



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways & Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE

Wednesday, May 3, 2023

****6:00 PM****

MEETING LOCATION

*1 Pendergrass Way, Sand City, California 93955
Sand City Council Chambers*

Join meeting online at:

<https://us02web.zoom.us/j/990276709?pwd=QXBRbWF6ajh6M3dOR3hhbGloRlhRZz09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 990 276 709

Password: 352877

Please see all the special meeting instructions at the end of this agenda

Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda.

1. ROLL CALL

Call to order and self-introductions. Committee bylaws specify that a quorum shall consist of a majority (7) of the number of voting memberships actually filled at that time (13); the existence of any vacancies shall not be counted for purposes of establishing a quorum. If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Thursday before the meeting, and such comments will be distributed to the Committee before the meeting.

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

3. BEGINNING OF CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

- 3.1 APPROVE** minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of April 5, 2023.

- Montiel

The draft minutes of the April 5, 2023 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

END OF CONSENT AGENDA

- 4. RECEIVE** presentation from the Monterey-Salinas Transit District regarding the Transit Oriented Development Planning Study.

- Overmeyer (MST)

The Monterey-Salinas Transit District (MST) is leading a planning study to identify opportunities to increase transit-oriented development (TOD) viability by enhancing multimodal connections within the SURF! Busway and Bus Rapid Transit project corridor through the implementation of enhanced bicycle, transit, and pedestrian facilities; and Transportation Demand Management (TDM) strategies. The project goals are to decrease greenhouse gas (GHG) emissions, reduce vehicle miles travelled (VMT) from development, and lower TOD parking requirements to collectively make TOD more effective and attractive to developers and more desirable and affordable to Monterey County residents.

5. **RECEIVE** presentation on the Salinas Vision Zero program.

- Andrew Easterling, City of Salinas

Salinas City Traffic Engineer, Andrew Easterling, will provide the latest updates on the Salinas Vision Zero Program.

6. **NOMINATE** up to three members of the Bicycle and Pedestrian Facilities Advisory Committee to serve on the TAMC Competitive Grant Application Review Committee.

- Strause

The Transportation Agency Board approved a new cycle of competitive grants at its March 2023 meeting. The grant applications for projects proposed for funding are due June 1, 2023. Agency staff is seeking to establish an ad hoc committee to review and rank the applications, and provide funding recommendations.

7. **RECEIVE** information and **PROVIDE** feedback to staff on a proposed state bill related to bicycles on sidewalks.

- Watson

Assembly Bill 825 (Bryan): Vehicles: Bicycles on Sidewalks would prohibit local authorities from prohibiting bicycles on sidewalks adjacent to a highway or corridor that does not include a bikeway.

8. **ANNOUNCEMENTS** and/or **COMMENTS**

9. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting will be held on
Wednesday, June 7, 2023, at 6:00 P.M.
Transportation Agency for Monterey County
Conference Room
55B Plaza Circle, Salinas, CA 93901

A quorum of voting members is required to be present in the same room to hold this meeting.

There will be a zoom link for hybrid participation.

Voting members: please note that the circumstances in which you may remotely teleconference have been severely curtailed and require prior notice and only certain justifications. Click [here](#) for more detail.

If you have any items for the next agenda, please submit them to:
Janneke Strause, Bicycle and Pedestrian Facilities Advisory Committee Coordinator
Janneke@tamcmonterey.org

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday 8:00 a.m. - 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the

request.

CORRESPONDENCE, MEDIA CLIPPINGS, & REPORTS

Correspondence - No items this month.

Media Clipping - No items this month.

Reports - No items this month.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: May 3, 2023
Subject: **Draft BPC Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of April 5, 2023.

SUMMARY:

The draft minutes of the April 5, 2023 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

ATTACHMENTS:

- ▢ Draft April BPC Minutes

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee**

Draft Minutes of April 5, 2023

Held at the Transportation Agency for Monterey County Office
55-B Plaza Cir., Salinas CA 93901

Voting Members	SEP 22	OCT 22	NOV 22	DEC 22	JAN 23	FEB 23	MAR 23	APR 23
Eric Petersen, District 1	P	P	P	N	C	P	P	P
Pete Scudder – District 2 <i>(David Tavarez)</i>	P	P	P	O	A	P	E	P
Mike Novo – District 3, Chair	P	P	P		N	P	P	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	P	P	P	M	C	P	P(A)	P
Martin Wegenstein, District 5, Vice Chair <i>(Jeff Lindenthal)</i>	P(A)	P	P(A)	E	E	P	E	E
D. L. Johnson, Carmel-By-The Sea	P	P	-	E	L	P	P	E
Celine Pinet, Del Rey Oaks	P	P	P	T	L	-	-	P
Gonzales - Vacant	-	-	-	I	E	-	-	-
Ernest Gallardo, Greenfield	E	P	P	N	D		P	P
King City – vacant	P	P	P	G		P		-
Marina - Vacant	-	-	-			P		-
Gino Garcia, Monterey <i>(Abby Ostovar)</i>	P	P	P			P	P	P
Katie Stern, Pacific Grove <i>(Jung Hwa Kim)</i>	P	P	P			E	P	P
Chris Flescher, Salinas <i>(Mark Lasnik)</i>	P	P	P			P	P	P
Elizabeth (Libby) Sofer, Sand City	E	P	E			-	P	E
Ralph Wege, Seaside <i>(Jan Valencia)</i>	P	P	P			P	-	P
Soledad - Vacant	-	-	-			-	-	-
Marzette Henderson, Monterey Salinas Transit		P	P			E	P	P
Vera Noghera, Velo Club of Monterey <i>(Alex Capelli)</i>	P(A)	E	P			P	P	-
N. County Recreation & Park District - Vacant	-	-	-			-	-	-
Salinas Public Works - Vacant	-	-	-			-	-	-
Monterey County Public Works – Vacant	-	-	-			-	-	-
Caltrans - District 5 - Vacant	-	-	-			-	-	-
Miranda Taylor, AMBAG <i>(Will Condon)</i>	P	P	P			P	P	P
CSUMB -vacant	P	P	E			P	-	-

E – Excused
P(A) – Alternate
A - Absent

VC – Video Conference
TC – Teleconference

TRANSPORTATION AGENCY STAFF	SEP 22	OCT 22	NOV 22	DEC 22	JAN 23	FEB 23	MAR 23	APR 23
Todd Muck, Executive Director	E	P	P			P	E	-
Ariana Green, Principal Transportation Planner	E	P	E			-	P	-
Maria Montiel, Administrative Assistant	P	P	P			P	PV	P
Mike Zeller, Director of Programing and Project Delivery	E	E	P			-	P	-
Laurie Williamson, Senior Engineer	E	-	P			-	-	-
Christina Watson, Director of Planning	P	P	P			-	P	P (VC)
Janneke Strause, Transportation Planner	P	P	P			P	E	P
Aaron Hernandez, Assistant Transportation Planner	P	-	-			-	-	P (VC)
Alissa Guther, Assistant Transportation Planner	-	P	-			P	-	P
Doug Bilse, Principal Engineer	P	-	-			P	-	P
Jeff Kise, Director of Finance & Administration							P (VC)	-
OTHERS PRESENT:								
	Hans Hoffman			Public		Mark Chafee		Velo Club

1. Chair Novo called the meeting to order at 6:00 p.m. A quorum was established, and Maria Montiel took roll call.

2. **PUBLIC COMMENTS**

None.

3. **BEGINNING OF CONSENT AGENDA**

M/S/C Wriedt/Wege/unanimous

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of March 1, 2023.

END OF CONSENT AGENDA

4. SALINAS VALLEY SAFE ROUTES TO SCHOOL PLAN AND PARTICIPATORY BUDGETING

The Committee received a presentation on the progress of the Salinas Valley Safe Routes to School Plan and the Participatory Budgeting process.

Janneke Strause, Transportation Planner reported that the Transportation Agency, Monterey County Health Department, Ecology Action and the cities of Gonzales, Soledad, Greenfield and King City have partnered to develop the Salinas Valley Safe Routes to School Plan. She noted that the planning effort for Greenfield kicked-off in February 2022. The team has reviewed existing planning documents relevant to safe routes to schools to ensure consistency with existing plans and projects. In conclusion Ms. Strause noted that the team visited each of the school sites to observe the morning drop-off or afternoon pick-up and note any infrastructure deficiencies and/or dangerous behaviors. She mentioned that Transportation Agency will provide up to 250,000 in funding in the Spring 2023 for the cities.

In conclusion Ms. Strause noted that all of the input from community members and data collected were used to develop draft recommendations for each of the cities in the Plan. She noted that an important piece of the Salinas Valley Safe Routes to School Plan is a participatory budgeting process that is designed to fast-track funding and implementation of safe routes to school projects that are meaningful to community members. She mentioned that all cities will go through a ballot process and the Steering Committee will review the results and recommend to the City Council for approval for the grant funding. She said the first city to complete a participatory budgeting process was Greenfield and all four projects recommended by the Steering Committee were approved by the Greenfield City Council in Spring 2023. She noted that Soledad kicked off this past October and is currently recruiting for King City. Ms. Strause noted that Gonzales will start in the fall of this year and the temporary demonstration is up April 7 through June 30th.

5. HIGHWAY DESIGN MANUAL OVERVIEW FOR BICYCLE FACILITIES

The Committee received a presentation on Highway Design Manual emphasizing best practices for bicycle facilities on public rights of way.

Doug Bilsle, Principal Engineer reported that the Highway Design Manual is published by Caltrans and is intended to establish uniform policies and procedures to carry out the state highway design functions. He noted that the standard, procedures, and requirements established in the Highway Design Manual (HDM) are often applied by other agencies to design facilities on public roads that are not highways. He noted that we must comply with the California Vehicle Code (CVC) and design work must be consistent with California MUTCD. That means that the Highway Design Manual can sometimes override guidelines developed by the National Association of City Transportation Officials (NACTO) and American Association of State Highway and Transportation Organizations (AASHTO):

Mr. Bilse noted that it is important to realize that the Highway Design Manual uses the word “shall” to indicate a requirement that must be followed, and the word “should” is used to indicate a situation that is recommended, but not required. He also noted that the following guidance from the Highway Design manual should be used when reviewing plans:

- Sidewalks are not to be designated for bicycle travel
- The surface to be used by bicyclists should be smooth, free of potholes, and with uniform pavement edges
- Drainage inlet grates, manhole covers, etc., should be located out of the bicyclist’s travel path when possible
- Driveways should avoid a vertical lip from the driveway to the gutter

6. ANNOUNCEMENTS AND/OR COMMENTS

Chair Mike Novo requested a pedestrians best practices presentation for a future meeting date.

Doug Bilse noted that Transportation Agency staff can bring a roundabouts presentation to a future meeting date.

Alissa Guther announced the Move It Monterey County Spring challenge that is going on from April 1 to May 5. She noted that individuals, teams, schools, worksites, families, and friends can register to win prizes.

Committee member Eric Peterson announced that former TAMC staff member Grant Leonard is working for the City of Salinas.

Committee member Miranda Taylor announced that the Public Participation Plan Survey is out for public input. For more information visit ambag.org. She noted that she will be presenting at tomorrow’s Transportation Agency Technical Advisory Committee.

Janneke Strause noted that the next committee meeting will be held at the Sand City Chambers.

Committee member Ernie Gallardo asked for a California High Patrol representative to attend a future meeting.

7. ADJOURNMENT

Chair Novo adjourned the meeting at 7:30 p.m.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Christina Watson, Director of Planning
Meeting Date: May 3, 2023
Subject: **Monterey-Salinas Transit Transit Oriented Development Planning Study**

RECOMMENDED ACTION:

RECEIVE presentation from the Monterey-Salinas Transit District regarding the Transit Oriented Development Planning Study.

SUMMARY:

The Monterey-Salinas Transit District (MST) is leading a planning study to identify opportunities to increase transit-oriented development (TOD) viability by enhancing multimodal connections within the *SURF!* Busway and Bus Rapid Transit project corridor through the implementation of enhanced bicycle, transit, and pedestrian facilities; and Transportation Demand Management (TDM) strategies. The project goals are to decrease greenhouse gas (GHG) emissions, reduce vehicle miles travelled (VMT) from development, and lower TOD parking requirements to collectively make TOD more effective and attractive to developers and more desirable and affordable to Monterey County residents.

FINANCIAL IMPACT:

The Plan will identify the most promising TOD policies, multimodal improvement packages, and TDM programs that local jurisdictions should pursue along with approaches for pursuing grant funding and project financing.

DISCUSSION:

The MST Transit Oriented Development study launched in summer of 2022, and is focusing on five areas surrounding key *SURF!* stations in the cities of Monterey, Seaside, Sand City, Marina, Salinas, and California State University Monterey Bay. The consultant team has completed a comprehensive Background Conditions report, which reviewed land use policies and transportation plans within the study area and identified opportunity areas and constraints for TOD and transit-supportive projects. The team has held numerous meetings with members of the study's technical advisory committee to review the Background Conditions findings and better understand the unique land use and transportation needs in each community.

To support the Background Conditions work, the Consultant team has conducted several public outreach activities, which included holding a focus group with community-based organizations and local employers and holding a series of meetings with affordable and market-rate developers and architects. The community-based organizations and employer focus group concentrated on community travel needs, challenges with accessing transit services, and issues related to affordable and workforce housing in the region. The developer and architect meetings focused on the market potential for TOD within the study area, building department regulations, and policies related to parking.

A public survey was conducted in March 2023 to gauge community values and preferences for services near housing sites.

The team is now working on a TOD Implementation Strategy Plan that will develop a series of recommendations for promoting TOD and first and last-mile access to *SURF!* within the study area. The Plan will include the following elements:

- A survey of TOD opportunity areas and their potential to increase housing close to transit;
- TOD “best practices” guide on development standards and policies including parking ratios;
- Bicycle and pedestrian improvements to enhance access and safety around *SURF!* Stops;
- Mobility hub features along the *SURF!* corridor such as bicycle parking, passenger pick-up/drop-off zones, and enhanced rider information systems to promote first and last-mile connectivity;
- TDM and parking policies to promote a shift from auto to transit;
- An assessment of the transit benefits of these strategies, including changes in ridership, VMT and benefit-cost analysis.

Michelle Overmeyer, Director of Planning and Innovation for MST, will provide an update on the study to the Committee at the meeting.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Janneke Strause, Transportation Planner
Meeting Date: May 3, 2023
Subject: **Salinas Vision Zero Update**

RECOMMENDED ACTION:

RECEIVE presentation on the Salinas Vision Zero program.

SUMMARY:

Salinas City Traffic Engineer, Andrew Easterling, will provide the latest updates on the Salinas Vision Zero Program.

FINANCIAL IMPACT:

No financial impact.

DISCUSSION:

At its February 11, 2020 meeting, the Salinas City Council passed a Resolution adopting a Vision Zero Policy, and directing city staff to develop a Vision Zero Action Plan. “Vision Zero” is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. It is a movement that began in Europe and spread to American Cities, rooted in the philosophy that no loss of life due to road crashes is acceptable or inevitable and therefore sets the goal of reducing fatalities and severe injuries to zero. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. Vision Zero acknowledges that many factors contribute to safe mobility, not just roadway design, but also speeds, behaviors, technology, and policies, and sets clear goals to achieve the shared objective of zero fatalities and severe injuries.

To develop the Vision Zero Action Plan, City staff compiled 10 years of collision data, and created maps using geographic information systems (GIS) technology to display and filter collision data to help illustrate spatial patterns and trends. Collision data was collected from the Transportation Injury Mapping System (TIMS), Statewide Integrated Traffic Records System (SWITRS) and local police records between the years 2009-2018. This data-driven analysis helped reveal collision trends and patterns in collision type, driver factors, roadway features, vehicle factors or environmental conditions.

Through the GIS map making process, a High Injury Network (HIN) was identified as part of a Vision Zero Action Plan. This was a critical step because it identified roadway segments where high frequencies of fatal or severe injury collisions occur. The Salinas HIN consists of only 12% of the city’s street network. This process suggests that the City can take a much more focused approach to making investments in safety improvements on a small percentage of the City’s streets.

The Vision Zero Action Plan refines the HIN further, and GIS map making was used to develop emphasis areas for road corridors and at intersections with the greatest number of killed or seriously injured (KSI) collision records.

Infographic maps were created to illustrate collision trends, notable collision types and notable primary collision factors using all of the available collision data from 2009-2018. These Emphasis Areas include High Collision Corridors, High Collision Intersections, Pedestrian Involved Intersections, Bicycle Involved Corridors, Alcohol Involved Corridors, and Near Schools.

The highest collision corridors are as follows:

1. East Market Street, from Sherwood Drive to North Sanborn Road
2. Williams Road, from East Alisal Street to East Boronda Road
3. East Laurel Drive, from Natividad Road to North Sanborn Road
4. Boronda Road, from US 101 to Natividad Road
5. East Alisal Street, from Front Street to North Sanborn Road
6. North Main Street, from Market Street to Casentini Street
7. West Laurel Drive, from North Davis Road to North Main Street
8. North Sanborn Road, from Del Monte Ave to East Boronda Road
9. East Laurel Drive, from North Main Street to Natividad Road,
10. Sanborn Road, from US Highway 101 to East Laurel Drive

The highest collision intersections are as follows:

1. Sanborn Road at Freedom Parkway
2. Sanborn Road at Garner Avenue
3. Boronda Road at North Main Street
4. North Main Street at West Bernal Drive
5. East Laurel Drive at Granada Avenue
6. Williams Road at Del Monte Avenue
7. East Alisal Street at Griffin Street
8. East Market Street at North Maderia Avenue
9. East Laurel Drive at Constitution Boulevard
10. East Market Street at Kern Street

The highest pedestrian involved intersections are as follows:

1. Sanborn Road at Garner Avenue
2. East Alisal Street at Griffin Street
3. North Main Street at Lamar Street

The highest bicycle involved corridors are as follows:

1. East Market Street, from Sherwood Drive to North Sanborn Road
2. West Laurel Drive, from North Davis Road to North Main Street
3. Natividad Road, from East Laurel Drive to East Boronda Road

The highest alcohol involved corridors are as follows:

1. East Market Street, from Sherwood Drive to North Sanborn Road
2. East Laurel Drive, from Natividad Road to North Sanborn Road
3. Williams Road, from East Alisal Street to East Boronda Road

The highest collisions near schools are as follows:

1. Martin Luther King, Jr. Elementary
2. Sacred Heart School
3. Alisal High School

Following the adoption of the Action Plan in August 2021, the City began actively working to advance

recommendations for the emphasis areas into real safety improvement projects. The City has allocated \$400,000 towards developing the Alisal Vibrancy Plan: Streetscape Master Plan. The Streetscape Master Plan will build upon the work from the Alisal Vibrancy Plan, and refine Alisal's major commercial corridors, specifically East Market Street, North Sanborn Road, East Alisal Street, and Williams Road further into more tangible final streetscape concepts. These four streets represent the 1st, 2nd, 5th, and 10th highest collision corridors in the Vision Zero Action Plan. These corridors also contain 6 of the 10 highest collision intersections identified in the Action Plan. The City has finished procuring a consultant to develop the concepts and will be kicking off the 32-week project schedule soon.

Additionally, by building upon the work done to develop the Action Plan, the City was recently able to secure four grant awards totaling over \$10.7 million to fund critical safety improvements identified in the Vision Zero Action Plan. The City was awarded just under \$1 million in Active Transportation Program (ATP) funds to make pedestrian and bicycle safety improvements in front of Alisal High School, the number 3 highest collision corridor near a school. The City is also set to receive at least \$8.1 million, and possibly up to \$14 million pending availability of ATP funds for the Harden Parkway Path & Safe Routes to School, whereas Harden Parkway is part of the High Injury Network. The City was also successful in securing \$248,000 in Highway Safety Improvement Program (HSIP) funds to improve North Main Street at Lamar Street, the number 1 highest uncontrolled intersection identified in the Action Plan. Lastly, the City was also awarded \$1.3 million in HSIP funds for the San Juan Grade Road Sidewalk and Street Light Improvements Project, which was identified as part of the High Injury Network. By bringing in outside revenue sources, all four of these projects are now on track to be constructed within the next few years. The initial cost to develop the Vision Zero Action Plan was less than \$80,000, and it has now brought in over \$10 million in grant funds, demonstrating that good planning can pay dividends.

The Vision Zero Action Plan is intended to be a living document which will routinely be updated every 4 to 5 years. Next year the Plan will be turning 3 years old, and the City will begin the process of updating the Vision Zero Action Plan.

WEB ATTACHMENTS:

[Salinas Vision Zero Action Plan](#)



Memorandum

To: Bicycle & Pedestrian Facilities Advisory Committee
From: Janneke Strause, Transportation Planner
Meeting Date: May 3, 2023
Subject: **Competitive Grants - Review Committee**

RECOMMENDED ACTION:

NOMINATE up to three members of the Bicycle and Pedestrian Facilities Advisory Committee to serve on the TAMC Competitive Grant Application Review Committee.

SUMMARY:

The Transportation Agency Board approved a new cycle of competitive grants at its March 2023 meeting. The grant applications for projects proposed for funding are due June 1, 2023. Agency staff is seeking to establish an ad hoc committee to review and rank the applications, and provide funding recommendations.

FINANCIAL IMPACT:

The three-year estimated funding of Regional Surface Transportation Program is \$3,600,000 for fair share and up to \$10,750,000 for the competitive program. The \$10,750,000 includes \$10,000,000 of new Regional Surface Transportation Program funds and \$750,000 of new Transportation Development Act 2% for bicycle and pedestrian project funds.

DISCUSSION:

The Surface Transportation Block Grant Program (formerly the "Regional Surface Transportation Program" or "RSTP") is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. The Transportation Agency receives an annual apportionment of these funds passed through the State. Because Monterey County didn't have an urbanized area with a population of greater than 200,000 in the 1990 census, it qualified for the state exchange program, whereby Caltrans keeps the federal Surface Transportation Block Grant Program apportionments for a region and gives the regional agency an equivalent amount of state cash.

The Transportation Agency distributes these funds in both fair-share and competitive programs. Monterey County and the cities receive fair-share funds based on a formula of 50% population and 50% centerline miles. The total fair share allocation over the next three years is \$3.6 million.

The Transportation Agency distributes the remaining portion of the funding on a competitive basis to transportation projects based on a variety of criteria, including safety, traffic volume and project readiness. The competitive grants process starts with a call for projects, which was approved by the Transportation Agency Board at the March 2023 meeting, and the release of grant application materials (more information is included in the **Web Attachment**).

With the grant application deadline set at June 1, 2023, staff is seeking to establish an ad hoc committee made up of members of the Bicycle & Pedestrian Committee, Technical Advisory Committee, partner agencies, and Transportation Agency staff to review and rank the applications, and provide funding recommendations to the Transportation Agency Board of Directors. Staff is requesting that at the meeting the Committee nominate up to three members for the grants review committee.

WEB ATTACHMENTS:

[2023 Competitive Grant Program - Call for Projects](#)



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Christina Watson, Director of Planning
Meeting Date: May 3, 2023
Subject: Assembly Bill 825 Bryan - Bicycles on Sidewalks

RECOMMENDED ACTION:

RECEIVE information and **PROVIDE** feedback to staff on a proposed state bill related to bicycles on sidewalks.

SUMMARY:

Assembly Bill 825 (Bryan): Vehicles: Bicycles on Sidewalks would prohibit local authorities from prohibiting bicycles on sidewalks adjacent to a highway or corridor that does not include a bikeway.

FINANCIAL IMPACT:

No financial impact.

DISCUSSION:

The TAMC Board takes positions on draft state legislation; staff brings bills that may be of interest to the Bicycle and Pedestrian Facilities Advisory Committee for discussion and input. On the draft May TAMC bill list, Assembly Bill 825 (Bryan): "Vehicles: Bicycles on Sidewalks" would prohibit local authorities from prohibiting bicycles on sidewalks adjacent to a highway or corridor that does not include a class I, II, or IV bikeway, requires bikes to yield to pedestrians, and establishes a 10 miles per hour speed limit for bikes on sidewalks. A "Highway" as defined in Ca. Vehicle Code § 360 "is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street."

The bill's draft language and other information is online as a **web attachment**. An analysis prepared for the Assembly Transportation Committee's March 20 hearing is **attached**. TAMC currently has a "watch" position on this bill. TAMC staff asks for the Committee to provide feedback as to whether the Board may want to take a position on this bill.

ATTACHMENTS:

- ▣ AB 825 (Bryan) analysis

WEB ATTACHMENTS:

- [AB 825 \(Bryan\) bill language and information](#)

Date of Hearing: March 20, 2023

ASSEMBLY COMMITTEE ON TRANSPORTATION

Laura Friedman, Chair

AB 825 (Bryan) – As Introduced February 13, 2023

SUBJECT: Vehicles: bicycles on sidewalks

SUMMARY: Prohibits a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway that does not include a bikeway, as defined, and requires a person riding a bicycle to yield the right of way to pedestrians. Specifically, **this bill:**

- 1) Prohibits a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway that does not include a class I, II or IV bikeway.
- 2) Establishes a speed limit of 10 miles per hour (mph) on a sidewalk for bicycles.

EXISTING LAW:

- 1) Permits local authorities, by ordinance, to prohibit the use of a bicycle on sidewalks. (Vehicle Code Section (VEH) 21100)
- 2) Defines a “bicycle” to include electric bicycles. (VEH 231)
- 3) Defines “bikeway” to mean all facilities that provide primarily for, and promote, bicycle travel. For purposes of this article, bikeways shall be categorized as follows:
 - a) Bike paths or shared use paths, also referred to as “Class I bikeways,” which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
 - b) Bike lanes, also referred to as “Class II bikeways,” which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
 - c) Bike routes, also referred to as “Class III bikeways,” which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.
 - d) Cycle tracks or separated bikeways, also referred to as “Class IV bikeways,” which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. (Streets and Highway Code Section 890.4)

FISCAL EFFECT: Unknown

COMMENTS:

According to the National Highway Traffic Safety Administration, riding a bicycle on a sidewalk is often unsafe for both cyclists and pedestrians using the sidewalk. Sidewalks are not designed for high speed travel, and the travel speed of a bicycle can often result in a decrease in visibility for cyclists by cars, potentially placing them in danger at intersections or driveways.

A review of 23 studies on cycling safety summarized in the report *The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes* estimates that the risk of collisions while riding on the sidewalk is 1.8 to 16 times that of riding on the road. While, the risk of collisions increases as a result of bicycles on sidewalks sometimes it may be necessary. According to the University of California Berkeley Safe Transportation Research and Education Center (SafeTrak), bicycling on a sidewalk can become a safety imperative for cyclists on roadways where traffic is too fast, the roadway lacks bike lanes, the lighting is insufficient, or the roadway is in bad repair.

According to the author, “People of color should not be criminalized for choosing to use their bicycle on the sidewalk when there is no safe bike infrastructure on the street. AB 825 will prohibit local authorities from restricting cycling on the sidewalk when a proper bike lane does not exist. Without safe bicycle infrastructure, cyclists should be able to use their best judgment about where they should ride for their own safety and the safety of those around them.”

Cycling infrastructure enhances safety, increases the number of cyclists and reduces the need for sidewalk riding. Bicyclist fatalities have been going up in recent years. In 2020, 938 cyclists lost their lives in the United States, a 9.2% jump from the previous year and the highest level since 1987. Bicycle infrastructure, including bike lanes, separated bike lanes, and bike paths all play an important role in improving cyclist safety. In *Cycling for Sustainable Cities*, Professor Rune Elvik notes that studies on bicycle infrastructure have generally found that there is a 30-40% lower injury risk for cyclists on roadways with bicycle lanes, bicycle paths, or on traffic calmed streets with few cars and low speeds.

Bicycle infrastructure also increases the number of cyclists on the roads. From 2007 to 2014, Boston added 92 miles of bike lanes. The number of cyclists commuting to work doubled, while the probability of getting injured was reduced by 14%. New York City from 1996 to 2016 expanded conventional bike lanes from 250 lane miles to 1,100 lane miles. Cycling trips more than doubled to more than 134 million a year. During that same time the fatality rate dropped by 71% and the risk of serious injury dropped 73%.

When New York City added bike lanes and a road diet on Prospect Park West, neither vehicle throughput nor travel times changed, while safety significantly improved. The percentage of cars exceeding 40 mph fell from 47% to 2%, while illegal sidewalk riding by cyclist fell from 46% to 3%. Cycling volumes doubled, while the number of injuries were reduced by half.

Streets for All, the sponsors of this bill, argue “without safe bicycle infrastructure, cyclists should be able to use their best judgment about where they should ride for their own safety and the safety of those around them. Over 130 cyclists die from collisions with cars each year in California. In 2022, Traffic deaths in Los Angeles hit a 20-year high and 53% were pedestrians and cyclists.

AB 825 will prohibit local authorities from restricting cycling on the sidewalk when a proper bike lane does not exist. People of color should not be criminalized for choosing to use their bicycle on the sidewalk when there is no safe bike infrastructure on the street.”

Low income persons of color are more likely to be stopped for riding on a sidewalk. A Los Angeles Times investigation found that from 2017 to July of 2021, 70% of bicyclists that L.A. County sheriff’s deputies pulled over were Latinos, even though that group makes up only about half of the county’s population. 85% of bike riders were searched, while only 21% were cited at the time. In response, the County of Los Angeles legalized sidewalk riding on streets that lacked a bike lane, similar to the approach taken in this bill.

New Violations for Cyclist on Sidewalks: While this bill removes the authority for local authorities to prohibit cycling on sidewalks unless there are certain types of bike lanes on the road it also creates new offenses for cyclists on sidewalks, including a 10 mph speed limit and a requirement to yield to pedestrians. Both of these provisions would apply statewide and would be infractions. Infractions carry a base fine up to \$100. Traditionally the Judicial Council has established a base fine of \$35 for most moving offenses. After taking into account various fees that are attached to base fines, a \$35 base fine traditionally results in a \$234 ticket.

Committee Comments: This bill attempts to increase cyclist safety by striking a balance between pedestrians and cyclists on sidewalks. The bill recognizes that riding on a sidewalk is dangerous by adding a speed limit for cyclists on sidewalks, while also requiring cyclists to yield to pedestrians. It also continues to permit localities to prohibit bicycle riding on sidewalks, but only if the city has taken the steps to provide cyclists with bicycle lanes, which have been shown to not only reduce injuries to cyclists but also increase the number of cyclists on the road. While the bill, according to the author, attempts to reduce unnecessary police stops by people of color, this bill in an attempt to also ensure pedestrian safety on sidewalks, has the potential to increase police stops by adding new violations for cyclists.

Previous Legislation:

AB 1909 (Friedman) Chapter 343, Statutes of 2022 eliminated the statewide ban of class 3 electric bicycles on a bicycle path bikeway and bicycle lanes, removed the authority for local authorities to prohibit electric bicycles on bicycle paths, and required vehicles to change lanes when passing a bicyclist, when feasible.

AB 1371 (Bradford) Chapter 331, Statutes of 2013 specified that a driver of a motor vehicle shall not overtake or pass a bicycle proceeding in the same direction on a highway at a distance of less than three feet between any part of the motor vehicle and any part of the bicycle or its operator.

SB 1464 (Lowenthal) of 2012 would have set requirements for the safe passing of bicyclists by motor vehicles and establishes fines and penalties for failure to abide by these requirements. That bill was vetoed by the Governor on the grounds that the bill authorized a dangerous maneuver (crossing double yellow pavement markings) and would weaken the state's defense to lawsuits.

REGISTERED SUPPORT / OPPOSITION:

Support

Streets for All (sponsor)
Active San Gabriel Valley
Happy City Coalition
Marin County Bicycle Coalition
Napa County Bicycle Coalition
Norwalk Unides
San Diego County Bicycle Coalition
Stop4Aidan

Opposition

Livable California

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