



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, June 3, 2020

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

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

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

Join Zoom Meeting online at: <https://zoom.us/j/990276709>

OR

Via Zoom app: Meeting ID: 990 276 709

OR

By teleconference at: +1 669 900 6833, Code: 990 276 709

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 Monday before the meeting, and such comments will be distributed to

the Committee before the meeting.

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 May 6, 2020.

- Montiel

END OF CONSENT AGENDA

- 4. RECEIVE** presentation and **PROVIDE** comments on the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study.

- Will Condon (AMBAG)

Will Condon, Planner, Association of Monterey Bay Area Governments, will present the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study for comment.

- 5. RECEIVE** update on the Zero Fatalities Task Force report published by the California State Transportation Agency.

- Jacobsen

The Zero Traffic Fatalities Task Force published its report in January 2020. Findings recommend a change in how speed limits are set and regulated. Staff will present the findings of the task force report.

- 6. RECEIVE** presentation on quick-build projects and upcoming funding opportunities.

-Green

Quick-build projects are temporary and reversible street improvements that provide an opportunity to test out new designs using the existing right-of-way. The Active Transportation Program is offering grants to communities who would like to implement quick build projects that encourage active modes of transportation such as bicycling and walking.

- 7. ANNOUNCEMENTS and/or COMMENTS**

- 8. ADJOURN**

ANNOUNCEMENTS

Next Committee meeting:
Wednesday, August 5, 2020

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. The public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during the meeting. 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@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. 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 review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County
www.tamcmonterey.org
Office is closed an all employees are working remotely until further notice
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee 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.

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.

CORRESPONDENCE, MEDIA CLIPPINGS, & REPORTS

Correspondence

Media Clipping

M 1. RECEIVE media clippings attached online.

Reports - No items this month.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: June 3, 2020
Subject: **Draft May Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of May 6, 2020.

ATTACHMENTS:

- ▣ BPC Draft May 2020 Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee
Draft Minutes of May 6, 2020

Held at the Transportation Agency for Monterey County

at TAMC office 55-B Plaza Cir., Salinas CA 93901

Voting Members	SEP 19	OCT 19	NOV 19	JAN 20	FEB 20	MAR 20	APR 20	MAY 20
Eric Petersen, District 1, Past Chair	P	P	P	P	P	C	C	P
Jack Smith – District 2 <i>(David Tavarez)</i>	P	P	P	P	P	A	A	P
Mike Novo – District 3	P	P	P	P	E	N	N	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	E	P	P	P	E	C	C	P
Martin Wegenstein, District 5 <i>(Jeff Lindenthal)</i>	P	P	P(A)	P	P	E	E	P
D. L. Johnson, Carmel-By-The Sea	-	P	P	A	P	L	L	P
Del Rey Oaks - vacant	-	-	-	-	-	L	L	-
Gonzales - Vacant	-	-	-	-	-	E	E	-
Ernest Gallardo, Greenfield	E	P	E	P	E	D	D	-
Michael LeBarre, King City	-	-	-	P	E			P
Hans Hofmann Jr, Marina	P	P	P	P	E			P
Abby Ostovar, Monterey	E	-	E	P	E			P
vacant Pacific Grove <i>(Jung Hwa Kim)</i>	P	P	P	E	-			-
Chris Flescher, Salinas, Vice Chair <i>(Mark Lasnik)</i>	P	P	P	P	P			P
Elizabeth (Libby) Sofer, Sand City	P	P	P	P	P			P
Jan Valencia, Seaside <i>(Ralph Wege)</i>	P	P	P	P	P(A)			P
Soledad - Vacant	-	-	-	-	-			-
Vacant, MBUAPCD	-	-	-	-	-			-
Vacant, Monterey Salinas Transit	-	-	-	-	-			-
Vera Noghera, Velo Club of Monterey <i>(Alex Capelli)</i>	P(A)	P	p	P	P			-
Vacant, FORA	-	-	-	-	-			-
N. County Recreation & Park District - Vacant	-	-	-	-	-			-
James Serrano, Salinas Public Works	-	-	-	-	-			-
Raul Martinez – County Public Works	P	P	P	P	P			-
Caltrans - District 5	-	-	-	-	-			P
Will Condon, AMBAG	-	-	-	-	P			P
Vacant, Pebble Beach Company	-	-	-	-	-			-
Matthew McCluney - CSUMB	P	P	P	A	P			P
E – Excused P(A) – Alternate	VC – Video Conference TC – Teleconference							

TRANSPORTATION AGENCY STAFF	MAY 19	JUN 19	AUG 19	SEP 19	OCT 19	NOV 19	JAN 20	FEB 20
Debbie Hale, Executive Director	E	E	E	E	E	E	E	P
Todd Muck, Deputy Executive Director	E	P	E	E	E	E	E	P
Ariana Green, Senior Transportation Planner	-	P	E	-	P	E	P	-
Maria Montiel, Administrative Assistant	P	P	P	P	P	P	E	P
Madilyn Jacobsen, Transportation Planner			P	P	P	P	P	P
Stefania Castillo, Transportation Planner	P	E	P	P	P	P	P	P
Laurie Williamson, Engineer	-	-	E	-	-	-	-	P
Rich Deal								P

OTHERS PRESENT:

Ralph Wege Seaside - Alternate Lindsey Van Parys Consultant
 Mary Lynch Public

1. Chair Jack Smith called the meeting to order at 6:00 p.m. A quorum was established, and self-introductions were made.

2. PUBLIC COMMENTS

Mary Lynch member of public, announced that the 11th year anniversary for the Bicycling Monterey website that is a volunteer service site. For more information visit bikemonterey.org.

3. BEGINNING OF CONSENT AGENDA

M/S/C *Wriedt/Johnson/unanimous*

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of February 5, 2020.

END OF CONSENT AGENDA

4. **BICYCLE AND PEDESTRIAN ACCESS AT ROUTE 68 ROUNDABOUTS**

The Committee received a presentation on bicycle and pedestrian access at roundabouts related to Scenic Route 68.

Rich Deal, Principal Engineer introduced Lindsey Van Parys. She presented on bicycle and pedestrian access at roundabouts related to Scenic Route 68. She noted roundabout intersections are becoming more prevalent across the United States. While roundabouts are not new, they are new to Monterey County. Roundabouts can be an effective way to improve traffic flow and reduce injury crashes, but their unique shape can seem imposing to new users. A modern roundabout is circular in nature, designed to control speed, multi-modal, safer for all users and more efficient for traffic flow. She noted that nine roundabouts are being proposed for Scenic Route 68. Ms. Lindsey noted that roundabouts will be installed in phases.

Committee member Hoffman noted that mixing bicycles and pedestrians on sidewalks can be confusing. He noted that bicycles are supposed to ride on the street and mixing is not a good thing.

Mary Lynch, member of public noted that consider new construction changes and new housing development in the area. Also, she noted that not all bicycle riders are used to riding on the street with car traffic.

Committee member Wegenstein noted that clear markings on road that have share the road would be safer.

Committee member LeBarre noted that a mixed-use path for all different level bike riders is a good idea. Experienced riders can ride on the road.

Committee member McCluney noted that considering pedestrian growth and having ground markings and signage. Ms. Lindsey replied that they will install sharrows to tell vehicles to share the road and install optical speed bars and green markings leading to paths.

Committee member Wriedt asked about the wildlife crossings. Rich Deal, Principal Engineer replied that the animal crossings will be in corporate with storm drain enhancements. He mentioned that it is hard to change the way people have been driving in over 3 decades.

5. US BICYCLE ROUTE 95 THROUGH MONTEREY COUNTY

The Committee received information on the status of US Bicycle Route 95 in Monterey County and in California and provided input on the route alignment.

Madilyn Jacobsen, Transportation Planner introduced Kerry Irons. Mr. Irons reported that the US Bicycle Route 95 is a national bike route that follows the coast of California through the states of Washington and Oregon to the north. He noted among the 70 local agencies along the route in California, 43 have approved the designation. He noted that the State Department of Transportation, such as Caltrans, determine the suitability of a route for a US Bicycle Route and submit an application to the American Association of State Highway and Transportation Officials for the official designation as a US Bicycle Route. In conclusion Mr. Irons noted that in order to designate a US Bicycle Route, each local road owner needs to communicate to Caltrans that they support the route. The Cities of Monterey and Sand City have already expressed their support of the route to Caltrans.

Mary Lynch, member of public, noted to reach out to Velo Club and encouraged to visit bikemonterey.org for more information.

Committee member LeBarre support of this local city level. He noted to consider alter the path to stop in King City and use wayfinding signage for off roading.

Committee member Hoffmann noted that a Coastal Ride signage map to continue to look at City of Pacific Grove for coastal or possibly 17-mile drive.

6. BICYCLE SECURE PROGRAM

The Committee received update on Bicycle Secure Program and recommended approval of the revised, rolling program for Agency Board approval.

Madilyn Jacobsen, Transportation Planner reported that the Bicycle Secure Program improves the infrastructure needed to support increased use of bicycles, skateboards and scooters. While historically operating as a traditional grant cycle, staff is advising the transition of the program to an on-going, rolling program to allow the Agency to accept applications until the budget has been extended. She noted that the Transportation Agency received five grant applications in the 2019 grant cycle. She noted that studies have shown that one the primary reasons that individuals do not travel via bicycle is the lack of a secure place to store their vehicles. She noted that the Bicycle Secure Program addresses this need by funding bicycle racks and bicycle shelters. Over time, the program has been expanded to include other facilities to support active transportation such as bicycle repair stations and skateboard racks. Ms. Jacobsen noted that staff will continue to bring recommendations to the Bicycle and Pedestrian Facilities Advisory Committee for approval of applications.

Mary Lynch member of public expressed the need to encourage outreach to schools to apply for bike racks and the maintenance repair stations. She noted more repair stations are needed throughout Monterey County for those who don't own basic tools.

M/S/C LeBarre/ McCluney

Committee member Mike LeBarre motioned to approve the Bicycle Secure Program to an on-going, rolling program to allow the Agency to accept applications until the budget has expanded the motion was seconded by Mathew McCluney.

7. COMPETITIVE GRANTS- REVIEW COMMITTEE

The Committee nominated up to three members of the Bicycle and Pedestrian Facilities Advisory Committee to serve on the TAMC Competitive Grant Applications Review Committee

Madilyn Jacobsen, Transportation Planner reported that the Transportation Agency distributes Regional Surface Transportation Program funding in both fair-share and competitive programs. Monterey County and the cities receive fair-share Regional Surface Transportation Program funds based on a formula of 50% population and 59% centerline miles. She noted that the Agency distributes the remaining portion of the Regional Surface Transportation Program funding on a competitive basis to transportation projects based on a variety of criteria, including safety, traffic volume and project readiness. In conclusion Ms. Jacobsen noted that the Competitive grants process starts with a call for projects, which was approved by the Transportation Agency Board at March 2020 meeting. With the grant application deadline set at June 1, 2020, staff is seeking to establish an ad hoc committee made up of members of the Bicycle and Pedestrian Committee, Technical Advisory Committee, partner agencies, and Transportation Agency staff to review and rank the applications and provide funding recommendations.

M/S/C Committee member Mike LeBarre motioned to nominate Martin Wegenstein, Jack Smith and D.L. Johnson to serve on the ad hoc Committee and motion was seconded by Hans Hoffman J.R.

8. ANNOUNCEMENTS AND/OR COMMENTS

Committee member D.L. Johnson thanked Deputy Executive Director Todd Muck for the safety pedestrian problems on highway 1.

Mary Lynch member of public noted that more outreach on committee meeting is needed on social media to encourage more participation from the public. She requested to put on the agenda at a future meeting date.

9. ADJOURNMENT

Chair Smith adjourned the meeting at 8:03 p.m.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: June 3, 2020
Subject: **Central Coast Highway 1 Elkhorn Slough Resiliency Study**

RECOMMENDED ACTION:

RECEIVE presentation and **PROVIDE** comments on the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study.

SUMMARY:

Will Condon, Planner, Association of Monterey Bay Area Governments, will present the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study for comment.

FINANCIAL IMPACT:

TAMC has no financial obligations under this study aside from staff time to participate in the meetings. The study findings recommend further analysis of elevating and widening Highway 1 and elevating the railway through the study area, which is likely to have large price tags for planning, environmental review, right-of-way and construction.

DISCUSSION:

Transportation corridors through Elkhorn Slough will face significant challenges under conditions of climate change and sea level rise. The draft Central Coast Highway 1 Elkhorn Slough Resiliency Study (see **web attachment**) provides a comprehensive assessment of the threats and options available to respond to those threats including the transportation, environmental and economic dimensions.

The study presents a detailed understanding of the risks and options for adaptation in this critical stretch of Highway 1 and the railway corridor, as well as an adaptation management strategy to ensure updated scientific information is integrated into the project planning process. The eight-mile stretch of Highway 1 near Elkhorn Slough is already constrained and will be increasingly impacted by coastal storm flooding and sea level rise.

To adapt the transportation infrastructure to rising sea levels, the existing highway and railway could be elevated via two methods: 1) raised fill embankment and 2) piles. An embankment entails placing and compacting a volume of earthen material (fill) in order to raise the grade of a roadway above adjacent ground surface. Embankments typically have steeper side slope. Where space allows, traditional engineered side slopes can be graded to a much gentler slope to allow for additional habitat area creation. Piles (pylons) refer to structures that support bridge or highway overpasses, typically elevating them over water.

The roadway and railway adaptation scenarios were evaluated using best available modeling tools to investigate systemic changes to transportation, hydrology and ecology triggered by certain adaptation actions. The results of the transportation modeling indicate that the four-lane elevated Highway 1 would best suit the needs of the corridor,

allowing for increased capacity on a road that is already overburdened by demand. The benefit-cost analysis finds that a four-lane elevated Highway 1 would be economically justified, since the value of reduction in traffic delays would be greater than the costs associated with transportation and ecological improvements.

Both build scenarios of elevating a 2-lane highway, and elevating and widening the highway to 4 lanes incorporate the Monterey Bay Sanctuary Scenic Trail. The Sanctuary Scenic Trail will pass through Moss Landing and operate as a Class 1 Bikeway to provide bicycle and pedestrian travel on a separate right-of-way. The bikeway is planned to be 12 feet wide and would start at the intersection of Moss Landing and Highway 1. It runs parallel and west of Highway 1 heading north, and crossing the existing highway bridge. The study does not propose any further bicycle/pedestrian infrastructure.

Since its construction in the late 1800s, the railway through Elkhorn Slough has operated on tracks elevated on fill embankment. The present railway floods under king tide conditions, with disruptions to service until water levels return to normal. To avoid more frequent disruptions to this transportation function as sea levels rise, the grade of the fill embankment could be raised higher to keep pace with water levels. Alternatively, the railway could be raised on trestle, which is an open cross-braced framework used to support an elevated structure. The results of the study indicate that a new single-track railway facility could be constructed and elevated on a trestle adjacent to the existing railway fill embankment. The existing railway fill embankment could be left in place, to aid in sediment retention for the inboard marsh complexes.

The study emphasizes the importance of planning for Highway 1 and railway adaptation in the early to mid-2030s and implementing a course of action well before sea levels are predicted to follow the exponential part of the curve in mid- to late-21st century. The no action scenario would result in widespread loss of habitat and biodiversity through the slough and worsen an existing transportation function problem, to the detriment of the community, region, and visitors to Monterey Bay.

The draft study was released for review on May 12, 2020. The close of the public review period is June 11, 2020. Will Condon, AMBAG Planner, will present an update on the study and seek feedback from the Committee.

WEB ATTACHMENTS:

[Central Coast Highway 1 Elkhorn Slough Resiliency Study](#)



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: June 3, 2020
Subject: Zero Fatalities Task Force Report

RECOMMENDED ACTION:

RECEIVE update on the Zero Fatalities Task Force report published by the California State Transportation Agency.

SUMMARY:

The Zero Traffic Fatalities Task Force published its report in January 2020. Findings recommend a change in how speed limits are set and regulated. Staff will present the findings of the task force report.

FINANCIAL IMPACT:

The report has implications for roadway design that could have a financial impact. The investment of road funding in road diets and pedestrian safety initiatives could result in a reduction in injuries and fatalities.

DISCUSSION:

Assembly Bill 2363 (Friedman) established the Zero Traffic Fatalities Task Force. The statutory goal of the Task Force is to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero. The Task Force examined alternatives to the 85 percentile as a method for determining speed limits in California.

California’s current speed-limit-setting methodology was developed for rural roads and relies on smart choices by 85 percent of drivers. That is, a speed limit is set after studying how fast people drive on a given segment of road and then adjusting it to the speed driven by 85 percent of those drivers. It assumes that “most drivers will drive at a safe and reasonable speed based on the road conditions,” says the report. “It is also based on the idea that speed limits are safest when they conform to the natural speed driven by most drivers and that uniform vehicle speeds increase safety and reduce the risks for crashes.”

However, there is no strong evidence that traveling at the 85th percentile speed results in safer outcomes. Among the problems that have arisen with this method are “speed creep,” in which speed limits go up over time as limits are raised, people drive faster, and then limits are raised again.

The report recommends allowing cities more flexibility in setting speed limits, allowing them to keep current speed limits even if a survey shows that 85 percent of drivers are exceeding the limit, and creating more classes of locations where speed limits can be set at a particular speed without having to do a traffic survey (for example, near schools and in business districts). It also recommends developing a way to conduct traffic speed surveys that takes into account bike and pedestrian safety.

Task Force members overwhelmingly agree that changing a road's infrastructure is the most important factor to reduce vehicle operating speeds. When surveyed, 13 of 15 survey respondents said that design elements effectively reduce speeds. One Task Force member noted that a local city had recently reduced the speed limit in school zones. However, the accompanying wide streets encouraged drivers to ignore the signs and continue driving fast; the lowered speed limit was in itself "not enough to make our streets truly safe".

Many of the recommendations for policy considerations carry the messages of Vision Zero. Vision Zero represents a fundamentally different way to approach traffic safety through partnerships with police departments, public health officials, transportation professionals and policy makers. It is a strategy to eliminate all fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

One example of a policy consideration that carries the message of Vision Zero is to allow greater reduction in speed limits if a roadway is identified as part of a statewide "High Injury Network." Possible criteria identified for implementing a statewide High Injury Networks include the number of fatal and serious injury collisions and the rate of crashes that occur in disadvantaged communities. A sampling of policy considerations and an excerpt from the report are included as **attachments** and the full report and a blog post summary are online as **web attachments**.

As a follow-up to the report produced under Assembly Bill 2363, the California Association of Governments are working with Assembly Members Friedman and Ting on Assembly Bill 2121, introduced February 6, 2020. The draft language and a news release are available as **web attachments**. TAMC Board has voted to support the bill.

ATTACHMENTS:

- Sample of Policy Considerations from Report
- Excerpt from AB 2363 Zero Traffic Fatalities Task Force, CalSTA Report of Findings

WEB ATTACHMENTS:

- [California State Transportation Agency \(CalSTA\) Report of Findings: AB 2363: Zero Traffic Fatalities Task Force](#)
- [February 6, 2020 article in StreetsBlog, "Zero Fatalities Task Force Report: Change the Way Speed Limits Are Set: The "85th Percentile Rule" relies on outdated assumptions and needs to be fixed"](#)
- [AB 2121 \(Friedman\): Traffic Safety](#)
- [Assembly Member Friedman News Release re: AB 2121](#)

AB 2363 Zero Fatalities Task Force: Sample of Policy Considerations

Key Recommendations for Policy Considerations

Establishing Speed Limits

Speed Limit Recommendation #3

Revise traffic survey procedures to specifically require consideration be given to bicyclist and pedestrian safety and develop guidance to describe how to consider bicyclist and pedestrian safety in a traffic survey.

Speed Limit Recommendation #4

Allow state and local agencies to post speed limits below 25 mph when supported by a traffic survey.

Speed Limit Recommendation #5

Increase the reduction allowance for posted speed limits to allow greater deviations from the 85th percentile speed. Currently, the posted speed may only be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed. Classes of locations where the posted speed may be reduced further should include:

- High Injury Networks (HIN). Steps to implement include developing a statewide definition of a HIN. Possible criteria may include:
 - A minimum of three years of the most current crash data
 - Weighting of fatal and serious injury crashes
 - Weighting of crashes that occurred in disadvantaged communitiesThe resultant HIN should: identify specific locations with high crash concentrations; identify corridor-level segments with a pattern of crash reoccurrence; and be able to be stratified by mode.
- Areas adjacent to land uses and types of roadways that have high concentrations of vulnerable road users. Steps to implement include defining vulnerable populations (e.g., pedestrians, bicyclists, scooter users, transit users, seniors, children) and developing criteria to identify eligible streets (e.g., streets close to transit centers, homeless shelters, urban parks/playgrounds, and healthcare facilities as well as types of streets like bicycle boulevards and neighborhood greenways).

Speed Limit Recommendation #9

Allow for a traffic survey to retain the existing speed limit (or revert to one determined in a prior traffic survey) unless a registered engineer determines that significant design changes have been made to the roadway since completion of the last traffic survey with the specific intent of increasing the safe operating speed. Currently, if a speed survey shows that vehicle operating speeds have increased, agencies must raise the posted speed limit even if the roadway design has not changed, contributing to speed creep over time.

Engineering

Engineering Recommendation #6

Develop a statewide traffic safety monitoring program that identifies and addresses locations with speeding-related crashes, with the long-term goal of substantially reducing speeding-related fatalities and serious injuries. Newly developed traffic calming devices (see C-EN3) will be the toolbox for this speeding-related monitoring program. An evaluation of the completed monitoring program investigations will help to inform a possible recommendation on modification to the definition of “speeding-related” in crash reporting.

Enforcement

Enforcement Recommendation #1

Use of automated speed enforcement should supplement, not supplant, existing law enforcement personnel.

Enforcement Recommendation #4

Convene a forum where law enforcement agencies Statewide can discuss issues and barriers to consistent and continual traffic safety enforcement.

- The goal of the forum would be to share best practices and develop recommendations to overcome the lack of prioritization of traffic safety enforcement across the State.
- This event would keep local law enforcement engaged in traffic enforcement operations and reinforce the need for traffic safety enforcement.
- This event should include a focus on data-driven, evidence-based strategies to provide for consistent and continual traffic safety enforcement.

Education

Education Recommendation #1

Develop a statewide coordinated traffic safety campaign to:

- Inform and educate the California population at large on how they can travel safely and abide by the laws of the road.
- Prioritize public awareness, outreach, and education on traffic safety and the dangers of excessive speed.
- Expand the reach of individual campaigns being implemented at regional and local levels, and leverage investment through coordinated messaging, visuals, and branding.

*These recommendations were selected by staff as most relevant to Monterey County. A full discussion of findings and recommendations for policy considerations is available in **Chapter 9** (pg. 53) of the **CalSTA Report of Findings**.*

Traffic Fatalities and Injuries, Speed, and Safety

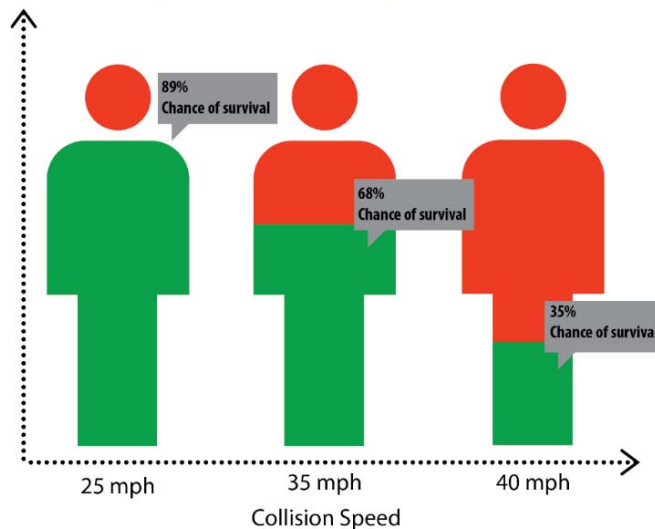
While the overarching objective of the transportation system is to provide mobility, transportation professionals dedicate significant resources to create a system that is safe for all users. Yet transportation professionals and policy makers continue to grapple with increases in road traffic fatalities, injuries, and crashes at the local, state, national, and even global levels.

According to the World Health Organization, deaths from road traffic crashes have continued to climb, reaching 1.35 million in 2016, and representing the eighth leading cause of death globally. Within the U.S. in 2017, there were 37,133 people killed in motor vehicle traffic crashes. Additionally, in the same year, 746,000 people were injured.² Traffic crashes have economic costs as well, which was estimated at \$242 billion nationally. **In California, nearly 3,600 people die each year in traffic crashes and more than 13,000 people are severely injured.** Collectively, these traffic crashes cost California over \$53.5 billion.

Many factors contribute to traffic fatalities and injuries, including speeding, distracted driving, and impaired driving. However, the relationship between speeding and traffic fatalities and injuries is an increasing subject of attention. Of the 37,133 traffic fatalities in 2017, 9,717 (26%) were involved in crashes where at least one driver was speeding. Nationwide, speeding contributes to approximately one-third of all motor vehicle fatalities. It is important to note that the notation of “speeding” for the purpose of crash reporting includes vehicle speeds that are unsafe for conditions as well as in excess of the speed limit; see Section 8.2 for more information.

Recent important studies have highlighted excessive speed as a key risk factor in road traffic injuries and fatalities. According to a 2017 National Transportation Safety Board (NTSB) report, speed increases crash risk in two ways: it increases the likelihood of being involved in a crash and it increases the severity of injuries sustained by all road users in a crash. While the relationship between speed and crash involvement is complex, the relationship between speed and injury severity is consistent and direct. There is clear and convincing evidence, supported by statistical analyses, that crash severity increases with individual vehicle speed.

Exhibit 2-1 – Relationship between Vehicle Speed, Crashes, and Fatalities¹¹



Excerpt from **AB 2363 Zero Traffic Fatalities Task Force, CalSTA Report of Findings**
(emphasis added in **bold**)

The relationship between speed and injury severity is especially critical for vulnerable road users such as bicyclists and pedestrians. In the U.S., on average, a pedestrian is killed in a motor vehicle crash every 88 minutes. **In the event of a crash between a vehicle and a pedestrian or bicyclist, the vehicle's speed will largely determine whether the person hit will survive.** Exhibit 2-1 depicts this relationship, demonstrating that the faster a vehicle is traveling, the less likely it is that the person will survive.

For the purposes of crash reporting, "speeding" is used to identify vehicles that are traveling at speeds which are: 1) unsafe for conditions or 2) exceed the speed limit. Speeds that are unsafe for conditions are based on basic speed law which is defined as driving at a speed greater than is reasonable or prudent considering weather, visibility, traffic, and roadway conditions. Because the definition of speeding includes these two different conditions, it is unknown to what degree exceeding a posted or statutory speed limit contributes to the total number of speeding-related crashes.

In addition to the impact of absolute vehicle speed on both crash severity and crash frequency, speed variance within a traffic flow is often cited as contributing to crash risk. However, the University of California Institute of Transportation Studies (UC ITS) Research Synthesis commissioned specifically for this report found that research on speed variation and safety is limited and generally inconclusive. Furthermore, there is an absence of research related to speed variation impacts on crash frequency or severity of collisions involving pedestrians and bicyclists in urban environments.

Given the rise in traffic fatalities and injuries, the contributing role of excessive speed to those crashes, and the particular vulnerability of pedestrians, bicyclists, and scooter users, transportation professionals and policymakers in the U.S. are struggling to find solutions to make roadways safer. The issue of speed limits and speed management is an increasingly important topic among stakeholders as speeding has been repeatedly demonstrated to be a main factor in crash injury and severity.

Speeding, however, is a multi-faceted problem. There are many factors that can influence how fast drivers choose to operate their vehicles. These include the design of the roadway, the road's posted speed limit, the enforcement of speed limits, and the driver's behavior. In their efforts to get drivers to slow down, practitioners use multiple tools, including lowering speed limits, increasing enforcement, and changing the roadway infrastructure. Ultimately "any measures that can achieve reductions in average operating speeds, including lower speed limits, enhanced enforcement, and communications campaigns, as well as engineering measures, are expected to reduce fatal and injury crashes."

While many consider road design and engineering the effective countermeasure to reduce operating speed, many cities, including Portland, Seattle, and New York City, have also lowered the posted speed limits on their roadways. Although some subject matter experts maintain that lowering posted speed limits does not cause drivers to slow down, recent research has indicated that this approach is effective. The UC ITS research synthesis found that research studies clearly indicate speed limit changes cause changes in drivers' speed. Moreover, "reducing vehicle speed limits will likely reduce vehicle speeds and improve safety across most road environments."

UC ITS concluded that "even though reducing speed limits may only have a small effect on vehicle speeds, those changes in speed result in meaningful safety improvements" especially for vulnerable road users such as bicyclist and pedestrians." Other studies support the finding that even a small change in vehicle operating speed can have large safety impacts. According to one, "**a reduction of 3 mph in average operating speed on a road with a baseline average operating speed of 30 mph is expected to produce a reduction of 27% in injury crashes and 49% in fatal crashes.**"

Excerpt from **AB 2363 Zero Traffic Fatalities Task Force, CalSTA Report of Findings**
(emphasis added in **bold**)

Furthermore, since pedestrians and bicyclists are particularly vulnerable to severe injury and death when struck by higher-speed vehicles, “**countermeasures aimed at reducing vehicle speeds have the potential to save lives.**”

National research results, as well as the results of the UC ITS research synthesis, support the notion, which is advocated by many California cities and local governments, that **lowering speed limits will make streets safer**. In California and the rest of the U.S., establishing the speed limit is based on a long-standing methodology known as the 85th percentile speed. This methodology is discussed in Section 3.0 of this report. However, it is important to note that studies have shown that using the 85th percentile speed to establish speed limits has actually increased drivers’ operating speeds as an “unintended consequence.” This approach creates a phenomenon known as “speed creep,” in which higher speed limits prompt motorists to drive faster, which in turn prompt higher speed limits.

While recent research has shown that changing speed limits is an effective method for reducing vehicle operating speeds and increasing road safety, the absolute magnitude of operating speed changes from speed limit changes alone are small but meaningful. Further, there are many broader trends and contexts to consider, including the inherent trade-off between speed and safety, the safety advances presented by emerging vehicle technologies, and recent statewide developments related to safety and transportation. These trends and contexts are discussed in the next section.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariana Green, Associate Transportation Planner
Meeting Date: June 3, 2020
Subject: **Quick-Build Projects Presentation**

RECOMMENDED ACTION:

RECEIVE presentation on quick-build projects and upcoming funding opportunities.

SUMMARY:

Quick-build projects are temporary and reversible street improvements that provide an opportunity to test out new designs using the existing right-of-way. The Active Transportation Program is offering grants to communities who would like to implement quick build projects that encourage active modes of transportation such as bicycling and walking.

FINANCIAL IMPACT:

The state Active Transportation Program will be accepting applications for quick-build projects in the upcoming grant Cycle 5 due on July 15, 2020.

DISCUSSION:

What is a Quick-Build Project?

Street improvements can be expensive and take many years to implement. The purpose of a quick-build project is to expedite bicycle and pedestrian safety improvements along high-risk corridors. They are temporary installations and must be adjustable or reversible and can include physical and policy/program components. Some examples are protected bike lanes, painted safety zones, transit boarding islands, traffic calming using traffic delineators, traffic signs, traffic signal changes and adjustments to parking regulations.

Why do a Quick-Build Project?

Because quick builds are temporary, they can be done using more affordable materials such as paint and delineators. They also provide an opportunity for a community to "test" a new design and evaluate it's success before committing funds to make permanent improvements. Lastly, they provide an opportunity for a community to bring attention to high-injury streets and offer solutions that can be done on a much shorter timeframe than permanent construction to prevent future injuries.

Where should they be installed? Where have they been installed in other communities?

Quick-build projects are being implemented on streets that have high rates of bicycle and pedestrian collisions and injury. San Francisco has been implementing quick-build projects to help get them closer to their Vision Zero goal. San Francisco Municipal Transportation Agency has adopted a policy to streamline the project delivery for quick build projects and identifies specific corridors/locations for the quick-build projects (see attachment).

Who Can Build Them?

The owner of the street right-of-way must be involved in the process of designing and implementing a quick build project. In most cases this means city or county public works. The project must be reviewed and approved by the City or County Traffic Engineer to certify that it is safe for public use.

How are Quick-Build Projects Funded?

Quick-build projects are typically paid for using local funds, however, the Active Transportation Program will be accepting applications for quick-build projects in the upcoming grant cycle that will provide access to state funds. Active Transportation Program Cycle 5 applications will be due on July 15, 2020.

COVID-19 Opportunities

Coping with the COVID-19 pandemic has presented some interesting opportunities to re-think our streets. With gyms closed and most people sheltering-in-place, many communities have seen a large decrease in traffic and an increase in walking and bicycling, as residents seek safe forms of exercise. The demand for more street space to allow people to walk and bicycle while maintaining a safe distance from others has caused many cities to prioritize active transportation on certain streets.

In San Francisco, they are implementing a program called "Slow Streets" which aims to create a safe bicycle and pedestrian network through the city by reducing through vehicle traffic using temporary barriers and signage. This program is similar to quick-build projects in that it is aimed at using temporary and affordable materials to create a safer space for bicyclists and pedestrians in the existing roadway. The program differs from quick-build projects in their duration. Slow Streets are geared toward accommodating social distancing and may be taken down as health regulations relax, whereas quick-build projects are designed to stay up for a period of several years. For more information about Slow Streets visit: <https://www.sfmta.com/projects/slow-streets-program>

The global pandemic has forced us to evaluate our short-term and long-term health. Quick-build projects and Slow Streets provide unique opportunities to adapt our built environment to meet our current needs and potentially lead to permanent safety improvements.

Transportation Agency staff encourages jurisdictions in Monterey County to consider implementing these programs and applying for Active Transportation Program funding.

ATTACHMENTS:

- SFMTA Quick-Build Resolution

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 190604-063

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving its Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, Mayor London Breed wrote a letter to the SFMTA Board of Directors on March 19, 2019, stressing the urgency of transportation safety, and asking the Board to “develop a strong and comprehensive policy around near-term safety projects”; and,

WHEREAS, A quick-build project is defined to include only reversible and/or adjustable project installations and parking and traffic modifications, such as painted safety zones, bike lanes, adjustments to parking regulations, parking and loading changes, changes to the configuration of traffic lanes and/or other safety improvements to be implemented using materials such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, and transit boarding islands; and,

WHEREAS, Implementing quick-build transportation safety projects on San Francisco’s High Injury Network, the 13 percent of San Francisco streets where 75 percent of severe and fatal collisions occur, will help eliminate transportation related fatalities; and,

WHEREAS, A quick-build project shall include a thorough and transparent evaluation, including soliciting stakeholder feedback, collecting and analyzing safety and performance data, and posting evaluation results on the SFMTA website; and,

WHEREAS, The evaluation duration of a quick-build project is for 24 months starting June 4, 2019, and an informational report will be provided to the SFMTA Board of Directors at the conclusion of that period with findings and any future recommendations; and,

WHEREAS, The Transportation Code establishes the position of City Traffic Engineer as an employee of the SFMTA licensed with the State of California as a Civil or Traffic Engineer and designated by the Director of Transportation to exercise certain powers; and,

WHEREAS, The proposed Transportation Code legislation authorizes the City Traffic Engineer to approve certain parking and traffic modifications that currently require approval by the SFMTA Board of Directors including: designating blue zones, intersections at which right, left or U turns are prohibited; intersections at which turns against a red or stop sign are prohibited; intersections at which one direction of traffic shall be required to yield to the other; intersections at which traffic shall be required to stop, or where a required stop is eliminated; and establishing multiple turn lanes where

vehicles can make right or left turns from more than one lane; and,

WHEREAS, The proposed Transportation Code legislation authorizes the City Traffic Engineer to reclassify existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety following a public hearing; and,

WHEREAS, The SFMTA proposes to develop quick-build safety projects for the following corridors on the city's High-Injury Network:

- 7th Street between Folsom Street and 16th Street
- Alemany Boulevard between Congdon Street and Putnam Street
- California Street between Arguello Boulevard and 18th Avenue
- Golden Gate Avenue between Polk Street and Market Street
- Howard Street between The Embarcadero and 3rd Street
- Leavenworth Street between McAllister Street and O'Farrell Street
- Valencia Street between 19th Street and Cesar Chavez Avenue; and,

WHEREAS, To implement these quick-build projects on a timely basis, the SFMTA Board authorizes the City Traffic Engineer to determine locations to install tow-away zones on the following four corridors where bike lanes currently exist and may be re-classified, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety:

- 7th Street between Folsom Street and 16th Street
- Golden Gate Avenue between Polk Street and Market Street
- Howard Street between The Embarcadero and 3rd Street
- Valencia Street between 19th Street and Cesar Chavez Avenue; and,

WHEREAS, On May 22, 2019, the SFMTA, under authority delegated by the Planning Department, determined that the above-mentioned amendments to Transportation Code, Division II, to delegate authority to the City Traffic Engineer to approve certain parking and traffic modifications following a Public Hearing, is not defined as a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, Authorizing the City Traffic Engineer does not commit the SFMTA to a definite course of action in carrying out any individual proposal or tow-away zone; any projects proposed as "quick-build" projects that would result in a direct or indirect physical change to the environment will undergo environmental review before project approval; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

RESOLVED, That the SFMTA Board of Directors amends the Transportation Code, Division II, Section 201 to delegate authority to the City Traffic Engineer to approve certain parking and traffic modifications following a Public Hearing including, among other things; designate blue zones, intersections at which right, left or U turns are prohibited; intersections at which turns against a red or stop sign are prohibited; intersections at which one direction of traffic shall be required to yield to the other; intersections at which traffic shall be required to stop, or where a required stop is eliminated; establish multiple turn lanes where vehicles can make right or left turns from more than one lane; and, be it further,

RESOLVED, That the SFMTA Board of Directors amends Division II, Section 201 of the Transportation Code to authorize the City Traffic Engineer to reclassify existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways, as provided in the Transportation Code legislation, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety following a public hearing; and, be it further,

RESOLVED, That the SFMTA Board of Directors approves the seven corridors on the city's High-Injury Network listed above on which the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, transit boarding islands, and parking and loading changes which can also include painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes and other safety improvements designated as "quick-build projects" in order to expedite these safety improvements; and,

RESOLVED, That the SFMTA Board of Directors authorizes the City Traffic Engineer to install tow-away zones on the following four corridors where bike lanes currently exist and may be reclassified, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety:

- 7th Street between Folsom Street and 16th Street
- Golden Gate Avenue between Polk Street and Market Street
- Howard Street between The Embarcadero and 3rd Street
- Valencia Street between 19th Street and Cesar Chavez Avenue; and, be it further,

RESOLVED, That SFMTA staff shall make a report to the SFMTA Board of Directors at the conclusion of any quick-build project, including evaluation findings and recommendations.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 4, 2019.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code - City Traffic Engineer Approval of Certain Parking and Traffic Controls]

Resolution amending Division II of the Transportation Code to grant the City Traffic Engineer authority to approve certain parking and traffic controls after a public hearing.

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 200 of Division II of the Transportation Code is hereby amended by revising Section 201, to read as follows:

SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS.

(a) **Office of City Traffic Engineer.** The position of City Traffic Engineer is established. The City Traffic Engineer shall be an employee of the SFMTA licensed with the State of California as a Civil or Traffic Engineer and designated by the Director of Transportation to exercise the powers and perform the duties of City Traffic Engineer established by this Code. The City Traffic Engineer shall have the authority to:

- (1) Identify, study and implement measures to improve traffic conditions and increase the safety of vehicles and pedestrians in furtherance of the City's Transit First Policy.
- (2) Review and investigate requests to install, modify, or remove Traffic Control Devices.

(3) Install color curb markings, including painting red zones not to exceed 20 (continuous) feet in length where needed to ensure public safety, proper Parking Meter spacing, or vehicular access to private or public driveways and Streets.

(4) Design, install, operate, and maintain Traffic Control Devices as necessary to guide, warn, and control moving vehicular and pedestrian traffic.

(5) Install or remove any temporary Traffic Control Devices on any Street for the purpose of controlling Parking or traffic during emergencies, special conditions or events, construction work, short-term testing, or when necessary for the protection of public health and safety. Such temporary Traffic Control Devices shall be removed when they are no longer required following the emergency, condition, or event.

(6) Implement Parking and traffic control measures approved by the SFMTA Board of Directors.

(7) Determine the hours and days during which any Traffic Control Device shall be in operation except where such hours or days are established by law or by resolution of the SFMTA Board of Directors.

(8) Conduct engineering and traffic surveys necessary to establish and maintain appropriate speed limits.

(9) Regulate or prohibit obstructions on Streets and grant or deny Special Traffic Permits.

(10) Mark center lines, lane lines, crosswalks, the boundaries of Parking Spaces associated with Parking Meters, and other distinctive markings upon the surface of any Street, or place any signs to indicate the course to be traveled by vehicles or pedestrians.

(11) Take other actions to regulate Parking and traffic or prohibit Obstructions to Traffic which do not require public hearing or approval of the SFMTA Board of Directors as described in subsections (b) and (c) of this Section 201.

(12) To remove without notice any unauthorized Traffic Control Device, including color curb markings or other markings that regulate Parking and traffic.

(13) Indicate by signs or red curb markings where Parking is prohibited by five feet on each side of any low pressure fire hydrant, and by seven and one-half feet on each side of any high pressure fire hydrant.

(14) Carry out all functions of the City Traffic Engineer consistent with all laws, regulations, generally accepted traffic engineering standards, and SFMTA policies.

(15) Install signs giving notice of the days and hours that Parking is prohibited in order to allow street cleaning as requested by the Department of Public Works.

(b) **Public Hearings.** The following Parking and traffic measures may be implemented following a public hearing:

(1) Locate and install Traffic Calming Devices.

(2) Designate the location of Stands, the types of vehicles authorized to use such Stands, and the days and hours in which Parking restrictions shall be enforced at any Stand.

(3) ~~With the exception of blue zones for the exclusive use of persons with disabilities designated in accordance with Vehicle Code § 21458(a)(5), d~~Determine the locations for Parking restrictions designated by painted curb colors in accordance with Vehicle Code Section 21458 and the times that Parking is prohibited in such locations.

(4) Determine the locations of Truck Loading Zones and the times that Parking is prohibited in that Zone.

(5) Designate motorcycle Parking Spaces.

(6) Designate on-street bicycle Parking Spaces for the installation and use of Bicycle Racks and Bicycle Sharing Stations, or to grant a permit for a Stationless Bicycle Share Program. In the event that a temporary relocation of a bicycle parking space, bicycle rack, or bicycle sharing station is necessary to improve safety or traffic operations, or to accommodate construction or roadway maintenance, the Director of Transportation has the authority to temporarily relocate a bicycle parking space, bicycle rack, or bicycle sharing station prior to holding a public hearing. If the bicycle parking space, bicycle rack, or bicycle sharing station will be temporarily relocated for less than ninety days, no public hearing is required. If the temporary relocation is for ninety days or longer, a public hearing must be held within ninety days following the temporary relocation.

(7) Designate intersections at which right, left, or U turns are prohibited.

(8) Designate intersections at which turns against a red or stop signal are prohibited.

(9) Establish multiple turn lanes where vehicles can make right or left turns from more than one lane.

(10) Designate intersections at which one direction of traffic shall be required to yield to the other.

(11) Designate intersections at which traffic shall be required to stop, or where a required stop is eliminated.

(12) Re-classify existing Class II bike lanes or bikeways to Class IV cycle tracks or bikeway based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety.

(c) **SFMTA Board of Directors' Action Required.** The following Parking and traffic measures may not be implemented without a public hearing and prior approval of the SFMTA Board of Directors, taking into consideration the recommendation of the City Traffic Engineer:

(1) Designate Parking Meter Zones and Streets on which Parking Meters are to be installed in each Parking Meter Zone.

~~(2) Designate blue zone Parking Spaces for the exclusive use of persons with disabilities in accordance with Vehicle Code § 21458(a)(5).~~

(32) Establish, modify, or eliminate preferential Parking programs in accordance with Vehicle Code §§ 22507 and 22507.1, including the applicable geographical area(s) and the days and hours of applicable Parking restrictions.

(43) Install or remove bicycle lanes. The City Traffic Engineer shall have the authority to re-classify existing Class II bike lanes or bikeways to Class IV cycle tracks or bikeways, following a public hearing, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety.

~~(5) Implement the following changes within the bicycle route network, as defined in the most recent update of the Transportation Element of the San Francisco General Plan:~~

~~(A) The narrowing of right hand travel lanes with Parking, including turn lanes to less than 22 feet or the narrowing of right hand travel lanes without Parking, including turn lanes to less than 14 feet;~~

~~(B) The narrowing or elimination of any bicycle lanes, bicycle paths, or bicycle routes;~~

~~(C) The addition of traffic lanes, except where such lanes consist of left turn or right turn pockets.~~

~~(D) — Subsections (c)(5)(A) through (c)(5)(C) shall not apply to construction zones involving temporary changes to lane widths or lane configurations.~~

~~(6) — Designate intersections at which right, left, or U turns are prohibited.~~

~~(7) — Designate intersections at which turns against a red or stop signal are prohibited.~~

~~(8) — Establish multiple turn lanes where vehicles can make right or left turns from more than one lane.~~

(94) Designate one-way Streets.

~~(10) — Designate intersections at which one direction of traffic shall be required to yield to the other.~~

~~(11) — Designate intersections at which traffic shall be required to stop, or where a required stop is eliminated.~~

(125) Designate the location of all bus zones for the use of public transit vehicles.

(136) Set time limits for, and the days and hours of enforcement of, any Parking restriction except for street cleaning Parking restrictions.

(147) Establish or close a crosswalk.

(158) Establish a tow-away zone.

(169) Designate the angle or direction in which vehicles are required to Park on the Street.

(1710) Designate locations where Parking by vehicles over 6 feet high is restricted within 100 feet of an intersection.

(1811) Establish bus, truck, and weight restrictions on Streets.

(1920) Establish transit only lane regulations.

(2021) Establish speed limits on Streets.

~~(2122)~~ Establish on-street Car Share Vehicle Parking Spaces.

~~(2223)~~ Designate locations where Parking by vehicles over twenty-two feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers are prohibited from parking between the hours of midnight and 6 a.m.

~~(2324)~~ Close a street to vehicular traffic for non-ISCOTT permitted events authorized by Division I, Article 6.

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
JOHN I. KENNEDY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 4, 2019



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA BOARD OF DIRECTORS

6/5/2019

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Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: June 3, 2020
Subject: **Media Clippings**

RECOMMENDED ACTION:

RECEIVE media clippings attached online.

DISCUSSION:

- [The successful reopening of restaurants might lie in pedestrian-only streets.](#)
- [More People Are Cycling During COVID-19. That Matters.](#)
- [More Biking And Walking, Fewer Cars: How Coronavirus Is Changing San Diego's Streets](#)
- [Mayor Garcetti says L.A. considering closing some streets for pedestrian use](#)