



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

Bicycle and Pedestrian Facilities Advisory Committee

Wednesday, January 8, 2025

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

MEETING LOCATION

55-B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/990276709?pwd=QXBRbWF6ajh6M3dOR3hhbGloRlhRZz09>

OR

Via teleconference at +1 669 900 6833

Meeting ID: 990 276 709

Password: 352877

Please note: If all committee members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chair.

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

1. Quorum Check - Call to Order

Call to order and self-introductions. Committee bylaws specify that quorum shall consist of a majority (8) of the number of voting memberships actually filled at the time (15); the existence of any vacancies shall not be counted for purposes of establishing a quorum.

If you are unable to attend, please contact your alternate. Your courtesy to the other Transportation Agency 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. All public comments are limited to two (2) minutes, unless specified otherwise by the committee chair. 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 Monday before the meeting, and such comments will be distributed to the Board 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. **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** the draft Bicycle and Pedestrian Facilities Advisory Committee Minutes for November 6, 2024.

- Maria Montiel

The draft minutes of the November 6, 2024, Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

4. **RECEIVE** presentation on the Carmel Valley Road and Laureles Grade Roundabout Project from the County of Monterey and **PROVIDE** feedback on potential safety improvements and community impacts.

- Randy Ishi, County of Monterey

The Carmel Valley Road and Laureles Grade Roundabout project involves replacing the existing one-way, stop-controlled "T" intersection at Carmel Valley Road and Laureles Grade with a roundabout. This intersection is located at the northwestern portion of Carmel Valley in unincorporated Monterey County. The project aims to improve vehicle safety and access without increasing capacity or adding new lanes.

5. **RECEIVE** a presentation on proposed updates to the e-bike ordinances and **PROVIDE** feedback to the County of Monterey regarding trail usage, community safety, and potential impacts.

- Bryan Flores, County of Monterey

The Monterey County Parks Commission is exploring updates to the existing ordinances governing electric bicycle (e-bike) use within County Parks. The proposed changes include defining e-bike classifications (Class 1, Class 2, and Class 3) and revising policies to regulate their use on designated trails. Public Works, Facilities, and Parks staff have received community input both supporting and opposing e-bike usage, prompting this review.

6. **RECEIVE** update and **PROVIDE INPUT** on the Fort Ord Regional Trail and Greenway - California Avenue segment.

- Janneke Strause

The Fort Ord Regional Trail & Greenway California Avenue segment stretches 1.4 miles from Patton Parkway in the City of Marina to 8th Avenue, adjacent to California Avenue. From 8th Avenue, the trail heads north through former Fort Ord open space and crosses Imjin Road via at an-grade crossing to connect to the new roundabout at the Imjin Parkway and Imjin Road intersection as part of the Imjin Parkway Widening and Roundabout Project. The project is at 60% design with a target to begin construction in Fall 2025.

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

ANNOUNCEMENTS

Next Committee meeting will be held at
Wednesday, February 5, 2025 at 6:00 P.M.
55-B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation by members of the public.

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 details.

If you have any items for the next agenda, please submit them to:
Aaron Hernandez, Bicycle and Pedestrian Facilities Advisory Committee Coordinator
Aaron@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
www.tamcmonterey.org
55B Plaza Circle, Salinas, CA 93901
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

The Committee Agenda will be prepared by Agency staff and will close at noon five (5) 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 the 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.

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: January 8, 2025
Subject: **Draft BPC Minutes**

RECOMMENDED ACTION:

APPROVE the draft Bicycle and Pedestrian Facilities Advisory Committee Minutes for November 6, 2024.

SUMMARY:

The draft minutes of the November 6, 2024, Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

FINANCIAL IMPACT:

None.

DISCUSSION:**ATTACHMENTS:**

1. BPC Draft November 6, 2024 MINUTES

WEB ATTACHMENTS:

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

Draft Minutes of November 6, 2024
Transportation Agency Conference Room
55-B Plaza Circle, Salinas CA 93901

Voting Members	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24	NOV 24
Eric Petersen, District 1	P	E	P	P	C	P	P	P
Victor Tafoya– District 2 <i>(David Tavarez)</i>	P	P	P	P	A	P	P	P(VC)
Mike Novo – District 3, Vice Chair <i>(Nathalie Gomez)</i>	E	P	P	P	N	P	P	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	E	A	E	P	C	P	P	P(EM)
Martin Wegenstein, District 5, Chair <i>(vacant)</i>	P	P	P	E	E	P	P	E
D. L. Johnson, Carmel-By-The Sea	P	P	E	P	L	P	A	P
Del Rey Oaks – vacant	-	-	-	-	L	P	-	-
Gonzales – vacant	-	-	-	-	E	-	-	-
Ernest Gallardo, Greenfield	E	A	P	P	D	P	P	P
King City – vacant	-	-	-	-		-	-	-
Liesbeth Visscher, Marina	P	P	E	E		P	P	E
Gino Garcia, Monterey <i>(Abby Ostovar)</i>	P	E	E	E		P	A	E
Katie Stern, Pacific Grove <i>(Lester Brown)</i>	P	P	P	P		P	A	P
Chris Flescher, Salinas <i>(vacant)</i>	P	P	P	P		E	P	P
Elizabeth (Libby) Sofer, Sand City	P	P	A	P		E	E	E
Ralph Wege, Seaside <i>(Jan Valencia)</i>	P	P	P	P		P	A	P
Soledad – Vacant	-	-	-	-		-	-	-
Marzette Henderson, Monterey Salinas Transit <i>(Michelle Overmeyer)</i>	P	P	E	P		P	P	P
Mark Chaffey, Velo Club of Monterey <i>(Alex Capelli)</i>	P	P	P	E		P	P	P
N. County Recreation & Park District - Vacant	-	-	-	-		-	-	-
Salinas Public Works - Vacant	-	-	-	-		-	-	-
Monterey County Public Works – Vacant	-	-	-	-		-	-	-
Caltrans - District 5 - Vacant	-	-	-	-		-	-	-
AMBAG <i>(Will Condon)</i>	-	A	A	A		A	A	
CSUMB -vacant	-	-	-	-		-	-	-

E – Excused
P(A) – Alternate
A – Absent
AB 2449 Emergency =EM/ Public Health=PH
VC – Video Conference
TC – Teleconference

TRANSPORTATION AGENCY STAFF	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24	NOV 24
Doug Bilse, Principal Engineer	P	A	A	A		-	P	A
Amelia Conlen, Senior Transportation Planner		P	A	A		-	A	A
Ariana Green, Principal Transportation Planner	A	A	P(VC)	A		-	A	A
Alissa Guther, Transportation Planner	P(VC)	P(VC)	P(VC)	A		-	P	A
Aaron Hernandez, Transportation Planner	P(VC)	P	P	P		-	P(VC)	A
Maria Montiel, Administrative Assistant	P	P	P	P		P	P	P
Ariadne Sambrano, Transportation Planner	P	P	P	P		P	A	P
Janneke Strause, Associate Transportation Planner	A	A	A	A		A	P	P
Christina Watson, Director of Planning	P	P	P	P		P	P	P
Mike Zeller, Director of Programing and Project Delivery	A	A	P(VC)	A		-	A	A
OTHERS PRESENT:								
Nathalie Gomez	District 3 Alternate	Marissa Garcia	City of Monterey					
Derek Wu	Kimbley Horn	Frederik Venter	Kimbley Horn					
Blanca Koening								

1. Vice Chair Mike 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 Johnson/ Wege/ unanimous

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of October 2, 2024.

3.2 Approved applications to the Active Transportation Support Program (ATSP) to award bike racks.

Item pulled for discussion

M/S/C Wriedt/ Gallardo/ unanimous

3.3 Reviewed and provided comments on the draft 2025 Legislative Program.

END OF CONSENT AGENDA

4. LOCAL ROAD SAFETY PLAN – CITY OF MONTEREY

The Committee received a presentation on the City of Monterey’s development of Local Road Safety Plan (LRSP) and provided feedback on Community engagement strategies for potential safety improvements.

Marissa Garcia with the City of Monterey reported that the city was awarded an Action Planning Grant through the Safe Streets and Roads for All (SS4A) program. She noted that the grant supports the development of the City’s Local Road Safety Plan, which will identify, analyze, and prioritize road safety for all road users. Ms. Garcia highlighted key findings, including a higher concentration of accidents in specific areas, emphasizing the need for targeted safety improvements. She explained that the focus of the local road safety plan is to help reduce vehicular accidents, particularly at intersections with significant safety issues. Ms. Garcia noted a higher number of collisions when comparing Monterey to the state average, particularly highlighting that Monterey has twice the state average for those riding their bikes to work. This finding underscores the need for targeted bicycle safety improvements to support and protect this growing group of commuters.

Ms. Garcia also shared the City’s plans to conduct site-specific case studies focused on intersections with high collision rates. She announced an upcoming public outreach event scheduled for November 14th at 6pm at the City of Monterey Library. The event will focus on analyzing collision data more closely, sharing systematic improvements strategies, and presenting additional information to the public.

Additionally, Ms. Garcia addressed collisions on the rec trail, noting that these incidents are never reported and are therefore not included in the overall collision data. This omission highlights the need for better reporting mechanisms to ensure comprehensive safety analysis for all transportation modes.

In conclusion, Ms. Garcia emphasized that the community-led approach will guide the development of actionable implementation strategies to improve road safety for all users, with particular attention to pedestrians, bicyclists, and vulnerable populations.

The Committee had the following comments and input on the Monterey County Zero Emissions Shared Mobility Study and the Local Road Safety Plan:

Collision Data Analysis:

- Consider looking into the past collision data for the last 3-5 years, as this is considered the gold standard for safety analysis.
- Acknowledge that patterns of traffic and volume can change significantly over a 10 – year period, making historical data less reliable for actionable insights.
- Specifically examine data from 2019-2020 collision period, noting that the area around the lake, hotel, and adjacent Laguna Grande Park has historically not been among the top 10 intersections for collisions.

Public Engagement:

- Consider inviting the general public to participate in future outreach events to increase engagement and gather diverse perspectives.
- Explore hybrid meeting formats to enable broader public participation and provide opportunities for input and comments.

Infrastructure Improvement:

- Consider additional infrastructure enhancements for pedestrians and bicyclists to promote safety and encourage active transportation.

5. DRAFT SALINAS VALLEY SAFE ROUTES TO SCHOOLS PLAN

The Committee received a presentation and provided feedback on the Salinas Valley Safe Routes to Schools Plan.

Janneke Strause, Associate Transportation Planner reported that the Salinas Valley Safe Routes to School Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children and families to access 22 public schools in the cities of Gonzales, Soledad, Greenfield, and King City. She noted that the draft plan is included for review and the final plan will be presented to the Board in December. She noted that the three-year planning process identified barriers to safe access to 22 public schools in South Monterey County cities and recommended infrastructure and non-infrastructure improvements.

In conclusion Mrs. Strause noted that the Transportation Agency is working with the four cities to get feedback from their City Councils on the draft plan. She noted that comments on the draft Plan can be sent via email by November 6th to Amelia Conlen.

6. DEL MONTE BOULEVARD / RESERVATION INTERSECTION – KIMLEY HORN

The Committee received a presentation from Kimley Horn on the Del Monte Boulevard and Reservation Road Improvement Project and provided feedback on the proposed design and community impact during construction.

Derek Wu, Kimley Horn presented on the Del Monte Boulevard and Reservation Road Intersection project aims to improve pedestrians and cyclists' safety by introducing protected crossings, ADA-compliant curb ramps, and better visibility. He noted that the project will also reduce crossing distances and vehicle speeds to enhance safety for non-motorized users.

Mr. Wu presented the proposed project improvements and protected intersection design with several key improvements:

- Curb bulb-outs and ramp elements to physically separate pedestrians and cyclists from vehicle traffic, providing a safer refuge and queuing space.
- Shortened crosswalks and relocated crossings to minimize exposure time for pedestrians and cyclists.
- High-visibility cross-bike striping to enhance cyclist visibility and reduce conflicts with vehicles.
- Signal timing updates, including leading pedestrian intervals (LPI), accessible push button and countdown timers, to provide priority for pedestrians and cyclists at crossings.
- New South crosswalk to close a gap in the pedestrian network and improve connectivity between downtown Marina and the Monterey Peninsula Coastal Trail.

The Committee provided additional comments and concerns regarding the project:

- **Collision Data Analysis:**
 - Del Monte Ave & Roberts Ave
 - Section by the lake, hotel, and adjacent Laguana Grande Park
 - Focus on collision data from the 2019-2020 period, noting that this area has historically not been a top 10 introspection for collisions.
 - Recognize that data older than 10 years may not reflect current traffic and volume patterns, which can change significantly over time.
 - Emphasize that 3-5 years of data is considered the gold standards for actionable analysis.
- **Concerns Regarding the Design:**
 - Bicycles are being pushed into curbs and encroaching into raised beds.
 - Center refuge areas and their usability for cyclists and pedestrians.
 - The need for a dedicated bike light for cyclists to reduce conflicts with vehicles.
 - ADA compliance issues that need to be addressed in the design.
 - Mixing bicyclists and pedestrians in shared spaces creates potential conflicts.
 - Curbs that could be driven over by trucks due to insufficient height or slope.
 - Sloping curbs may create safety risks or accessibility challenges.

Committee member Eric Petersen noted that combining bicyclists and pedestrians is dangerous. Mr. Wu replied that the cross-bike width is 6-feet.

7 COMMITTEE MEETING CALENDAR AND APPOINTMENT FOR 2025

The Committee appointed a Committee Chair and Vice Chair to serve a one-year term beginning January 2025 and adopted the 2025 Bicycle and Pedestrian Facilities Advisory Committee meeting calendar.

Ariadne Sambrano, Transportation Agency reported that the Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office. An election is held in November of each year pursuant to the Committee Bylaws. The proposed schedule of meetings for 2025 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m., except for the months of July and December when all Agency committee meetings are cancelled. She noted that the meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas or other locations to be determined in advance of each meeting.

M/S/C Stern /Henderson /unanimous

Committee member Katie Stern nominated Committee member Martin Wegenstein for the 2025 Chair and the motion was seconded by Committee member Marzette Henderson.

M/S/C Gallardo / Henderson /unanimous

Committee member Earnie Gallardo nominated Committee member Mike Novo for the 2025 Vice-Chair and the motion was seconded by Committee member Mark Chaffey.

M/S/C Gallardo / Henderson /unanimous

Committee member DL Johnson motioned to adopt the 2025 Bicycle and Pedestrian Facilities Advisory Committee meeting calendar and was seconded by Committee member Katie Stern.

8. ANNOUNCEMENTS AND/OR COMMENTS

Ariadne Sambrano announced that there will be no meeting in December and the next meeting is scheduled for January 8, 2025.

9. ADJOURNMENT

Vice Chair Novo adjourned the meeting at 7:24 p.m.

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Randy Ishi, County of Monterey
Meeting Date: January 8, 2025
Subject: **Carmel Valley Road and Laureles Grade Roundabout Project - County of Monterey**

RECOMMENDED ACTION:

RECEIVE presentation on the Carmel Valley Road and Laureles Grade Roundabout Project from the County of Monterey and **PROVIDE** feedback on potential safety improvements and community impacts.

SUMMARY:

The Carmel Valley Road and Laureles Grade Roundabout project involves replacing the existing one-way, stop-controlled “T” intersection at Carmel Valley Road and Laureles Grade with a roundabout. This intersection is located at the northwestern portion of Carmel Valley in unincorporated Monterey County. The project aims to improve vehicle safety and access without increasing capacity or adding new lanes.

FINANCIAL IMPACT:

The project is funded through the 2023 Regional Surface Transportation Program (RSTP) Competitive Grant cycle. The scope includes widening and median construction without increasing the intersection’s overall capacity, keeping the project aligned with its funding parameters.

DISCUSSION:

The Carmel Valley Road and Laureles Grade Roundabout project is designed to enhance both safety and efficiency at the intersection. The current one-way stop-controlled “T” intersection will be replaced with a roundabout to reduce traffic conflicts and improve vehicle flow. While the project includes widening portions of both Laureles Grade and Carmel Valley Road, it will not add any lanes or increase the overall capacity of the intersection.

Additionally, medians will be constructed along Carmel Valley Road to the northwest and southeast of the roundabout, as well as on Laureles Grade to the northeast. These enhancements will help manage traffic more effectively and improve safety for all road users.

Key considerations include:

- Improving vehicle safety and access at the intersection.
- Ensuring the project maintains the current capacity without adding lanes.
- Assessing the potential impact of construction on the surrounding community and traffic flow.

The committee is specifically asked to provide feedback on the project's potential impacts on bike and pedestrian safety.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Bryan Flores, County of Monterey
Meeting Date: January 8, 2025
Subject: **E-Bike Ordinances - County of Monterey**

RECOMMENDED ACTION:

RECEIVE a presentation on proposed updates to the e-bike ordinances and **PROVIDE** feedback to the County of Monterey regarding trail usage, community safety, and potential impacts.

SUMMARY:

The Monterey County Parks Commission is exploring updates to the existing ordinances governing electric bicycle (e-bike) use within County Parks. The proposed changes include defining e-bike classifications (Class 1, Class 2, and Class 3) and revising policies to regulate their use on designated trails. Public Works, Facilities, and Parks staff have received community input both supporting and opposing e-bike usage, prompting this review.

FINANCIAL IMPACT:

This initiative aligns with funding and grant parameters supporting park development and sustainability efforts.

DISCUSSION:

The rise in e-bike usage necessitates updated regulations to address community concerns and align with state and federal guidelines. Key considerations include:

- Incorporating state classifications for e-bikes.
- Regulating trail access and speed limits to ensure safety and minimize environmental impacts.
- Addressing public concerns regarding accessibility and potential hazards.

Proposed Options:

1. **Option A** - Limit all bicycles and e-bikes to designated trails and a maximum speed of 20 mph.
2. **Option B**- Regulate trail access by e-bike class and enforce speed limits:
 - Class 1 & 2: 20 mph max.
 - Class 3: Restricted to paved roads or specific trails.

Feedback Request:

BPC members are asked to provide their input on the proposed ordinance updates, including:

- Recommendations for improving safety measures.

- Thoughts on balancing accessibility with environmental preservation.
- Suggestions for engaging community members in the decision-making process.

ATTACHMENTS:

1. Monterey County Parks E-bike Staff Report
2. Monterey County Parks Draft E-Bike Ordinances

WEB ATTACHMENTS:



Monterey County

Item No.4

Parks Commission Report

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Legistar File Number: 21-1011

December 02, 2021

Introduced: 11/10/2021

Current Status: Agenda Ready

Version: 1

Matter Type: General Agenda Item

Receive an informational report regarding electric bicycle (e-bike) use on dirt trails within Monterey County Parks and provide comment to staff regarding an ordinance update and potential change of use for e-bikes. Continued from Parks Commission Meeting on November 3, 2021

RECOMMENDATION:

It is recommended that the Monterey County Parks Commission receive an informational report regarding electric bicycle (e-bike) use on dirt trails within Monterey County Parks and provide comment to staff regarding a possible update to the Ordinance and potential change of use for e-bikes.

SUMMARY:

Monterey County Public Works, Facilities, & and Parks (PWFP) recently received comments from members of the public regarding e-bike use in County Parks and requests for an ordinance update to allow certain classes of e-bikes on dirt trails. Monterey County Code 14.12.060.I, states, *Electric bicycles are prohibited from all County park dirt trails, unless authorized by the Director.* PWFP is seeking comment from the Parks Commission regarding a potential change use for e-bikes on dirt trails within County Parks.

DISCUSSION:

The first electric bicycles (e-bikes) were created in the 1890s, and moderate technological advances were made until the early 1990s, when battery development improved to the point where e-bike production could be commercialized. By the early 2000s, lithium batteries replaced lead-core batteries and e-bike production escalated. Today, e-bikes are the fastest growing class of bicycles. Recently spurred by the COVID-19 pandemic, e-bike sales in the US grew by 145% between 2019 and 2020. With the spiking popularity of e-bikes, governmental and park agencies are struggling to regulate this “new” class of bicycle. E-bikes range in price from approximately \$600 to \$10,000 with the average price around \$1,500. As e-bikes become more affordable, it is predicted that sales and use will continue to sharply rise.

According to California Vehicle Code (CVC) 312.5, an “electric bicycle” is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. CVC Section 312.5(a) separates e-bikes into three classes depending on the bicycle’s level of assistance and speed:

- (1) A “class 1 electric bicycle,” or “low-speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
- (2) A “class 2 electric bicycle,” or “low-speed throttle-assisted electric bicycle,” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

(3) A “class 3 electric bicycle,” or “speed pedal-assisted electric bicycle,” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

Currently, Monterey County Code prohibits e-bikes on dirt trails within County Parks unless authorized by the Director. PWFP staff has conferred with neighboring open space and park agencies regarding their regulations for e-bikes.

In 2019, the US Secretary of the Interior issued Secretary Order (SO) 3376, which directed the Bureau of Land Management (BLM) and other Federal land managers to expand access to e-bikes. The local BLM manager for the Fort Ord National Monument has issued a blanket exemption to allow riders to operate e-bikes on any trail open to traditional bicycles. Class 2 e-bikes (throttle assisted) must be pedaled while operated on trails within the Fort Ord National Monument. BLM is currently in the process of modifying regulations pertaining to the reclassification of e-bikes as bicycles rather than motorized vehicles.

In August 2021, California State Parks enacted policy to accommodate e-bike users within many State Parks units. Generally, e-bikes are only allowed on paved roads within State Parks units unless authorized to ride on trails by local Superintendent Order. State Parks has broken down the regulations to pertain to the three classes of e-bikes; for example, in certain areas only Class 1 e-bikes are allowed, while in other areas such as State Vehicular Recreation Areas, all classes are allowed.

The Monterey Peninsula Regional Park District does not have many areas where biking is allowed and does make any distinction between traditional bicycles and e-bikes. E-bikes are currently allowed where traditional bicycles are allowed.

Within the past few months, federal legislation has been introduced to provide tax credits for those that purchase e-bikes. H.R.1019 / S.2420 - Electric Bicycle Incentive Kickstart for the Environment (E-BIKE) Act would provide a 30% tax credit of up to \$1,500, to incentivize the purchase of e-bikes to reduce pollution. The bills are currently in the Ways and Means Committee. In addition, as of September 2021, a 15% tax credit for the purchase of an e-bike has been added to the current Reconciliation Bill - Sec. 136407 of Build Back Better Act 5. Should these legislative acts pass, an additional increase in e-bike sales and usage is likely.

PWFP has received public comment requesting that e-bikes be allowed on County Parks trails as well as comment from those who wish to have e-bikes banned from being operated on trails. In August 2021, PWFP received and granted a reasonable accommodation request, in accordance with Monterey County Code 14.12.060.I, for a Monterey County community member to use an e-bike on dirt trails within the County Parks system. PWFP staff consulted with both the Civil Rights Office and County Counsel regarding the granting of the accommodation request.

There are a number of things to consider regarding e-bike use. On the positive side, due to the pedal-assist function of e-bikes, users would have increased access in parks and open space. E-bikes would allow individuals with physical limitations to ride to areas they would not otherwise be able to access. Alternately, in Toro Park, e-bikes users have been witnessed creating illegal trails deep in the River Fire burn scar where it would be physically impossible to ride traditional bicycles. Some reports claim that e-bikes are heavier and thus breakdown the terrain more quickly and leave deeper ruts; other reports state that there is no difference in degradation of the environment when e-bikes are

Legistar File Number: 21-1011

compared to traditional bicycles. Higher rates of speed, going uphill on downhill trails, greater chance of injury during collisions, fire hazard from exploding batteries are some negative comments that PWFP received about e-bikes. PWFP also received comments claiming that e-bikes help increase physical activity because users can go farther and for longer periods of time, that scenic vistas are able to be reached and that age does not matter anymore.

PWFP staff recommends, at minimum, that the Commission consider an update to the ordinance to add the State classification of e-bikes and to begin regulation of use. Should the Parks Commission choose to recommend allowing e-bikes on dirt trails, direction requesting Parks staff report back to the Commission after investigating the matter and developing proposed changes and a regulatory framework specific to County parks for the Commission's consideration is suggested.

OTHER AGENCY INVOLVEMENT:

PWFP conferred with the Bureau of Land Management, California State Parks, and Monterey Peninsula Regional Park District regarding their e-bike regulations.

Prepared by: Bryan Flores, Interim Chief of Parks

Approved by: Randell Ishii, MS, PE, TE, PTOE, Director of Public Works, Facilities, & Parks

DS
RI

Chapter 14.12 - COUNTY PARKS

14.12.010 - Definitions.

Original Language:

C. "Bicycle" means any device with two or more wheels that is human powered, including but not limited to mountain bikes, cruisers, and street bicycles.

K. "Electric bicycle" means a bicycle equipped with fully operable pedals and an electric motor.

Draft Proposed Definition Language:

K. "Electric bicycle" means a bicycle equipped with fully operable pedals and an electric motor, including Class 1, Class 2, and Class 3 Bicycles.

TBD. "Electric Transportation Device" means any device or mode of transportation which is powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source.

TBD. "Class 1 Electric Bicycle" means a electric bicycle that is pedal-assist only, with no throttle assistance, and has a maximum assisted speed of 20 mph.

TBD. "Class 2 Electric Bicycle" means a electric bicycle that is pedal-assist, with throttle assistance, and has a maximum assisted speed of 20 mph.

TBD. "Class 3 Electric Bicycle" means a electric bicycle that is pedal-assist only, with no throttle assistance, and has a maximum assisted speed of 28 mph.

14.12.060 - Transportation.

Original Language:

H. No person within a County park shall ride a bicycle on any trail not authorized for such use.

I. Electric bicycles are prohibited from all County park dirt trails, unless authorized by the Director.

Draft Proposed Language:

Language regarding the trail use etiquette

TBD. Any person who uses a Monterey County Park must yield the path, on both roads and trails, to other visitors in the following manner: Bicycles, electric bicycles, and electric transportation devices must yield to pedestrians and equestrians; and pedestrians must yield to equestrians.

For bicycles, electric bicycles, and electric transportation devices, the passing speed shall be no greater than 10 mph on roads, and 5 mph on single-track trails.

Option A (Limits all bikes, electric bikes, and electronic transportation devices to 20 mph)

I. No person shall operate any bicycle, electric bicycle, or electric transportation device in a Monterey County Park other than on a path designated and signed for that purpose or on a paved vehicular road meant for motor vehicles and shall maintain a safe speed not to exceed 20 mph.

Option B (Limits class 1, 2, 3 bikes to 20 mph)

I. No person shall operate any class 1, class 2, class 3 electric bicycle(s) in a Monterey County Park other than on a path designated and signed for that purpose or on a paved vehicular road meant for motor vehicles and shall maintain a safe speed not to exceed 20 mph.

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Janneke Strause, Associate Transportation Planner
Meeting Date: January 8, 2025
Subject: **Fort Ord Regional Trail and Greenway California Avenue Segment - Project Update**

RECOMMENDED ACTION:

RECEIVE update and **PROVIDE INPUT** on the Fort Ord Regional Trail and Greenway - California Avenue segment.

SUMMARY:

The Fort Ord Regional Trail & Greenway California Avenue segment stretches 1.4 miles from Patton Parkway in the City of Marina to 8th Avenue, adjacent to California Avenue. From 8th Avenue, the trail heads north through former Fort Ord open space and crosses Imjin Road via an at-grade crossing to connect to the new roundabout at the Imjin Parkway and Imjin Road intersection as part of the Imjin Parkway Widening and Roundabout Project. The project is at 60% design with a target to begin construction in Fall 2025.

FINANCIAL IMPACT:

The FORTAG California Avenue segment was awarded \$8.4M in funding from the State Active Transportation Program Cycle 6 and utilizes \$2.2M of Measure X funds for a total project cost of \$10.6M.

DISCUSSION:

The Fort Ord Regional Trail and Greenway (FORTAG) was envisioned and planned by local residents, led by two Cal State professors with the goal of transforming active transportation in Monterey County. FORTAG is a 28-mile multi-use trail that will create a wide, landscaped pathway for all ages and abilities through urban areas and open space. The trail will connect disadvantaged communities in Seaside, Marina, and Monterey County to the regional network of trails including the Monterey Bay Sanctuary Scenic Trail. FORTAG will spur a new level of healthy physical activity in a region that displays high rates of obesity and diabetes.

The first segment to be constructed is the FORTAG Canyon Del Rey segment, which is currently under construction with a target completion of June 2026. The FORTAG Jerry Smith Trailhead segment through former Fort Ord open space is currently in design with a target of beginning construction in June 2026.

The FORTAG California Avenue segment was awarded a State Active Transportation Program grant in June 2023 for Final Design and Construction. In August 2023, the Transportation Agency Board approved a contract with GHD Inc. to conduct Final Design, Community Outreach, and Construction Support. GHD Inc. has completed the 60% designs. The target to begin construction is Fall 2025. The

project includes two new ADA curb ramps at Karen Court and California Avenue and a 1.4 mile, 12-ft with 2-ft shoulder paved multi-use path, as well as two new at-grade crossings with Rectangular Rapid Flashing Beacons (RRFBs) at 8th Avenue, and one new at-grade crossing with RRFBs at Imjin Parkway. A protected intersection at Imjin Parkway and California Avenue will be constructed as a separate project, but will provide a safe crossing for bicyclists and pedestrians using FORTAG.

To subscribe to receive email updates about this project, visit <https://publicinput.com/fortagcaliforniaave>.

ATTACHMENTS:

None

WEB ATTACHMENTS:

[FORTAG California Ave - Project Overview Map](#)

[FORTAG California Ave - Project Area Map](#)

[FORTAG California Ave - 60% Designs](#)