

# Bayshore Bikeway

Can we govern  
speed on the bike  
path?

What vehicles are  
not permitted on  
the bike path?

## California Vehicle Code 21200

A person riding a  
bicycle...

...is subject to all the  
provisions applicable to  
the driver of a vehicle...



# Rules of the Road



## California Vehicle Code 22350

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

# Basic Speed Law





# Streets & Highways Code 890.4

## Class 1 Bikeway

### Bike Paths or Shared Use Paths

Completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

## Class 2 Bikeway

### Bike Lanes

Restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

## Class 3 Bikeway

### Bike Routes

Provide right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.



## California Vehicle Code 231

A bicycle is a device upon which a person may ride, propelled exclusively by human power, except as provided in Section 312.5, through a belt, chain, or gears, and having one or more wheels. A person riding a bicycle is subject to the provisions of this code specified in section 21200 and 21200.5. An electric bicycle is a bicycle.



# What is a bicycle?



# California Vehicle Code 312.5

An electric bicycle has fully-operatable pedals and an electric motor less than 750 watts

## Class 1

### “Low-speed pedal-assisted”

Equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 mph.

- Riders under 18 must wear a helmet

## Class 2

### “Low-speed throttle-assisted”

Equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 mph.

## Class 3

### “Speed pedal-assisted”

Equipped with a motor that provides assistance only when the rider is pedaling, and ceases to provide assistance when the bicycle reaches the speed of 28 mph, and equipped with a speedometer.

- Rider must be 16 years or over
- A helmet is required



# California Vehicle Code 313.5

An “electrically motorized board” is any 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, and has 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.

- Helmet required
- Age 16 or older!
- 15 mph speed limit
- Basic speed law applies
- Not under the influence
- Lighting required in darkness





## California Vehicle Code 21212

A person under 18 years of age shall not operate a bicycle, a nonmotorized scooter, or a skateboard, nor wear in-line or roller skates, nor ride upon any bicycle, a nonmotorized scooter, or a skateboard as a passenger, upon a street, bikeway, or any other public bicycle path or trail unless that person is wearing a properly fitted and fastened bicycle helmet...

## Helmet Law



# Coronado Climate Advisory Group

Presentation to Mobility Commission on  
Coronado Transportation Emissions Plan

August 11, 2022

# Climate Advisory Group (established 2021)

- Knowledgeable Coronado residents advising City of Coronado on climate-related issues
  - Experience in energy, education, policy, business, etc.
- Function as informal advisors vs. formal City commission
  - Avoid restrictions and legal requirements
- Work with City Council, staff, commissions, committees & local organizations (Emerald Keepers, CUSD, etc.)



# Coronado's Climate Action Plan (CAP)

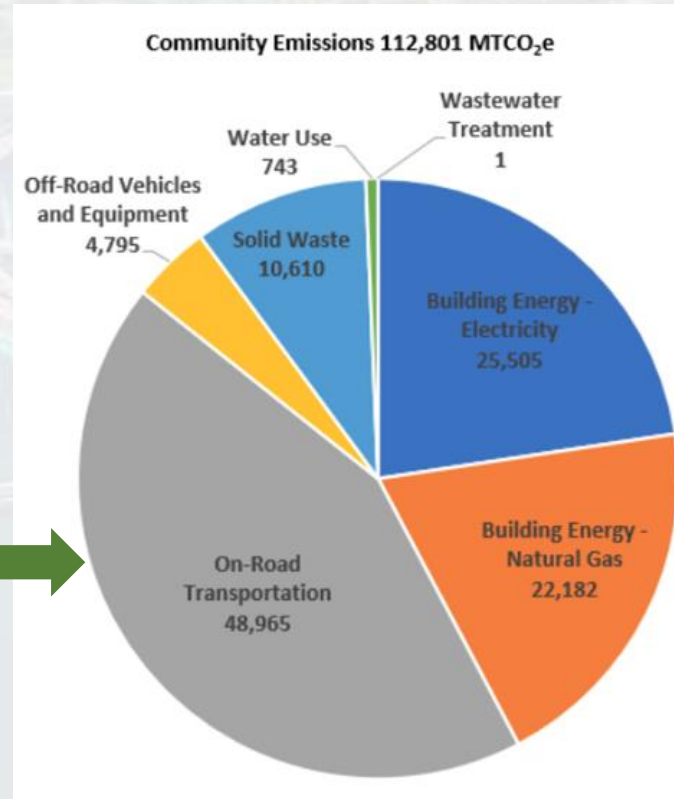
- City Council introduced 2019, approved March 2022
  - Developed by an external consultant in collaboration with city staff
  - Held public feedback sessions with Coronado community



- Detailed CAP implementation plan expected September 2022

# Climate Action Plan Data

- Calculated baseline for all Coronado emissions (2016 data)



Transportation  
#1 source of  
emissions

- Business as usual (BAU) forecasts 3% emissions growth by 2030

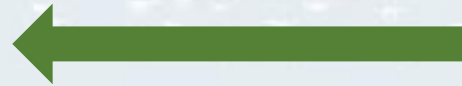


# Climate Action Plan Goal

CAP Goal: Reduce Coronado emissions **40% by 2030**

- 5 areas identified for emissions reductions (listed by priority):

1. Transportation



Important role for  
Mobility Commission

2. Building electricity

3. Building water heating

4. Organic waste

5. Alternate electricity utility provider (Community Choice)

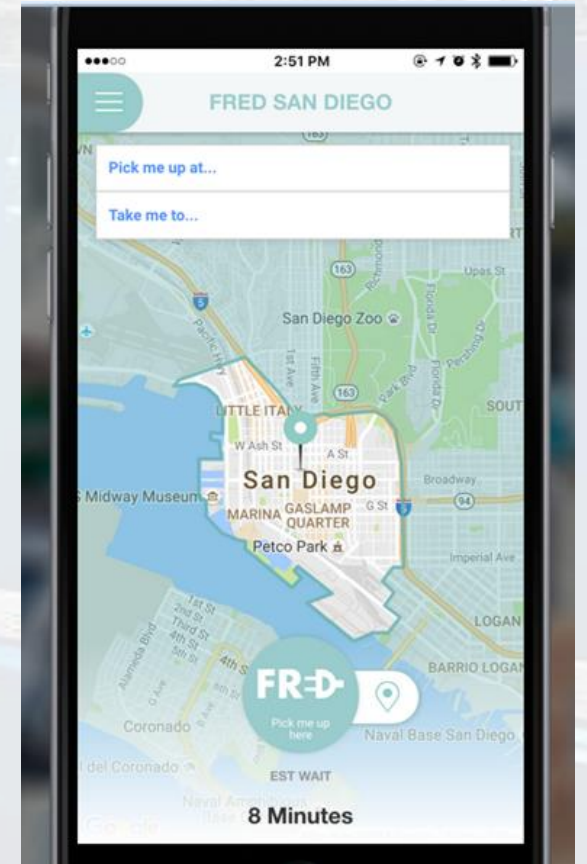
# CAP Proposed Transportation Initiatives:

1. Improve bike and pedestrian infrastructure ✓
2. Add Electric Vehicle (EV) charging stations (public & private) ✓
3. Electrify city fleet
4. Establish EV car share program
5. Promote Neighborhood EV (NEV) program (e.g. golf carts)
6. Improve existing public transit
  - Expand and electrify ferry service
  - More frequent 904 bus
  - Reduce 904 bus fares
  - Electrify 904 bus and summer shuttle ✓
  - Add micro-transit electric shuttle service



# Micro-transit: FRED free shuttle downtown SD

~25,000 rides per month



# Role of Mobility Commission

- Trusted resource to advise City Council and staff on proposed CAP transportation emission reduction initiatives
- Prioritize most relevant transportation CAP initiatives
- Identify less relevant CAP initiatives
- Explore implementation of priority initiatives
- Identify additional transportation opportunities
- Propose schedule of transportation actions to reach 2030 goal



# Questions?

Climate Advisory Group Contacts

[asteward1@me.com](mailto:asteward1@me.com)

[laurawsinton@gmail.com](mailto:laurawsinton@gmail.com)

[abbyberk@yahoo.com](mailto:abbyberk@yahoo.com)

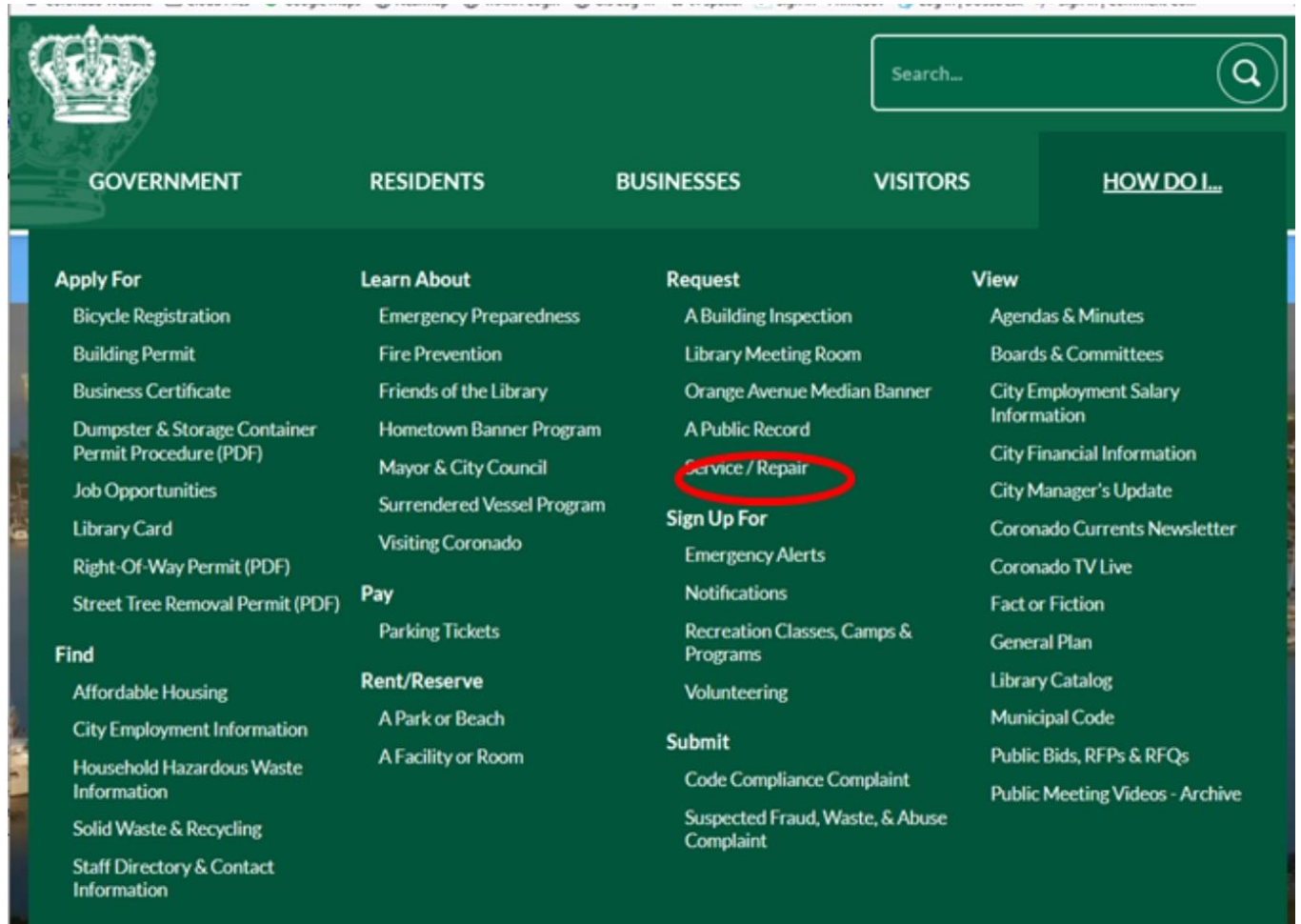




Exhibit 4



# E-Bikes Coronado

Mobility Commission 10/13/22 Recommendations to City Council

Please Review 2022 Mobility Commission Meeting Minutes/Video for Reasoning and Data.

The Mobility Commission requested that a member be placed on the City's Special E- Bike Task Force 9/15/22



# Mobility Commission Recommendations

- Create one or more city ordinances that govern E-Bike usage. Language might include: 1) Reduce or match speed when needed for safety, 2) Passengers only when bike has extra permanent seat, 3) Cannot operate E-Bikes on sidewalks when pedestrians are on the same block.
- Consider increasing schedule of fines for violations of bicycle municipal codes.
- Modify high risk areas to separate E-Bikes (and similar speed mobility devices) from pedestrians, vehicles etc. This might include: an E-Bike lane or path in some areas e.g. Bayshore Bikeway to moderate/separate speeds. It should also also involve modifying dangerous intersections.
- Create city resources to explain laws governing E-Bikes and provide safety tips.
- Increase enforcement of all safety rules and vehicle code violations. Consider enabling and training school crossing guards, senior patrols and volunteers to give formal warnings or keep track of warnings for law enforcement.
- Hold E-Bike safety webinars and classes. Consider incentive class for high and middle schoolers.
- Increase/improve signage governing higher speed mobility devices.
- Start a city Social Media campaign promoting safety and bike laws.
- Work with local E-Bike bike rental companies to insure renters are informed of the rules and safety for use of E-Bikes.
- Work with the schools to get rules, laws and safety tips to students and parents. This might involve: mailers home, announcements on student bulletins, law enforcement presenters on morning announcements, and asking for an article in the HS newspaper.
- Seek support from Coronado media resources to inform public on upcoming ordinances etc.
- Consider required online course on bike safety for serious or chronic offenders.





City of Coronado

# ELECTRIC BICYCLES POLICY CONSIDERATIONS

---

December 6, 2022

# Background

Over the past year the City experienced a rise in the number of electric bicycles (e-bikes) operating on city streets and bike paths.

- Concerns include operators' lack of helmets, use on sidewalks with potential for pedestrian collisions, reckless speeds, inattention and carrying too many passengers.

E-bikes regulated under the California Vehicle Code as conventional bicycles and must obey most all of the same regulations as non-motorized bicycles (AB 1096 adopted 2015).

- State promoting E-bikes as alternative mode of transportation.
- Regulations dependent upon the class of E-bike (1-3).
- The California Highway Patrol will develop statewide safety guidelines and training programs by September 2023, covering topics including general e-bike safety, emergency maneuver skills, rules of the road and laws on electronic bicycles.



# Prior Presentations

Exhibit 6

September 2022, Fire and Police Depts reported to the City Council on E-bike and bicycle safety statistics.

Included 176 contacts for bikes/e-bikes; 119 written warnings and 57 citations

15 medical responses; 13 bicycle and 2 e-bike.





# Bike Rodeos

## Partnered with

- Coronado Unified School District
- Coronado Main Street
- Coronado Mobility Commission
- Bike Coalition – San Diego County

## Locations

- Coronado Middle School
- Village Elementary School
- Strand Elementary School

## Upcoming Rodeo

Saturday, December 10, 2022 from 9 to 11 a.m. on Seventh between Orange and D Avenues.



# E-Bike Safety Task Force

City E-Bike Task Force formed this summer to examine public education, and policy options.

Representatives from Police, Fire, Public Services & Engineering, Recreation and Golf Services and Community Development Departments and the City Manager's Office.

Mobility Commission also discussed policy options and forwarded recommendations.





# E-Bike Safety Public Education Campaign

## Launched an e-bike safety campaign “E-Bike and B-Safe Coronado”

- Online resources at Comment Coronado including videos, information and FAQs.
- Produced educational video which airs on Coronado TV.
- Developed informational flyers and brochures distributed to bicycle and rental shops, hotels, CUSD, the U.S. Navy, Coronado MainStreet, Discover Coronado and the Chamber of Commerce.





# E-Bike Task Force/Mobility Commission

## Recommended Strategies

Exhibit 6

1. Continue with targeted enforcement for the safe operation of e-bikes, including monitoring speed for safety, by the Police Department.
2. Continue to provide e-bike/bicycle rodeos to educate riders on safe operation and enhance operator skills.
3. Continue to impound e-bikes for serious offenses.
4. Continue, refresh and expand the recently launched E-Bike and B-Safe Coronado campaign as necessary for greater reach and impact.
5. Request the City Council representatives to the City and CUSD Joint Committee to convene the Joint Committee and discuss e-bike safety strategies and outreach to students and parents.
6. Consider engineering improvements (surface, signage, design) as future road projects are developed to increase bicycle safety.

# Additional Policy Options for City Council

---

- A. Amend the Municipal Code to ban e-bikes from all City sidewalks (bicycles are currently banned from commercial district sidewalks only).
- B. Amend the Municipal Code to require e-bike operators to exercise due care regarding speed of the bike, obeying all traffic control devices, and ensuring safe operation.
- C. Amend the Municipal Code to ban unlawful transport of passengers on handlebars or exceeding the passenger capacity of the e-bike. The Council could also choose to ban towing of passengers behind the e-bike on a skateboard or other conveyance.

*Implementation of the above violations under our Municipal Code would require an associated citation diversion for adults and/or youth to be effective, administered by the Police Department. Attendance online or in person within 90 days of citation would get their citation waived.*

# Additional Policy Options for City Council Exhibit 6

## (cont.)

D. Provide small incentive funding for Police Officers to “cite” youth e-bike operators for good behavior with gift certificates to local pizza or ice cream when observing responsible operation of e-bikes in the community.

E. Expand current voluntary bike registry to include e-bikes to ensure recognition of e-bike owners and timely return of stolen e-bikes.





# Recommendations/Direction

---

1. Staff seeks City Council approval of Recommended Strategies #1-6.
2. Also seek City Council direction on Additional Policy Options A-E.





# Questions?



# CORONADO BIKE-FREE SIDEWALK ZONES



Thank You for Doing  
the Right Thing on  
Orange Avenue!



No riding on sidewalks  
where posted. Red areas  
are commercial districts,  
school zones or are posted  
no-bike-riding zones.



## Coronado Police Remind Bicyclists:

- Bicycle riding is prohibited on sidewalks near schools and in Coronado's business districts, generally along Orange Avenue from R.H. Dana Place to Seventh Street; from First to Third streets, including some side streets; and on First Street from Orange Avenue to the Coronado Ferry Landing
- Don't invite thieves: **ALWAYS** lock your bike at a bike rack or bike corral even when you will only be a minute
- Warnings or tickets may be given for those violating Coronado's bicycle ordinances
- Minors must wear properly fitted, fastened helmets; parents are ultimately responsible for violations by minors
- Register your bike at the Coronado Police Department, 700 Orange Avenue, or online with the National Bike Registry at [www.nationalbikeregistry.com](http://www.nationalbikeregistry.com) in case it is stolen or misplaced
- To file a complaint or make a suggestion about bicycling, please call the Engineering Department at (619) 522-7383
- For information about the Coronado Bicycle Advisory Committee, visit [bit.ly/11DJGYv](http://bit.ly/11DJGYv)



## Commuting Tips

### FOR BICYCLISTS:

- ◆ Wear a helmet & bright, reflective clothing
- ◆ Make sure your bicycle is properly sized and adjusted
- ◆ Use a white headlamp, a red rear reflector and all other lights and reflectors required for night riding, per California Vehicle Code Section 21201
- ◆ Carry a basic tool kit
- ◆ Plan your route
- ◆ Watch for car doors on parked cars
- ◆ A bicycle is a vehicle, and must obey all traffic rules
- ◆ Ride in the same direction as traffic
- ◆ Walk your bike when on sidewalks. See map inside.
- ◆ Stop at all stops signs and red traffic signals

### FOR MOTORISTS:

- ◆ Drive predictably to apprise those around you of your intentions
- ◆ Watch your speed
- ◆ Look before opening your door
- ◆ Be patient

## Bicycle Safety Tips

- ◆ If you are under 18, you must wear a helmet
- ◆ Always wear a properly fitting, fastened helmet



Right



Wrong

- ◆ A helmet should fit snug and level
- ◆ Obey the same driving rules as a car
- ◆ Stop for pedestrians
- ◆ Wear lighting and reflective gear if riding at night
- ◆ Keep your bicycle in good working condition



Left turn



Right turn



Slow or stop



## ► Tips for safe, courteous and fun bicycling



Coronado Police Department  
(619) 522-7350



Follow Me



City of Coronado website



**Coronado Mobility Commission**  
**Item 6 - City Council Engagement**  
**APRIL 13<sup>th</sup> 2022**

Dear Mobility Commission,

Thank you for the recent Commission update. I am resubmitting a traffic calming working draft for The Commission to edit, change or use in in any way that may be helpful. On March 1<sup>st</sup> 2022 ([item 10c](#)) The Council discussed Orange Ave and has postponed the use of any bulb outs at this time. I believe the term “bulb out” can be vague and cause problems and I think it would be best for Coronado to eliminate the word entirely from our vocabulary. There is still a need to modify curbs or shorten crossing distances for pedestrians at various locations. For that reason I suggest replacing the word “bulb out” with the term “curb extension” when and where those issues are addressed. I’ve eliminated the word “bulb out” from the attached NTCE draft and replaced with “curb extension” where once used.

Coronado has adopted an Active Trans Plan and at the same time, requested a Traffic Calming Plan be completed. These 2 different approaches towards better mobility and better transportation both share the exact same goal. Both seek to enhance bicycle and pedestrian transportation in Coronado. The ATP focuses more on bicycle and pedestrian planning and a Traffic Calming Plan focuses more on slowing cars. I am sharing a copy of [The City of Encinitas Neighborhood Traffic Management Program](#) for your review. You will see many familiar ATP concepts and Traffic Calming solutions here that are all integrated into one comprehensive plan. Here is a link to [Encinitas’ Traffic Calming Program page](#) for additional information -

During [City Council Engagement](#) (item 6) I respectfully request The Mobility Commission take a moment to discuss whether The Commission sees a benefit to having one, all-encompassing plan, as opposed to two. If The Commission does see increased efficiency in a more holistic, single plan approach, I believe it is in the best interest for Commission to express those thoughts with The Council when submitting a traffic calming plan.

Speed hump programs, Orange Ave Beautification, Ave of Heroes, Gateway, Fehr and Peers, Ocean Blvd., numerous intersections, Hotel Del medians, The Ferry Landing, 5 points improvements, the possibility of relinquishment, and so on.... I believe all these plans and future projects could benefit greatly from a more integrated “all in one” plan or program for Coronado. I think it is fair to say that all residents and all guests would like to see and experience the very same things. A very clean, safe and attractive town is where we all benefit and what we all appreciate. Thank you all very much.

Respectfully,

- Ray Richardson

[Feb 19<sup>th</sup> 2019 addendum attached]



11/12/18

## **ADDENDUM TO CORONADO** **ACTIVE TRANSPORTATION MASTER PLAN**

### **Traffic Calming and Active Transportation Safety Options for Consideration**

This addendum to the City of Coronado's Active Transportation Plan (ATP) provides some safety and traffic calming alternative options for consideration with the objective of improving safety for motor vehicles, bicyclists, and pedestrians. Rightfully so, the focus of the ATP is on bicyclists and pedestrians. There are, however, other areas more specific to traffic calming, which will have the added benefit of improved safety for individuals using active transportation.

The following list identifies potential traffic calming and active transportation safety options for further evaluation:

1. Reduce speed limit in residential areas from 25 mph to 20 mph. Legislation has been passed in other western states allowing neighborhood speed limits to be reduced to 20 mph. Evaluations are underway where neighborhoods have implemented this change and initial indications show very positive results. The number of collisions and the risk of injury or death are greatly decreased at lower speed. The time impact of driving anywhere in Coronado village at the lower speed is less than one minute.
2. Institute a bicyclist diversion program where a person caught violating traffic laws can attend a "Bicycle Regulation Refresher Training" class in lieu of receiving a fine. This would serve the dual purpose of identifying violations as well as educating the public regarding the bicycle rules of the road.
3. Introduce an ordinance to prohibit the use of smart phones and other devices while crossing the street. Many cities across the country have instituted these types of ordinances.
4. Evaluate various uses of landscaping and foliage for traffic calming.
5. Intersections are of particular interest since the majority of collisions occur at these locations. Items for consideration to improve safety at intersections include:
  - a. Bulb outs
  - b. Raised crosswalks
  - c. Ladder crosswalks
  - d. Red curbs to improve visibility
  - e. Proper Americans with Disabilities Act (ADA) ramps
6. Roadway considerations include:
  - a. Speed humps
  - b. Speed cameras (legislation required since currently not allowed in CA)
  - c. Adequate speed limit signage

02/05/19



7. Review specific areas with safety concerns include:
- a. Fifth and Pomona
  - b. Fifth and Glorietta - could use a landscaped corner and raised crosswalk to slow traffic bridge bound
  - c. Fifth and H
  - d. Fifth and B
  - e. Sixth and Pomona
  - f. Seventh and D
  - g. Eighth and Alameda - enhanced intersection could slow traffic on Alameda
  - h. Eighth and Olive
  - i. Eighth and D
  - j. Eighth and E
  - k. Alameda and Marina - could also be landscaped to slow traffic on Alameda
  - l. Intersections on Palm and Olive
  - m. Ninth and B
  - n. Ninth and G
  - o. Tenth and H
  - p. Tenth and E
  - q. Tenth, Olive, and H
  - r. Both First and Second Street could use at least one "enhanced" intersection to slow base commuters speeding down First and Second
  - s. 5 points (Glorietta, Pomona, Tenth Street - this project has the ability to slow traffic on both Pomona and Glorietta)
  - t. Speeds on Alameda, Olive, and Tenth
  - u. Fourth and A

It is recognized that relinquishment of SR 75 and SR 282 back to the City of Coronado may make available additional measures that promote safety of all modes of transportation along those roads. It is incumbent upon transportation planners to take advantage of any newly-created opportunities provided by relinquishment, if pursued by the City.

**CORONADO, CALIFORNIA**  
**OFFICE OF THE CITY ENGINEER**  
**WARRANTS**  
**SPEED HUMP WARRANT**

**PURPOSE**

Speed humps are pavement surface features that are used to control speeding on City streets.

This document provides a procedure for private parties to initiate a speed hump project and provides the procedure the City will follow for installation of speed humps. The procedure outlines the steps that staff, the Traffic Operations Committee (TOC) and City Council will follow.

**DEFINITIONS**

*Affected Resident:* Any resident with direct frontage on the street segment for which speed humps are being considered.

*Critical Speed:* The speed at or below which 85 percent of the traffic is moving.

*Speed Hump:* A raised area of pavement intended to limit traffic speeds to the posted speed limit. Speed humps are generally two to four inches high at the highest point and twelve to twenty feet long in the direction of travel. A speed hump is not a speed bump. Speed bumps, found in many parking lots and private streets, are abrupt pavement features, commonly three to four inches high and one to three feet long.

**CRITERIA**

The following criteria will be used in determining whether to install speed humps. (All criteria must be satisfied for speed hump installation.):

1. Demonstrated Speeding Problem: The street must possess a demonstrated speeding problem. A speeding problem may be demonstrated by, but is not limited to, presence of either of the following:
  - a) In a residential zone, the critical speed (85th percentile) must exceed 33 mph.
  - b) Conditions that are not readily apparent to the driver that may require reduced speeds. These may include heavy pedestrian crossings, extensive driveway conflicts, etc.



2. **Street Type:** The street under consideration shall have no more than one travel lane in each direction.
3. **Street Grade:** The street under consideration shall not have a grade in excess of 5% where speed humps are to be considered.
4. **Sight Distance:** The street under consideration shall have adequate vertical and horizontal alignment and sight distance.
5. **Street Length:** The subject street segment(s) shall have 0.25 mile or 1320 feet that is uninterrupted by stop signs or traffic signals.
6. **Truck/Transit Routes:** The street under consideration shall not be designated a truck or transit route.
7. **Emergency Response:** The installation of speed humps on the street under consideration shall not adversely affect established/preferred emergency vehicle routes.

### **Speed Hump Placement**

Speed humps should be located at property lines and placement should be avoided in front of residences, especially those with a direct window view to the street.

### **Citizen-Initiated Consideration**

The procedure for considering the installation, modification or removal of speed humps may be initiated by citizens according to the following procedure:

1. The request for the installation, modification or removal of speed humps shall be submitted to the City Manager on an "Application for Speed Humps" form available to the public from the Public Services & Engineering Department.
2. Upon receipt of a completed application, Engineering staff will collect information needed to evaluate the roadway conditions in relation to the required warrants stated in this document.
3. Based on the data obtained from the roadway conditions, Engineering staff will prepare a preliminary recommendation to the TOC. The applicant will be informed of the preliminary recommendation and notified that a petition in favor of the installation, modification or removal of speed humps must be signed by at least 67% of the affected residents and submitted to the City in order to proceed. The petition shall be on the official form provided to the public from the Public Services & Engineering Department. Only one signature per residence shall be counted toward the percentage requirement.

4. Upon receipt of a completed, verified petition, Engineering staff will prepare a report to the Traffic Operations Committee. The TOC shall take action on the request at its public meeting based on the staff report and public input. The original applicant will be notified at least 72 hours in advance of the date and time of the TOC.

The staff report shall include:

- a) A full evaluation of the roadway including traffic volumes, prevailing speeds (speed survey) and three-year accident history.
- b) An initial review of the project conducted in accordance with the California Environmental Quality Act. Subsequent reviews shall be conducted as required.
- c) Analysis from both the Fire and Police Departments on how the proposed speed humps would affect emergency response.

### **City-Initiated Consideration**

The installation, modification or removal of speed humps may be initiated and approved by the City Council.

### **Post-Installation Review**

After the installation of speed humps, each street segment will be analyzed to determine the effectiveness of the speed humps in safely reducing speeds. The City Council will determine the time frame for the post-installation review for each speed hump project.

### **Speed Hump Removal**

Speed humps will be removed if they are determined by the City Council to:

1. Create confusion or an unsafe condition for motorists or pedestrians.
2. Fail to reduce vehicle speeds.
3. Reduce/divert the average daily traffic on the subject street by over ten percent onto other neighboring streets.
4. Increase the average daily traffic on any neighboring street by over ten percent.

BY: Ed Walton, P.E.  
City Engineer

Approved by Traffic Operations Committee: January 26, 2006

Approved by Coronado City Council: February 21, 2006





Cyclists use a two-lane bike lane on Voie Georges-Pompidou in Paris in 2020. The rapid expansion of car-free infrastructure has helped France improve its safety record as well as save gas. *Photographer: Anita Pouchard Serra/Bloomberg*

CityLab | Transportation

# US Traffic Safety Is Getting Worse, While Other Countries Improve

The rising rate of road deaths in the US continues to defy global trends. Here's what traffic planners in other nations could teach their American counterparts.

By David Zipper

November 3, 2022 at 6:00 AM PDT

A few months ago the United States Department of Transportation Secretary Pete Buttigieg unveiled

Momentum, a new federal program created “to help countries around the world learn from our best practices in planning and modernizing transportation.”

It was a curious move for a country whose mobility network seems more likely to inspire pity than admiration when viewed from abroad. The US road transportation system is a climate bomb that generates more than twice as much carbon dioxide per capita as the roads of the European Union, thanks to the dominance of personal vehicles. American efforts to build cleaner alternatives such as high-speed rail – which is common across Japan, China, and many EU countries – have consumed billions of dollars with little to show for it.

The US underperformance in road safety is especially dramatic: 11.4 Americans per 100,000 died in crashes in 2020, a number that dwarfs countries including Spain (2.9), Israel (3.3) and New Zealand (6.3). And unlike most developed nations, US roadways have grown more deadly during the last two decades (including during the pandemic), especially for those outside of cars. Last year saw the most pedestrians killed in the US in 40 years, and deaths among those biking rose 44% from 2010 to 2020.

Instead of touting its own approaches, USDOT would be better off studying why other countries’ roads are so much safer and figure out how to apply those lessons at home.

Many Americans resist drawing these kinds of global comparisons: Echoing arguments that are frequently voiced about gun crime rates and health care costs, they point to

certain uniquely American characteristics. For roadway safety, the story goes, a large number of road deaths is inevitable in an expansive country that relies heavily on the automobile.

That narrative is hogwash. For proof, look no further than Canada, an equally spacious and car-centric neighbor where the likelihood of dying in a crash is 60% lower.

In recent months I've written a series of CityLab articles exploring why many countries – including Finland, France and Japan – boast roadway death rates that are a fraction of the US toll. The closer you look, the clearer it becomes that the US traffic safety crisis is not a reflection of geography or culture. It is the result of policy decisions that elevated fast car travel and automaker profits over roadway safety. Other countries made different choices, and they've saved lives as a result.

### **Falling Behind**

Until relatively recently, traveling in the US wasn't notably more dangerous than doing so in other developed nations. In 1979, the risk of dying in a vehicle crash in the US (23 per 100,000 people) fell below that of France and only a bit above West Germany and South Korea.

During the 1970s and 1980s, roadways across the US and western Europe grew safer with the adoption of seatbelts, airbags and improved vehicle designs. On one transportation front, at least, the US could credibly claim to be a global leader: Its New Car Assessment Program (NCAP), launched in 1983, offered a groundbreaking model to



educate consumers about the crashworthiness of various car models, influencing both buyer decisions and carmaker designs. NCAP was a hit; countries around the world soon emulated it.

But in the last 30 years, the US has not kept pace with tumbling traffic death rates in Europe, east Asia and Canada. In 2021, as the US hit a 16-year high for fatalities, Japan and Norway posted the lowest number of road deaths since the 1940s.

The contrast is especially striking among so-called vulnerable road users, a category that includes walkers as well as those using bikes, scooters and wheelchairs. According to the OECD, pedestrian deaths in the US rose over 40% from 2010-18, more than twice the pace of any other member country (most of which saw a decline).



Traffic deaths in Japan are now hitting record lows. *Photographer: Charly Triballeau/AFP via Getty Images*

Why has the US become such a road safety laggard? There are many factors, including measures adopted by the US alone and those that have been embraced abroad but not in the US. (Notably, trends that are apparent in both the US and its peers – like smartphone adoption – cannot explain the divergence in crash death rates.)

Europe, for example, has created many more car-free and car-light urban neighborhoods than the US. Since motor vehicles play a role in virtually all roadway deaths, their removal from the urban core is a big boost for safety. Meanwhile, countries like Canada and France have embraced automatic traffic cameras – devices that are banned in many US states – to deter speeding and running red lights. Likewise, safe infrastructure enhancements like roundabouts and road diets have been adopted more enthusiastically in other countries.

A widening gap is also visible in car regulations, which have grown relatively stricter abroad. A case in point: The European Union added pedestrian safety tests to NCAP crash ratings over two decades ago, and Japan, China and Australia now conduct them as well. The US still does not.

A common tactic is to  
cite “American  
exceptionalism” as a  
reason global lessons

# simply don't apply.

Uniquely, the US has seen larger SUVs and pickup trucks dominate its domestic car market. While the profitability of this trend has delighted automakers, the weight and height of these vehicles places other road users in greater danger. Research has linked the ascent of SUVs to the surge in US pedestrian deaths. Larger vehicles are gaining popularity in other countries as well, but higher gasoline taxes (as well as weight-based fees adopted by countries like France) have slowed their adoption.

National policy choices can affect road safety outcomes in subtler ways as well. Comparatively low fuel taxes encourage more driving, as do land use patterns that force many residents to commute to distant job centers. Unlike many of its peers, the US saw a steady uptick in vehicle miles traveled per capita during the 2010s, creating more chances to crash. The US also saw a decline in public transit usage even prior to the pandemic, in contrast to rising ridership in most of the rest of the world. Because bus and rail trips are orders of magnitude safer than driving, mode shift away from public transportation will increase road deaths. (Japan's outstanding train service is one reason that traveling within the island nation is so safe.)

Trends such as these are happening concurrently, and isolating their individual impact on crash deaths is challenging for even the most meticulous researcher. But the net effect is clear: Americans are now at a much higher risk of dying in a crash than people in other rich nations,



and the gap is growing wider.

### **Simpler Solutions**

You might expect the deadly underperformance of US roadway safety to force a reckoning, with public officials questioning longstanding policies and reallocating funds away from existing programs in favor of new and innovative ones.

If so, you will be disappointed. In January 2022, USDOT Secretary Buttigieg launched a national traffic safety strategy modeled after the “safe system” approach promoted by the global Vision Zero safety movement, but so far there is scant evidence suggesting that the US roadway safety establishment is undergoing a rethink. (Example: Announcing yet another rise in US traffic deaths in May, the National Highway Traffic Safety Administration promoted the decades-old Click It or Ticket seat belt education campaign, which does nothing to protect the pedestrians and cyclists whose deaths have been rising fastest.)

US transportation leaders have adopted several tactics to deflect calls for reform. A common one is to cite “American exceptionalism” as a reason global lessons simply don’t apply. In a response to my CityLab article comparing the US to France, Jonathan Adkins, the executive director of the Governors Highway Safety Association, cited the “need to acknowledge a uniquely American culture. What works in Paris, France may not be feasible in Paris, Tennessee.” Fair enough, but big US cities like New York and San Francisco

could learn a lot from the French capital's rapid embrace of car-free streets. And public officials in Paris, Tennessee, can appreciate the safety benefits of the roundabouts that are widespread throughout rural France (and are just as effective in small US towns like Carmel, Indiana).



Roundabouts save lives in the US, too: This one's in Ponderay, Idaho. *Photo: Don and Melinda Crawford/UCG/Universal Images Group via Getty Images*

Of course, the US is not the only country where defenders of the status quo have wielded national character as a weapon. Fifty years ago, the urban planner Jan Gehl faced Copenhagen residents who scoffed at his plan to shift city streets away from cars to encourage bicycle travel. "We are Danes, not Italians," he was told. ("It turns out we are Italians after all," I heard him say when recounting the story at a conference several years ago.)

Another common American response to road safety

critiques is to challenge deaths per capita as a metric. Some argue that deaths per mile driven is a better comparison, since it takes into account the added risks of driving more miles, as Americans are wont to do. But this flunks the test of common sense. Consider: If traffic deaths are flat, but everyone drives twice as far, is society safer? Furthermore, rural interstate driving is significantly less dangerous per mile than driving on urban arterials, so a country could grow “safer” on a deaths/VMT basis simply by moving urban residents into the countryside.

Not all US transportation leaders defend the country’s road safety status quo. But those that do call for change – especially in the auto industry – sometimes sound like they expect technology to provide a *deus ex machina* solution for the 110 people killed every day on US roadways. Tesla Inc. CEO Elon Musk, for instance, has said he is targeting a 90% reduction in crashes through Autopilot, the company’s driver assistance feature. And that’s before “true” self-driving cars supposedly make road deaths a problem of the past.

These promises are at best dubious: No reliable evidence suggests that Teslas with Autopilot are safer than other cars, and driver assistance features like automatic emergency braking don’t work reliably above 40 miles per hour or in the dark. Meanwhile, the safety benefits of autonomous driving remain speculative.

Other countries are not waiting for technology to save lives. In Helsinki, where crash fatalities have plummeted



dramatically, Finnish officials told me that technology has played no role in their success; instead, the city focused on slowing down cars. France, too, has reaped a safety dividend from restricting vehicles from so many urban areas over the last 30 years. And in Japan, a ban on overnight street parking makes pedestrians and cyclists more visible to drivers.

For the US, this may be the most important road safety lesson from abroad: Many of the best solutions are quite simple. Build slower streets. Penalize reckless drivers quickly and reliably. Use regulations and taxes – on vehicle weight as well as fuel – to nudge the car industry toward smaller, safer models.

The US does not require splashy innovations to save lives. Policymakers merely need to have the humility to look beyond the country's borders. An abundance of solutions, both powerful and practical, is right there waiting.

– David Zipper is a Visiting Fellow at the Harvard Kennedy School's Taubman Center for State and Local Government, where he examines the interplay between urban policy and new mobility technologies.

---

[Terms of Service](#) [Do Not Sell or Share My Personal Information](#) [Trademarks](#) [Privacy Policy](#)

©2023 Bloomberg L.P. All Rights Reserved

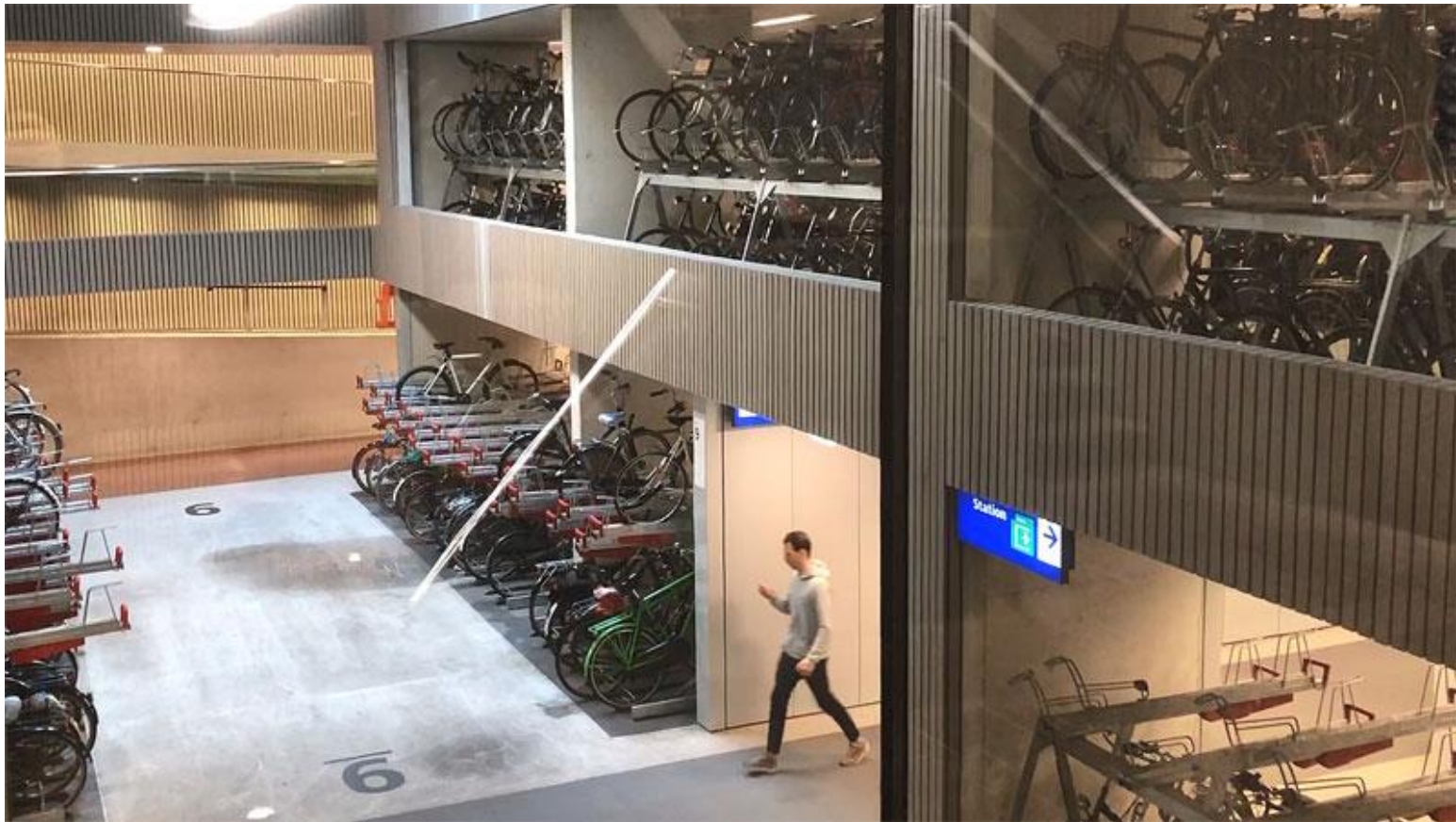
[Careers](#) [Made in NYC](#) [Advertise](#) [Ad Choices](#) [▶ Help](#)

# Bike Parking Working Group

Coronado Mobility Commission



# Does Coronado have sufficient bicycle parking?



# Spreckels Park

- Event parking needed





More bike parking capacity is needed for schools and parks





- Orange Avenue

**“Fun” bike parking**

This style of rack is attractive and easy to use.



- Bike Dock

## Efficient and secure

The bike dock is equipped with a soft surface to prevent scratching of the bike's finish when used properly. It is compatible with a U-lock and easy to use, that is after the cyclist figures it out.

**Step 1. Place your Front Wheel in the Wheel Trough**



**Step 2. Lock your Bike to the Locking Loop\***



**Result! Bike is Securely Locked and Won't Fall Over**



*\* For optimum security use a U-Lock and secure both your Front Tire and Frame*

# Seen around Coronado

- Grid Racks and Wave Racks





# The Problem:

- Not enough bicycle parking



# Recommendations

- Add more bike parking racks in the business district.
- Working Group proposes one or more racks in front of each business, consistent with bike usage and demand for parking facilities.
- Position the racks so as not to interfere with pedestrian traffic or passengers exiting or entering parked cars. This can be done by aligning the racks with the division between marked car parking spaces.
- Educate the cycling public on the correct use of the parking docks and encourage the use of U-locks to secure bikes.

## Corner of Tenth & C





# **BayShore Bikeway and Nature's Bridge to Discovery**

**Mobility Working Group Share**

Hagemann and Orr

# Concerns Shared by Community

- Heavy use by **non-compatible** modes of recreation/transportation (walkers, joggers, bikes, skateboards, electric scooters, street striders, strollers, bike trailers, surreys, and E-bikes) is creating safety issues.
- Lack of space on path (especially on weekends) is causing collisions and injuries.
- Condition of path is deteriorating.
- Nature's Bridge to Discovery has graffiti on the back of it and cables are broken.
- At the Cays intersection bikes, pedestrians and vehicles are confused as to rules causing large number of accidents, near misses and vehicles to be stopped on HWY 75.
- At the Lowes, Tawara and Leyte intersections bikers do not yield and are often not seen by drivers causing accidents and many near misses.
- Helmets not being worn on bike path causing injuries
- Alcohol and marijuana being consumed by E-bike, bike, skateboard and roller skate users on the bike path is causing impairment and accidents.
- Young children are unsupervised while riding on path.
- Visitors on Surreys stop on bike path blocking use of many users and creating safety issue.
- Lack of understanding of etiquette/rules of some users on the path e.g. side by side riding, abrupt stops and turns is causing safety problems.
- Trash along highway creates safety hazards to bikers and vehicles.
- E-bikes traveling at high rates of speed create safety concerns and scare other users of the path.

# Possible Steps Toward Improvement

- City-wide effort to educate users of path on rules, proper etiquette and ways to stay safe.
- Widen the path to allow for slow or fast lane.
- Enforce rules for Class 4 bike path and intersections.
- Increase or lengthen dirt paths for walkers and joggers.
- Create tools to make sure bikers yield at dangerous intersections.
- Clean up trash and remove graffiti.
- Repair damaged areas of the path.
- Ask rental company to review rules and ways to stay safe with customers.



# Questions

- Can law enforcement govern speed on path?
- Can/will the city widen the asphalt path as repairs are completed?
- Which vehicles can be prohibited on the path by the city?

## MEMORANDUM

TO: Tina Friend, City Manager  
 FROM: Rich Grunow, Director of Community Development  
 DATE: August 9, 2022  
 RE: Summary of Bayshore Bikeway Projects and Issues

RF

During the July 14, 2022 meeting of the Mobility Commission, staff from Imperial Beach presented their Bayshore Bikeway resiliency project. This prompted a request to provide a summary of Bayshore Bikeway projects, their issues and grant opportunities. Specifically, this memo will provide an overview of the City's recent and planned bikeway projects, a synopsis of Imperial Beach's project and the grants it received, information on if Coronado could be eligible for those grant types, issues related to improving the bikeway, and future project ideas.

#### Recent History of City of Coronado Bayshore Bikeway Improvements

Recent improvements to the Bayshore Bikeway include slurry seal once every 7 years (2015 and 2016), Cays entrance improvements (completed in November 2016), and new pavement markings (completed in 2022).

#### City of Coronado Planned Improvements

The City's planned improvements for the Bayshore Bikeway are to continue the slurry seal once every 7 years. Specifically, Fiscal Year 22/23 includes maintenance from the Yacht Club to Fiddlers Cove, and Fiscal Year 23/24 includes maintenance from Fiddlers Cove to the City's southern boundary. No additional "new" improvements along the Bayshore Bikeway are currently planned. However, the Mobility Commission is working on recommendations.

#### Summary of Imperial Beach's Bayshore Bikeway Resiliency Project

The Imperial Beach's Bayshore Bikeway Resiliency project is an adaptation plan to repurpose a 1.2-mile segment of the Bayshore Bikeway corridor to protect the Bayside neighborhood from future impacts of sea level rise up to 3.5 feet. The project includes design and construction of a concept that enhances flood protection for the adjacent neighborhood, improves access to the bikeway, provides additional natural habitat, and provides opportunities for future economic development and recreation. Current plan components include a living shoreline, detention basin, living levee, separating bikes and pedestrians, and elevating parts of the bikeway.

#### Grant Information

Imperial Beach was awarded \$445,000 from the Ocean Protection Council (OPC) Prop 68 Grant, and an additional \$15.2 million from the Federal Emergency Management Administration (FEMA) BRIC grant. Imperial Beach is also considering applying for additional OPC Prop 68 funding, and grants from the National Oceanic and Atmospheric Administration (NOAA) and Caltrans. While Coronado could apply for the grants that Imperial Beach received, there are three key differences to note between the two cities which make Coronado less competitive for grants. First, Imperial Beach's portion of the Bayshore Bikeway is already flooding, so they face imminent impacts while Coronado does not yet. Secondly, Imperial Beach has underserved communities, which most of the available grants give preference to, and Coronado does not. Finally, Imperial

Beach owns most of the land underlying their segment of the bikeway, making permitting much easier, as well as demonstrating in grant applications that the project is feasible. For Coronado's portion of the bikeway, much of it is likely on either Port or Navy land.

Below is a synopsis whether Coronado could qualify for the grants that Imperial Beach was awarded or is considering, as well as other grants Coronado staff researched. This is not an exhaustive list. In general, if a project has components for nature-based sea level rise adaptation solutions or special consideration for coastal habitat, there are more funding opportunities than a project solely focused on widening the bikeway. With the approval of the City's sea level rise planning documents, the City may be in a better position to qualify for funding. Because of the lack of underserved communities in the City, Coronado would be less competitive than others for almost all of these opportunities.

- OPC Prop 68 Grant: funds projects for habitat restoration or climate change adaptation, especially for underserved communities. Coronado could apply but score lower than others.
- FEMA BRIC: funds hazard mitigation projects, especially infrastructure. Preferred projects protect high populations, and underserved communities. Coronado could apply but would likely not be considered a preferred project.
- NOAA Transformational Habitat Restoration and Coastal Resilience Grant: funds projects for habitat restoration or climate change adaptation, especially for underserved communities. Coronado could apply but would likely not be considered a preferred project.
- NOAA Coastal Habitat Restoration and Resilience Grant for Underserved Communities: Coronado would not qualify due to not having substantial underserved communities.
- Caltrans Sustainable Planning Grant: This is funding that Coronado was awarded for sea level rise planning. For new applications, a certified Housing Element is required.
- CTC Active Transportation Grant Program: provides funding for increasing walking and biking. The City applied in 2018 to widen the Bikeway, but it did not score well relative to other high impact and shovel ready projects. Cities with underserved communities receive higher scores, but Coronado could still qualify to apply again.
- Department of Defense (DoD) REPI Program: provides funding for agencies to partner with the military to enhance installation resilience to climate change. The City could apply for this funding, but sea level rise on the border with NASNI might be the best location for this due to a more direct benefit to Navy property. The City has applied for DoD funding in the past and was not awarded.

#### Issues/Impediments to Bayshore Bikeway Improvements

There are several issues and impediments to projects on the Bayshore Bikeway. The most cumbersome of the issues is that the ownership or jurisdictional boundaries are not well documented, and there are a variety of easements along the path, which causes delays to permits and questions regarding which agency should fund improvements. The U.S. Navy, Port of San Diego, and State of California (Fish and Wildlife) may have rights to portions of the bikeway. Additionally, environmentally sensitive habitat has previously been identified adjacent to the bike path, particularly the portion south of the Cays entrance. Environmental review under CEQA and associated biological surveys and reports would likely be necessary for any future improvement project. Finally, improvement projects should consider sea level rise impacts, with flooding anticipated on portions of the bikeway at 2.5 feet of sea level rise. Approximately 7 miles of the Bayshore Bikeway is projected to flood during storm events with 4.9 feet of sea level rise.