



**REVISED AGENDA**  
**CITY OF HALF MOON BAY**  
**REGULAR MEETING**  
**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**  
**THURSDAY, MARCH 3, 2022**  
**6:30 P.M.**

This agenda contains a brief description of each item to be considered. Those wishing to address the Bicycle and Pedestrian Advisory Committee (BPAC) on any matter not listed on the Agenda, but within the jurisdiction of the BPAC, see *SPECIAL REMOTE MEETING PROTOCOLS* below.

**Note:** Please Provide a Copy of Prepared Presentations to the Staff

Copies of any written documentation relating to an item of business on the Agenda are on file at City Hall where they are available for public inspection. If requested, the agenda shall be available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132.) Information may be obtained by calling 650-726-8271.

In compliance with the Americans with Disabilities Act, special assistance for participation in this meeting can be obtained by contacting the City Clerk's Office at (650)726-8271. A 48-hour notification will enable the City to make reasonable accommodations to ensure accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II). <http://hmbcity.com/>

*SPECIAL REMOTE MEETING PROTOCOLS:* This meeting will be held entirely by teleconference. All Committee members and staff will only participate via the Zoom platform using the process described below. The meeting is being conducted pursuant to recent amendments to the teleconference rules required by the Ralph M. Brown Act allowing teleconferencing during a proclaimed state of emergency when local officials have recommended social distancing (AB 361). The purpose of AB 361 is to provide the safest environment for the public, elected officials, and staff while allowing for continued operation of the government and public participation during the COVID-19 pandemic.

This meeting will be conducted via Zoom Webinar within the Zoom platform. Members of the public are welcome to login into the webinar as Attendees. During any public comment portions, attendees may use the "raise your hand" feature and will be called upon and unmuted when it is their turn to speak. The meeting will also be streamed on Channel 27, on pacificcoast.tv. Please click to join the webinar: <https://us02web.zoom.us/j/86745258603?> or join by phone at (669) 900-9128. At the prompts, enter: **Webinar/Meeting ID: 867 4525 8603 Passcode: 656102**

If you do not have access to join by computer, you may phone in comments to (650) 726-7177, and your comments will be read into the record. Members of the public are welcome to submit comments (in accordance with the three-minute per speaker limit) via email to [ssaisi@hmbcity.com](mailto:ssaisi@hmbcity.com) prior to the start of the meeting.

**I. INTRODUCTION**

- a. Roll Call
- b. Review Agenda
- c. Acknowledge January 13, 2022 Meeting Notes

**II. PUBLIC FORUM – NON-AGENDA ITEMS**

Members of the public are invited to speak about items not on the agenda

**III. AGENDA ITEMS**

- a. Administrative Items
  - 1. 2022 BPAC Calendar – updated
- b. Non-Motorized Vehicles on Trails
- c. Poplar Street Traffic Calming and Safety Project Update
- d. Eastside Parallel Trail – North Segment 4 Update (presentation)
- e. FY 2022-23 Capital Improvement Program Update (presentation)

**IV. STAFF/MEMBER ANNOUNCEMENTS**

**V. ADJOURNMENT**



## **MEETING NOTES CITY OF HALF MOON BAY**

### **SPECIAL MEETING BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE THURSDAY, JANUARY 13<sup>TH</sup>, 2021 6:30 P.M.**

#### **I. INTRODUCTION**

Roll Call:

Present: Foldenauer, Olson, Rae-Dupree, Rendon, Schiller, Spink, White

Absent: Rendon (excused)

Staff Present: Public Works Director John Doughty, City Engineer Maz Bozorginia

The Committee reviewed and approved tonight's agenda. The 11/4/21 BPAC meeting notes were acknowledged.

#### **II. PUBLIC FORUM – NON-AGENDA ITEMS**

There were no members of the public who wished to speak.

#### **III. AGENDA ITEMS**

##### **a. Administrative Items**

1. Election of Vice-Chair: Committee Member White was elected Vice-Chair by all members present.

##### **b. Kelly Avenue Crossing improvements**

Assistant Engineer Jonathan Woo led a PowerPoint presentation.

Questions/Comments/Discussion:

Clarified that the only two intersections covered by this project are Alsace Lorraine and Pilarcitos; speed signs proposed with the flashing dots will be in front of residences, suggest discussion with residents first; radar feedback signs are customizable, have the ability to

turn them on and off; residents requested them; speed feedback signs will greatly help on weekends; rapid-flashing beacons will be controlled with push buttons.

#### C. Caltrans Multi-Asset Project

City Engineer Maz Bozorginia led a PowerPoint Presentation about the Caltrans State Route 1 Multi-Asset Roadway Rehabilitation Project.

#### Questions/Comments/Discussion:

Connectivity; Bridge is a blank; issues are sometimes with cost, sometimes with right-of-way; lanes ends over bridge near Silver; make clear in the record, BPAC to ask Caltrans to incorporate designing and funding the continuation of the lane over the bridge; don't want a road to nowhere; eastside sidewalk to nowhere, ends at the creek and that's it, individuals have to step into the roadway to get anywhere; merge lane to 92 is treacherous; Naomi Patridge Trail onto North Main Street is a major thoroughfare for middle and high schoolers biking to school, need to create narrative for the best way a cyclist is to cross southbound to the high school or Main Street; North of Rocket Farms bike trail ends abruptly and reappears on the west side of the highway, but not really a way to get across, no hump in the road and no shoulder, is there a way to widen that shoulder or find a way for cyclists to get across?; discussed phases of bicycle trail improvements; bike trail north and crossing improvements will be on the agenda for next BPAC meeting, BPAC comments will be incorporated; inclusion of Poplar intersection in project scope; what would Kelly avenue intersection improvements include? Intersection, maybe new signal equipment, protection for bicyclists in the lanes of travel, perhaps refuge islands at the medians with additional push buttons; these are Caltrans's 35% conceptual drawings so more details are forthcoming; concern for surfers trying to get to Surfer's Beach, does El Granada have a committee like ours to voice concerns?; Mid-Coast Council definitely made note of that concern; Caltrans project manager to attend a future meeting, either March or May.

#### **IV. STAFF ANNOUNCEMENTS**

Staff provided brief updates about Eastside Parallel Trail, URL for Coastal Trail Volunteer Patrol, Planning Commission status regarding Poplar Street Project, County's Mirada bicycle pedestrian bridge, Coastal Trail maintenance near golf course and the Coastal Trail Repaving Project. Looking to March meeting to finalize the e-bike ordinance and discuss Capital Projects.

#### **V. ADJOURNMENT**

The meeting was adjourned at 7:42 p.m..



**CITY OF HALF MOON BAY**  
**2022 CALENDAR**

**REGULAR MEETINGS**  
**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

6:30 p.m.

REMOTE MEETINGS

or

EMERGENCY OPERATIONS CENTER  
537 Kelly Avenue

<b>January 6, 2022</b>
<b>March 3, 2022</b>
<b>May 5, 2022</b>
<b>July 7, 2022</b>
<b>September 1, 2022</b>
<b>November 3, 2022</b>

**BUSINESS OF THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
OF THE CITY OF HALF MOON BAY**

**AGENDA REPORT**

For meeting of: **March 3, 2022**

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**TO:** Honorable Chair and Committee

**FROM:** John Doughty, Public Works Director  
Maz Bozorginia, City Engineer  
Jonathan Woo, Assistant Engineer

**TITLE: USE OF NON-MOTORIZED VEHICLES OFF THE PUBLIC HIGHWAYS ON CITY OWNED TRAILS**

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**RECOMMENDATION**

Receive an update on the use of non-motorized vehicles off the public highways on City Owned Trail, including all portions of the California Coastal trail, Naomi Patridge Trail, and the Eastside Parallel Trail, and to provide comments for consideration for updating the City's Municipal Code.

**BACKGROUND**

When electric bicycles (e-bikes) were introduced, most municipal and parks agencies categorized them as motorized vehicles and prohibited them on trails along with traditional motorized vehicles and devices like scooters and motorcycles.

In recent years, e-bike advocates have worked with manufacturers and land managers to improve relations and general acceptance of e-bikes. The American e-bike manufacturers led a successful effort to create three categories of e-bikes, including electric mountain bikes (eMTBs). This classification system was accepted by all manufacturers and has been adopted by 22 states, including California in 2016, when this classification system was incorporated into the California Vehicle Code (CVC). This classification system places strict requirements on e-bike design and capabilities along with a distinction between an electric bicycle and motorized bicycles/mopeds. These new laws prompted many local agencies to revisit and revise their policies for e-bike use on bike paths and trails, as they are no longer categorized as motorized vehicles.

The topic of incorporating the use of e-bikes and eMTBs onto City owned trails was briefly discussed at the November 8, 2018, Bicycle and Pedestrian Advisory Committee. Since that time, staff has further researched how other agencies have addressed the use of e-bikes as its popularity has increased.

City Staff presented additional information about utilizing e-bikes and eMTBs on City owned trails to the Bicycle and Pedestrian Advisory Committee on January 21, 2021. The Bicycle Pedestrian Advisory Committee and members of the public, at the time, expressed mixed reviews of allowing e-Bikes and eMTBs on to City Owned Trails. Some members and public were supportive of the idea of allowing e-Bikes and eMTBs, however some members and public were concerned. Some supportive comments expressed the inclusion of multiple citizens traveling into Half Moon Bay, which would further increase economic development for the City. Some concerns that were brought up were the limitation of enforcement for e-Bikes and e-MTBs traveling too fast.

As new technologies have evolved, additional forms of transportation have come into the picture. Motorized boards, motorized scooters, and Segways have become a more common choice of transportation for people.

## **DISCUSSION**

In 2016, the State of California adopted a new classification system that no longer categorizes e-bikes as a motorized device. Given this change, and the recognition that e-bikes appeal to a growing demographic with physical limitations and represent an opportunity to reduce emissions along bicycle commute routes, many agencies are reviewing their policies.

### **E-Bike Description**

Section 312.5 of the California Vehicle Code (CVC) defines an e-bike as having fully operable pedals and an electric motor of less than 750 watts. American e-bike manufacturers created a classification system that designates three categories of e-bikes: class 1, class 2, and class 3. This classification system and model legislation has been adopted by 22 states, including California (see Attachment 1). Below are descriptions for each class of e-bike.

- Class 1 electric bicycle: a “low speed pedal-assisted bicycle” with an electric motor that provides assistance only when the rider is pedaling, up to 20 mph.
- Class 2 electric bicycle: a “low speed throttle-assisted bicycle” that may be propelled exclusively with an electric motor (without pedaling) up to 20 mph.
- Class 3 electric bicycle: a “speed pedal-assisted electric bicycle” with an electric motor that provides assistance only when the rider is pedaling, up to 28 mph.

CVC section 21207.5 (b) prohibits the use of class 3 e-bikes on recreational trails and paths unless the public agency with jurisdiction chooses to permit them and provides that a public agency may prohibit class 1 and 2 e-bikes on trails within the agency’s jurisdiction.

### **Electric Mountain Bike (eMTB) Description**

Many bicycle manufacturers make e-bikes, but not all make electric mountain bikes or the eMTB version. An eMTB is functionally different from an e-bike (which is intended primarily for use on paved or improved surfaces) in that an eMTB is designed for the rigors of trail use. Typically outfitted with mountain-bike-specific technology, such as disc brakes, suspension, and a wide gear range, eMTBs like all e-bikes are electric-powered (not gas-powered), quiet, and emissions-free. Most eMTBs from major manufacturers are also categorized as class 1 electric bikes.

Currently, the City's municipal code (Chapter 10.48, adopted in 1983) prohibits the use of all "vehicles" off of public highways and streets. It further defines vehicles to include motor vehicles, motorcycles, minibikes, dirt bikes, dune buggies, and any motor-driven cycle or vehicle.

### **Motorized Boards Description**

A motorized board is defined as a gasoline or electrically motorized wheeled device that has a floorboard designed to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide, is designed to transport only one person, the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 20 miles per hour. The device may be designed to also be powered by human propulsion. These are commonly referred to as hoverboards, skateboards, and longboards.

### **Motorized Scooters Description**

Per the California Vehicle Code Section 407.5, a Motorized Scooter is defined as any two-wheeled device that has handlebars, has either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by an electric motor or gasoline motor. This device may also be designed to be powered by human propulsion.

### **Segway Description**

Per the California Vehicle Code Section 313, a Segway is defined as a "electric personal assistive mobility device" or "EPAMD" consisting of a self-balancing, non-tandem two-wheeled device, that is not greater than 20 inches deep and 25 inches wide and can turn in place, designed to transport only one person, with an electric propulsion system averaging less than 750 watts (1 horsepower), the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 12.5 miles per hour.

### **NEXT STEPS**

Since the City's adoption of municipal code chapter 10.48, there has been major changes in technology and transit options creating a new market that is becoming more affordable as it evolves. E-bike, motorized boards, motorized scooter, and Segway usage is increasing and becoming more attractive option for commute as well as recreational use. E-bikes, motorized boards, motorized scooters, and Segways popularity are evident with the State's reclassification of moving it out of the motorized vehicle categories. As such, an argument could be made that the e-bikes, motorized boards, motorized scooters, and Segways are currently allowed on the City's multiuse trails, including the coastal trail. After receiving feedback and comments from this committee, staff will work on updating the code to reflect current state regulations and present to the City Council for discussion.

### **EXHIBITS**

1. DRAFT Update to Municipal Code 10.48 and DRAFT Additional Code 10.49



# EXHIBIT A

## Chapter 10.48

### USE OF MOTORIZED VEHICLES OFF THE PUBLIC HIGHWAYS

#### Sections:

- 10.48.010 Findings--Preamble.
- 10.48.020 Definitions.
- 10.48.030 Unlawful activities.
- 10.48.040 Permitted operations.

#### **10.48.010 Findings--Preamble.**

The council finds:

- A. That over the preceding several years there has been an increase in the ownership and recreational use of motorized vehicles including motorcycles, motor-driven cycles, minibikes, jeeps, dune buggies and other recreational vehicles within the city; and
- B. That the use of motorized vehicles on unpaved hillside areas has created and will continue to create significant erosion of land and damages to vegetation, siltation of streams and damages to riparian areas, generate excessive amounts of irritating dust, and create a danger of igniting brush and grass fires; and
- C. That the use of motorized vehicles on equestrian trails and pedestrian trails and walkways is damaging to such trails and walkways and creates a danger to the intended users of such trails and walkways; and
- D. That the ocean beaches located within the city are unique, natural, and recreational assets; that they provide swimming, boating, fishing and other beach-oriented recreational activities; that they contain ecological, geological or scenic resources of significant value; and that they provide unique opportunities for the quiet enjoyment of open space; and
- E. That the operation of motorized vehicles on the ocean beaches constitutes a threat to the safety of persons using the ocean beaches for recreational purposes; that the operation of such vehicles on the ocean beaches interferes with the quiet enjoyment of beach-oriented recreational activities unavailable in nonmaritime settings, and, further, that the operation of such vehicles on the ocean beaches interferes with beach terrain and constitutes a threat to a sensitive maritime environment; and
- F. That the use of motorized vehicles for recreational purposes in proximity to residences, schools, churches, businesses, or other inhabited structures and in and around parks and other open areas causes excessive amounts of noise; and
- G. That the use of motorized vehicles within the city for purposes other than transportation on the public highways is causing and has caused an adverse effect on the environment, including adverse effects on wildlife, wildlife habitats, and scenic resources, and constitutes a public nuisance to the residents of the city requiring appropriate regulation to control such uses. (Ord. 1-83 §1(part), 1983) (Ord. \_\_\_\_, 2022).

#### **10.48.020 Definitions.**

For the purposes of this chapter, unless otherwise apparent from the context, certain words and phrases used in this chapter are defined as follows:

A. “Ocean beaches” means that sandy area of land adjacent to the Pacific Ocean and west of Highway Number 1, unless such beach is interrupted by a street, road, public improvement for the use of the public, bluff, cliff or other form of topography;

B. “Operate a motorized vehicle” means to operate, stop, stand, or park a motorized vehicle as defined by the California Vehicle Code.

C. “Motorized Vehicle” means and includes motor vehicles, motorcycles, minibikes, dirt bikes, dune buggies, and any motor-driven cycle or vehicle as further defined by the California Vehicle Code.

D. “Vehicle Code.” Unless otherwise indicated, the definitions contained in the California Vehicle Code are incorporated in this chapter. (Ord. 1-83 §1(part), 1983).

**10.48.030 Unlawful activities.**

Except as provided in this chapter, it is unlawful for any person to operate a motorized vehicle as defined in Section 10.48.020 of this chapter off a public highway or street. (Ord. 1-83 §1(part), 1983).

**10.48.040 Permitted operations.**

The following operations are permitted:

A. The operation of vehicles on parking lots or parking areas or loading areas when such operations are solely for ingress to, or egress from, such parking lots or parking areas and compliant with the California Vehicle Code;

B. The operation of vehicles on private land, private roadways, or private easements by the owners or the members of the owner’s family of such roadway or easement;

C. The operation of vehicles for the purposes of agriculture, construction or maintenance and repair;

D. The operation of authorized emergency vehicles as defined by the California Vehicle Code;

E. The operation of publicly owned vehicles by employees or agents of public agencies while discharging specific responsibilities of their employment or agencies; and

F. (Ord. C-4-09 §1, 2009: Ord. 1-83 §1(part), 1983).

# EXHIBIT B

## Chapter 10.49

### USE OF MOTORIZED BICYCLES, BOARDS, SCOOTERS AND SEGWAYS OFF THE PUBLIC HIGHWAYS

#### Sections:

- 10.49.010 Findings--Preamble.
- 10.49.020 Definitions.
- 10.49.030 Electric Bicycles.
- 10.49.040 Motorized Boards.
- 10.49.050 Motorized Scooters
- 10.49.060 Segways
- 10.49.070 Commercial Operations
- 10.49.080 Enforcement

#### **10.49.010 Findings--Preamble.**

The council finds:

- A. That technology and availability has changed substantially allowing residents and visitors to own and operate motorized bicycles, motorized boards and motorized scooters; and
- B. State law has changed to reflect changes in electrification of bicycles and powering of boards and scooters and it is in the public interest to bring local ordinances into consistency with State law; and
- C. That it is in the public interest to align City regulations with the State of California Department of Parks and Recreation (State Parks) and San Mateo County given that the California Coastal Trail transects jurisdictional boundaries of all three agencies; and
- D. That the use of motorized bicycles, boards, scooters and Segways creates a potential hazard to other users of parks, trails, paths and walkways and the environment if not managed.

(Ord. \_\_\_\_, 2022).

#### **10.49.020 Definitions.**

For the purposes of this chapter, unless otherwise apparent from the context, certain words and phrases used in this chapter are defined as follows:

“Bicycle” is a device upon which any person may ride, propelled exclusively by human power through a belt, chain or gear and having one or more wheels (CVC 231)

“Operate” means to operate, stop, stand, or park a motorized bicycle, skateboard, scooter or Segway.

“Class 1 Electric Bicycle” means a low speed pedal-assisted bicycle with an electric motor that provides assistance only when rider is pedaling, up to 20 mph (CVC 312.5 (a) 1.)

“Class 2 Electric Bicycle” means a low speed throttle-assisted bicycle that may be propelled exclusively with an electric motor (without pedaling) up to 20 mph. (CVC 312.5 (a) 2.)

“Class 3 Electric Bicycle” means a speed pedal-assisted electric bicycle with an electric motor that provides assistance only when rider is pedaling, up to 28 mph. (CVC 312.5 (a) 3.)

“E-Bike” means a bicycle having fully operable pedals and an electric motor of less than 750 watts and a maximum speed of 28 mph. (CVC 312.5 (a))

“Electric Motorized Scooter” means a “motorized scooter” is any two-wheeled device that has handlebars, has either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by an electric motor. This device may also be designed to be powered by human propulsion. (CVC 407.5).

“Electric Mountain Bike” means means a bicycle having fully operable pedals and an electric motor of less than 750 watts and a maximum speed of 28 mph capable of operating on- and off-road.

“Gasoline-Powered Scooter” means a gasoline powered "motorized scooter" is any two-wheeled device that has handlebars, has either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by an electric motor. This device may also be designed to be powered by human propulsion. (CVC 407.5).

“Motorized Bicycle” means the same as electric bicycle.

“Motorized Board” means a gasoline or electrically motorized wheeled device that has a floorboard designed to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide, is designed to transport only one person, the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 20 miles per hour. The device may be designed to also be powered by human propulsion. These are commonly referred to as hoverboards, skateboards, and longboards.

“Motorized Scooter” means the same as Electric Motorized Scooter or Gasoline-Powered Scooter (CVC 407.5)

“Segway” means “electric personal assistive mobility device” or “EPAMD” consisting of a self-balancing, nontandem two-wheeled device, that is not greater than 20 inches deep and 25 inches wide and can turn in place, designed to transport only one person, with an electric propulsion system averaging less than 750 watts (1 horsepower), the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 12.5 miles per hour (CVC 313)

(Ord. \_\_\_\_, 2022)

#### **10.49.030 Electric Bicycles (E-Bikes).**

##### **A. Permitted Operations.**

1. Class 1 and Class 2 electric bicycles and electric mountain bikes may be operated on any paved or unpaved path or trail upon which bicycles are permitted including all portions of the California Coastal Trail, Naomi Patridge Trail and the Eastside Parallel Trail provided they are operated in accordance with the California Vehicle Code.

2. Class 1, Class 2 and Class 3 electric bicycles and electric mountain bikes may be operated within parking lots serving public parks, public facilities and public open space provided they are operated in accordance with the California Vehicle Code.

**B. Prohibitions.** Class 3 electric bicycles may not be operated on any paved or unpaved path or trail including, but not limited to all portions of the California Coastal Trail, Naomi Patridge Trail and the Eastside Parallel Trail.

**C. Exceptions.** The operation of an e-bicycle is permitted on private land, private roadways, or private easements by the owners or the members of the owner’s family of such roadway or easement.

(Ord. \_\_\_\_, 2022)

#### **10.49.040 Motorized Boards.**

**A. Prohibitions.** Motorized boards may not be operated on any paved or unpaved path or trail upon which a bicycle is permitted including, but not limited to all portions of the California Coastal Trail, Naomi Patridge Trail and the Eastside Parallel Trail.

B. Exceptions. The operation of a motorized board is permitted on private land, private roadways, or private easements by the owners or the members of the owner's family of such roadway or easement.

(Ord. \_\_\_\_, 2022)

**10.49.050 Motorized Scooters.**

A. Permitted Operations. Electric Motorized Scooters may be operated on any paved or unpaved path or trail upon which bicycles are permitted including all portions of the California Coastal Trail, Nomi Patridge Trail and the Eastside Parallel Trail provided they are operated in accordance with the California Vehicle Code.

B. Prohibitions. Gasoline-Powered Scooters may not be operated on any paved or unpaved path or trail permitted including, but not limited to all portions of the California Coastal Trail, Naomi Patridge Trail and the Eastside Parallel Trail.

C. Exceptions. The operation of a motorized scooter is permitted on private land, private roadways, or private easements by the owners or the members of the owner's family of such roadway or easement.

(Ord. \_\_\_\_, 2022)

**10.49.060 Segways.**

A. Permitted Operations. Segways may be operated on any paved path or trail upon which bicycles are permitted including all portions of the California Coastal Trail, Naomi Patridge Trail and the Eastside Parallel Trail provided they are operated in accordance with the California Vehicle Code.

B. Exceptions. The operation of a motorized scooter is permitted on private land, private roadways, or private easements by the owners or the members of the owner's family of such roadway or easement.

(Ord. \_\_\_\_, 2022)

**10.49.070 Commercial Operations.**

No commercial rental of motorized bicycles, motorized boards, motorized scooters or Segways shall be established without first obtaining a permit from the City of Half Moon Bay.

(Ord. \_\_\_\_, 2022)

**10.49.080 Enforcement.**

Need input from City Attorney

(Ord. \_\_\_\_, 2022)

**BUSINESS OF THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
OF THE CITY OF HALF MOON BAY**

**AGENDA REPORT**

For meeting of: **March 3, 2022**

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**TO:** Honorable Chair and Committee

**FROM:** Maziar Bozorginia, City Engineer  
Jonathan Woo, Assistant Engineer

**TITLE: POPLAR STREET TRAFFIC CALMING AND SAFETY PROJECT UPDATE**

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**RECOMMENDATION:**

Receive an update on the Poplar Street Traffic Calming and Safety Project.

**BACKGROUND:**

A Complete Street describes a comprehensive integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, and motorists. Each street may have various best practices applied, as the users and needs will vary from location to location while trying to maintain a streamlined network. In 2008, the State of California enacted the California Complete Streets Act of 2008 (AB 1358), which required cities and counties to revise general plans and identify how they will provide for mobility needs for all users within roadways. At the meeting of November 20, 2012, the City Council approved a resolution to adopt a Complete Street Policy.

The San Mateo City/County Association of Governments (C/CAG) announced on September 12, 2016, a call for Transportation for Livable Communities (TLC) projects under Metropolitan Transportation Commission's (MTC) One Bay Area Grant 2 (OBAG 2). The Public Works Department applied for a grant on November 18, 2016, and subsequently awarded \$1,202,000 towards the construction of the project.

**DISCUSSION:**

The project was presented to the community and went through multiple outreach meetings starting in 2018 and through 2019 which ended with a well-attended community meeting in December 2019. However, over the next several months as the environmental field investigation started, the project would be stalled as the COVID-19 pandemic put a hold to many projects and activities planned prior.

On August 17, 2021, the City Council approved an amendment to the contract with CSW/ST2 Engineering Group, Inc. for the continuation of design and environmental review services. Staff

and the City's consultant are now working to update the plans and environmental review required for the project.

The project will look to add traffic calming devices (traffic circles and bulb outs), bicycle and pedestrian connectivity from Main Street to Poplar Beach, and pavement repairs and surface treatment. The overwhelming public comments received to date have been to protect the large cypress trees that align the street and have come to define this street. The project will not remove any of those large, mature Cypress trees and look to utilize them as traffic calming elements.

On November 4, 2021, City Staff provided an overview of the project and discussed what was heard from the community in December of 2019. City Staff address clarifying questions from the Committee Members, as well as the attending public. Overall, positive feedback was received for the implementation of the project. At the time, City Staff highly recommended and encouraged residents along Poplar Street to schedule meetings with City Staff to discuss any concerns and comments regarding the improvements proposed within the City's Right-of-Way.

On December 14, 2021, City Staff presented the project to the Planning Commission in order to seek approval for the Coastal Development Permit. The Planning Commission and the attending public provided comments and concerns with the design at the time, which ultimately led to the project being continued to a later Planning Commission meeting on February 8, 2022. City staff worked on tuning the design to address the comments provided at the December 14<sup>th</sup> meeting.

On February 8, 2022, City Staff presented a site plan and multiple cross sections that addressed the concerns and comments provided. City Staff received generally positive feedback and was provided additional comments from the Planning Commission and the attending public. Additional comments include the implementation of a 6' wide Decomposed Granite Pathway along the south side of the Poplar Street Corridor, the option for residents along the south side of Poplar Street to "opt in" to have a concrete driveway apron instead, and much more. Ultimately, the Planning Commission approved the Coastal Development Permit. City Staff has now been working through the updated design, and again, highly encouraging and recommending the residents along Poplar Street to schedule meetings with City Staff to discuss any concerns or comments.

As we finalize the design, any community members with questions can reach out to City staff for more information as well as check out the project website: <https://www.half-moon-bay.ca.us/581/4574/Poplar-Street-Traffic-Calming-and-Safety>.