



MEETING NOTES

SPECIAL MEETING BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

**THURSDAY, NOVEMBER 3, 2022
7:00 P.M.**

I. INTRODUCTION

Roll Call:

Present: Foldenauer, Olson, Schiller, Standez, Vice-Chair White, Chair Rendon
Committee Member Rae-Dupree arrived after roll call.

Staff Present: City Engineer Maz Bozorginia, Assistant Engineer Jonathan Woo

The Committee reviewed the agenda and acknowledged the 9/1/22 Meeting Notes.

II. PUBLIC FORUM – NON-AGENDA ITEMS

There were no members of the public who wished to speak about non-agenda items.

III. AGENDA ITEMS

The Committee adopted the 2023 BPAC calendar unanimously, by a roll call vote of those present, after changing the July 6th meeting to July 13th.

Assistant Engineer Jonathan Woo provided an overview of the E-bike Survey Results. Questions, comments, and topics of discussion included: Safety, speed; posting speed limit signs without enforcement is not effective; shift thinking, ask what can we do to make the trail safer, try a mechanism that affects safety; ask what is causing unsafe trails, i.e., bicyclists weaving in and out, pedestrians unaware of where to walk like walking three across, walking dogs who are on the other side of the trail, on or off leash, causing hazards. Designated bike areas would make the trail safer than a trail with speed limit signs; single file bikers another mechanism; a first step/interim measure might be to divide down the middle with a dashed yellow line to remind people there are others; that it is a shared, mixed-use trail; mark blind curves; direct to slow down and sound bell; announce yourself as passing others; finding ways to communicate to the public about trail etiquette; define that etiquette clearly; even if speed limit can't be enforced, there is value in signage, it

communicates what is expected of you, the goal to achieve; large sections of trail that need maintenance are most dangerous for pedestrians and bicyclists; fixing the trail is in the works, at some point there's going to be a multi-modal trail, there will need to be some revision; we can put this in place, address as the new trail is designed; learned from survey that most people view speed as safety; but a plurality were not inclined to a particularly lower speed; in support of e-bikes but need support mechanisms so that people don't get hurt; we can do things incrementally; that might need to happen to take this policy forward. Regarding implementation of safety features, what is that process and what are the solutions you are thinking about implementing; there was discussion about instant radar feedback; has anything been settled on? Staff: Safety is the product we are seeking with this effort; the purpose of this specific ordinance is to mitigate the usage of electric bicycles and other types of single occupant modes of transportation on the trail such as scooters; data received from the public survey provides direction about the allowance of e-bikes; State's requirements are a little different; County and State Parks have adjoining corridors; want to make sure we are consistent.

The intent tonight is to determine direction on e-bikes policy; haven't settled on anything in particular; because Sheriff's office enforcement resources are limited, pathway rules would be used; this means having signs with the rules of bike path etiquette. Long term improvements, like widening and additional types of lanes, have come up in the past. Our Poplar Beach Gateways Plan looks at the uses we have on the Coastal Trail from Poplar to Kelly. Part of the original plan does have two or three pathway options for the different types of users. Tonight's topic is e-bikes, but long-term, there will be more discussion on the types of improvements.

Janet Rae-Dupree moved to approve the policy recommendations to 1) Allow all e-bikes and electric motorized vehicles on the paths and trails with a speed limit of 15 m.p.h., and 2) Prohibit use of gasoline powered motorized vehicles on all current and future paths and trails. Seconded by Committee member Schiller; motion passed 7-0 with a roll call vote.

City Engineer Maz Bozorginia informed BPAC about the C/CAG Shared Micromobility Feasibility Study, a county-wide pilot program; scope is aimed toward reduction of greenhouse gases and vehicle miles traveled; asking BPAC to submit any questions before November 7th. Micromobility is a term for light-weight human or electric powered vehicles operated as a fleet and can be accessed by the public for use; C/CAG focuses on bikes, e-bikes and scooters; a summary of the study and pilot program were given, including the concerns from other jurisdictions, such as, who services them, how serviced, what happens when dumped or left in odd places; how do they get charged, and who picks them up?

Questions: How would this impact the Coastside, and was the Coastside mentioned? Staff: We have been approached by several vendors, asking us to partner with them, but businesses weren't set up to track these down, or have staffing to pick up the bikes; that's why we want to see how the pilot program works in the more densely populated areas, see how it works out and flush out some of the issues. Part of the governance/oversight committee would be looking at those operational concerns, see how they work in those more densely populated areas, get feedback from those jurisdictions, we have the need for it here on the coast. If San Mateo County passes it countywide, can each City say no, or do

we have to approve it? Staff: Goal is to have each jurisdiction approve; it's still to be determined based on the pilot programs; there's no requirement that we must join; will share that question. If we don't do it, can we contract with others? Staff: Hopefully we will learn more. is there a way to use these for events like the Pumpkin Festival? This is a great visitor-serving and educational opportunity. Bringing this back to trail etiquette conversation earlier, the guidelines could be provided through the app. Would the CCAG program manager be selecting the vendor? Yes. One of the outcomes of this would be more improved bike ped infrastructure; send Maz any additional comments, or you can respond as an individual.

Staff provided updates to grants in progress. Staff provided an update on the State Parks repair/trail closure. This item was presented to the City Council under the CM's reports; also went to Planning Commission in October because a Coastal Development Permit is required and it is within the City's boundaries; the item was continued until we have more information on hydrologic, biological, and construction impacts; it's still under review. Bringing to BPAC because the closure affects Coastal trail; on the north side of town near Pullman ditch, there is significant sensitive habitat, that's why the bike trail will be closed. There were no questions.

IV. DIRECTOR'S ANNOUNCEMENTS

Hwy 1 @ Kelly Avenue temporary signal: Another communication was sent to Caltrans; have not heard back, so no other updates to share yet; Caltrans Maintenance staffing changes are affecting our usual contacts.

In response to correspondence from an individual outside our jurisdiction, staff noted the Sheriff's office sends us accident reports automatically; these reports include bicyclists, pedestrians, and vehicles.

Staff reported a bicycle accident on the Naomi Patridge trail near Kehoe. We are working with CCWD to make changes to signage and are encouraging them to complete the project.

We are looking into crack sealing on Coastal Trail and Poplar Pathway Trail to repair cracks where water infiltrates into our base material.

We have a CIP project in design to repair some of the areas where we have erosion on the bluffs and have lost some of our pathway. We're looking to relocate that slightly inland, in addition to repairs and striping.

Attendee Michelle Dragony commented on the culvert repair, there is a map on her Coastside Buzz website, that shows what the detour is going to look like. Go to Coastside Buzz and type in Pullman Ditch.

ADJOURNMENT

The meeting adjourned at 8:22 p.m.