and Kristy Gough, who were killed last Sunday when a sheriff's deputy hit them with his patrol car.

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This article appeared on page A - 1 of the San Francisco Chronicle

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San Francisco Chronicle
Bicycle fatalities on the rise in Bay Area

Michael Cabanatuan, Erin McCormick, Chronicle Staff Writers

Riding a bicycle in the Bay Area is an increasingly deadly pastime.

The number of bicyclists killed in collisions with motor vehicles has increased 28 percent over the past decade - from 18 to 23 deaths per year, according to a Chronicle analysis of data collected by the California Highway Patrol.

That increase is despite a 22 percent drop in the number of regional bicycle accidents between 1997 and 2006, the last year for which complete statistics are available for the nine Bay Area counties. The number of bicyclists injured in accidents over that period declined by a similar amount.

Statewide statistics show a similar trend over the same period: a 37 percent rise in fatal accidents and a decline of 22 percent in both the total number of bicycle accidents and the number of injuries.

"That means more of the bicyclists who are being hit are being killed," said Sean Co, bicycling coordinator for the Metropolitan Transportation Commission.

Santa Clara County was the deadliest place for Bay Area bicyclists over the past decade, according to the CHP data, which is collected from local police and sheriff's departments. A total of 44 bicyclists were killed during the 10 years. Alameda County had the second highest total of fatal bicycle collisions with 29, followed by Contra Costa County with 27. The fewest bicyclists, 5, were killed in Marin County.

Santa Clara County also had the most bicycle injuries - 6,888. Alameda County followed with 5,803, and San Francisco was third with 3,165.

Number of vehicles per household in Santa Clara County (U.S. Census Bureau)

		<u>Cumulative total</u>	
0:	2%	2%	
1:	18%	20%	
2:	44%	64%	
3:	21%	85%	
4:	10%	95%	← 40 off street spaces would adequately serve everyone
5:	5%	100%	

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Information Item 8.

BPAC Active Items List Update

An updated copy of the Commission's active items list is attached. Staff will provide verbal feedback during the BPAC meeting on the recently added items.

Bicycle and Pedestrian Advisory Committee

Active Items

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Borregas Avenue Bike Corridor	Raina	2008	Freeway closures for placement of bridge falsework scheduled late April, 2008	4/9/2008
2	Bernardo Caltrain Under-crossing	EI-Guendy	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds. Project update submitted for Valley Transportation Plan (VTP) 2035 consideration.	2/19/2008
3	Evelyn Avenue Bike Lane Phase 1 and 2	Raina	Summer/Fall 2007	Project complete.	4/8/2008
4	Code of Ethics and Conduct	EI-Guendy	4/8/2008	Annual BPAC review is scheduled for July 17, 2008 meeting.	4/9/2008
5	Utility Bill Stuffer	EI-Guendy	May-08	Shift scheduling, April BPAC	4/9/2008
6	Bike to Work Day	EI-Guendy	5/15/2008	Shift scheduling, April BPAC	4/9/2008
7	Earth Day	EI-Guendy	4/26/2008	Shift scheduling, April BPAC	4/9/2008
8	Health and Safety Fair	EI-Guendy	5/10/2008	Brainstorming scheduled for the February BPAC meeting	2/19/2008
9	Overlay, Reconstruction, Slurry	T. Pineda	FY 2008-09	Information only item provided during the BPAC meeting of January 31, 2008.	2/19/2008
11	E-Lockers at the Caltrain Station	EI-Guendy	Mar-08	Relocation of four new e-lockers and placement of information and BAAQMD signage	2/19/2008
12	Signage request - Entrance of Baylands Park	EI-Guendy	Apr-08	Add bicycle route signage in the vicinity of the Sunnyvale entrance to the Baylands Park	3/14/2008

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
13	Maintenance request - Fair Oaks south of Tasman	EI-Guendy	Apr-08	Addition of filler to the storm drain in the southbound direction on Fair Oaks Avenue just south of Tasman Drive	3/14/2008
O-1	Bike Transportation Account Grant Program	EI-Guendy	Annual		7/13/2006
O-2	Bicycle Capital Improvement Program	EI-Guendy	Ongoing		7/12/2007
O-3	TFCa grants	EI-Guendy	Annual	Funding for light rail corridor traffic controllers recommended	4/9/2008
O-4	Bike Parking Incentive Program	EI-Guendy	Ongoing		5/11/2007
O-5	Construction Zone Safety Complaints received	EI-Guendy	Ongoing		2/19/2008